



In this issue:

Electronic Flight Bag Basics
 APA Volunteer Opportunities
 GAARMS: A Bad Day Flying
 Windsock Pole Project for
 Young (24AZ)

September 2022

APA NEWSLETTER

President's Report

Brian Schober, APA President 2

Executive Director's Report

Jim Timm, APA Executive Director 3-5

APA Volunteer Opportunities 6

GAJSC Topic of the Month

Peflight After Maintenance..... 7

— FEATURED —

Windsock Pole Project for Young (24AZ) 9

Member Photos 10

APA Scholarship Program 12-13

Arizona Airport Passport Program (AZAPP) 14

Member Videos 16

Keeping AZ's Backcountry Airstrips Open 18-20

Electronic Flight Bag (EFB) Basics 21-26

— SHORT FINAL —

Checking the Oil and Kicking the Tires

Howard Deevers 27-28

GAARMS: A Bad Day Flying

Fred Gibbs..... 30-34

Fatal Accident Review 35

Aviation Accident & Incident Summary 36-37

Pilot Deviations 38-41

Arizona Airparks 42

APA Website, Newsletter, & Merchandise

Stefanie Spencer, Webmaster 43-44



President's Report

Greetings,

The past couple of years brought lots of uncertainty and precautions to us. We're excited to announce that we'll be holding our **Annual Membership Meeting on September 24th from 9-11am** at the new EVIT aviation building hangar at Phoenix-Mesa Gateway Airport (IWA). This is a fantastic new air-conditioned venue and we thank EVIT for hosting us. We have a great guest speaker lined up, we've got some folks that would like to thank the membership, we have some new board members to introduce, and we have an incredible first-in-the-nation initiative to announce. A scrumptious breakfast will also be provided for a nominal donation. Please pay attention to your email and our Facebook and Instagram over the next couple of days and weeks for more details and reminders. We're looking forward to seeing you in person!

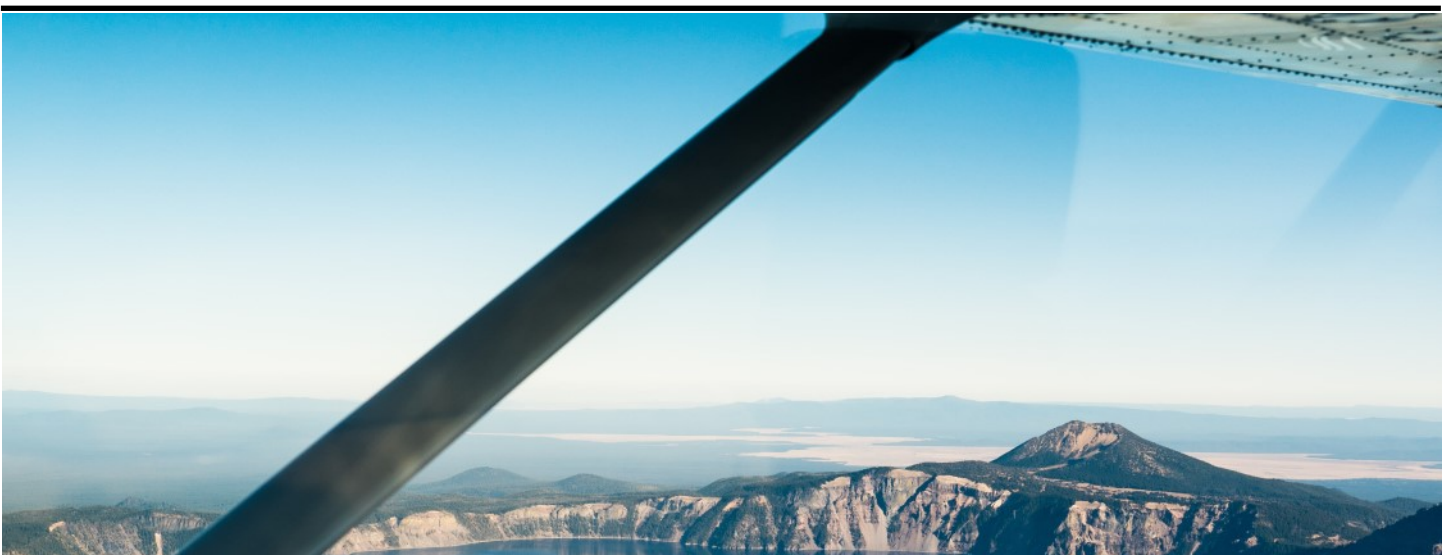


It's important to keep in mind that APA is a volunteer run and led organization. The board is volunteer. The committees are volunteer. Our projects are staffed by volunteers. During the meeting, we'll be highlighting some volunteer opportunities that span admin to heavy equipment operation, activity coordination to event hosting, and everything in between. We are looking for volunteers in several areas and we'll talk about how to share your talents with fellow pilots.

Personally, I'm thrilled to be meeting in person again. We've been working quietly behind the scenes on some pretty big stuff and we're excited to share it with you. I'll see you there on the 24th!

Blue Skies,

Brian



Executive Director's Report

Jim Timm — September 2022

Well, the hot weather is still with us, and it's even a tad warm at dawn. It also seems to warm up only too quickly. I sure got spoiled with the cool morning temperatures at AirVenture Oshkosh, even though the visit was short lived. It will be good when things start to cool down again. I guess that should start to happen in late September. So, until then, I guess I'll just have to stay in partial hibernation. Looking at the accident numbers, it would appear to me that the marginal pilots prone to have accidents may have also cut down on their flying. When it does cool down, I hope the present accident trend will continue. To those that are brave enough to bare the heat, fly safely, and I hope to see you at some of the fly-in breakfasts.



MISCELLANEOUS ITEMS

FAA

The FAA suggests in a recent article that pilots add a step to their preflight checklist to include the operation of their ADS-B. They cite instances where the ADS-B has been inadvertently left off, or in the wrong mode. The FAA suggested in this [recent article](#) that pilots add this step to their pre-flight list to make certain the ADS-B is on, and they recommend it for all flights, regardless of the airspace in which you intend to operate. When ADS-B Out equipment is installed, it generally must be operating at all times during flight even where not otherwise required, per [FAR 91.225\(f\)](#).

AIRSPACE

Fortunately, there haven't been any recent airspace issues or changes that I'm aware of. All the airports in the Phoenix area are starting preparations to deal with the anticipated influx of corporate aircraft and jets for the Super Bowl game at State Farm Stadium this winter. I would certainly suggest caution, or to consider not flying in the Phoenix area that weekend.

In the southwest corner of the Phoenix area, be aware that the Mobile airport is now named Bishop Airfield, and they do have a very active contract parachute operation in progress. The ILS that the previous owner had at the field has been shut down and is being removed.



SAFETY

The NTSB released its findings in a July 24, 2021, crash that claimed the life of an airshow performer who was also a very experienced former U.S. Navy fighter pilot. The NTSB report explained, “The pilot was attempting an intersection takeoff about mid-field when, shortly after the airplane became airborne, it pitched up aggressively, rolled left, and descended into the ground in a nose-down attitude. Examination did not reveal any evidence of pre-accident malfunctions or failures of the flight control system.” The NTSB determined the probable cause of the accident to be “The pilot’s failure to remove the flight control lock before departure, which resulted in a loss of airplane control, and impact with terrain. Contributing to the accident was his failure to perform an adequate preflight inspection and flight control check before takeoff.”



A pilot should always make a quick round-the-horn flight control check to make sure the controls are correct and free, and your flaps and trim are properly set.

It’s unfortunate that aviation safety really hasn’t gotten much better this reporting period. There have been injuries and there was a fatal accident. For a detailed report of all the accidents and incidents that have occurred, see my Accident & Incident Summary report located in this newsletter.

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

The number of pilot deviations are up again. They really should be much lower, and it appears that there are still a lot of pilots that don’t seem to know what’s expected of them when flying through the airspace they are in. Pilots really need to pick up an Airman’s Information Manual (AIM), and at least brush up on the “high points.”

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

Four IFR Deviations	One Brasher
One Class Bravo Airspace Deviation	One Brasher
Three Class Delta Airspace Deviations	One Brasher
Two Air Traffic Control Instructions	None
One Movement Area Deviation	One Brasher
Six Runway Incursions	Two Brashers

For the details, see my Pilot Deviations Report elsewhere in this newsletter.

CONSTRUCTION

The Lake Havasu City Airport is going to push back the reconstruction of its runway into late next spring in an attempt to minimize the disruptive impact to its users. The project will consist of removing the as-





phalt, reconditioning the base, and then applying six inches of asphalt, consisting of two layers of three inch thick asphalt.

A lot of the airports around the state have repair/ construction projects under way, and we don't have the latest status of all these projects, so always check for NOTAMs at your destination airport to determine what may be happening. Be cautious and always fly informed.

APA works with many airports around the state assisting with the updating of their Airport Master

Plans by providing the pilot and aircraft owner's perspective in the process. In this last reporting period, Casa Grande Municipal Airport had a meeting to review another phase of their airport master plan process.

THINGS TO DO - PLACES TO FLY FOR BREAKFAST:

The fly-in breakfast at Coolidge Municipal Airport (P08) was on the first Saturday of the month, but has ceased for the summer months. The fly-in Breakfasts will restart on Saturday October 1.

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, which was on the third weekend of the month has also ceased for the summer months. Their fly-in breakfasts will restart on Saturday October 15.

Grapevine is 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 continuing to be put on by the Casa Grande Masonic Lodge in the air-conditioned Terminal of the Casa Grande Airport. Apparently the upgrading of the lunch area has yet to meet inspection requirements. Hopefully it won't be too long before it can come on line.

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

Jim



APA Volunteer Opportunities

As an all-volunteer organization, APA relies on the generosity of our members and volunteers to accomplish our mission. To ensure that we're communicating volunteer opportunities, we will begin publishing a Volunteer Opportunity summary in the newsletter going forward.

Please take a look at the volunteer opportunities listed below and reach out to the APA point of contact for more details if you are interested in helping out.

Thank you in advance for your participation!

Opportunities		APA Point of Contact
APA Member Services Volunteers Needed!	<i>New Member Welcome (Membership Cards & Welcome Notes)</i>	stef@azpilots.org
Grapevine Monthly Camping Weekend Volunteer Hosts Needed!	September '22 (Sept. 16 & 17)	<i>Leanne Tawoda</i>
	October '22 (Oct. 14 & 15)	<i>Open</i>
	November '22 (Nov. 18 & 19)	<i>Open</i>
	December '22 (Dec. 16 & 17)	<i>Open</i>
	January '23 (Jan. 20 & 21)	<i>Open</i>
	February '23 (Feb. 17 & 18)	<i>Open</i>
	March '23 (Mar. 17 & 18)	<i>Chris Nugent</i>
	April '23 (Sept. 21 & 22)	<i>Open</i>
Windsock Maintenance Volunteers Needed!	<i>Buzzards Roost (Windsock Only)</i>	<i>Complete Thanks Dave Lenz & Team!</i>
	<i>Pleasant Valley Young (24AZ) (Base, Pole & Windsock)</i>	<i>John McMahon (pleasantvalley@azpilots.org)</i>
	<i>Vulture Mine (Windsock Only)</i>	<i>Tommy Thomason (vulturemine@azpilots.org)</i>
Airstrip Maintenance Volunteers Needed!	<i>Grapevine (88AZ) (Crack Sealing, etc - watch the APA Facebook page for dates)</i>	<i>Mike Andresen (grapevine@azpilots.org)</i>
	<i>Red Creek (Fill Ruts etc. - Deferred to Fall '22)</i>	<i>Tommy Thomason (redcreek@azpilots.org)</i>
	<i>Double Circle Ranch (Airstrip Shoulder Mowing - Help Needed!)</i>	<i>In Work Thanks to Josh Leavitt and the Bryce Families! (doublecircle@azpilots.org)</i>
	<i>Forepaugh (General Strip Maintenance)</i>	<i>Kit Murphy (forepaugh@azpilots.org)</i>

GAJSC



General Aviation Joint Steering Committee

Preflight After Maintenance

The FAA and industry will conduct a public education campaign emphasizing the safety benefits of Preflight After Maintenance.

Outreach Month: September 2022

Topic: Preflight After Maintenance (SCF-SE-28)

DOWNLOADS:

[PowerPoint Presentation Slides...](#)



**LIGHT SPORT AIRPLANE
ANNUALS - REPAIRS**

**FAA CERTIFIED LSRM
ROTAX CERTIFIED ENGINE TECHNICIAN
CAN TRAVEL TO YOUR HANGER**

BILL ROBINSON

Blue Skies Light Sport Repair

623-218-4646

WLBROBINSON@GMAIL.COM

www.arizonasportplanerepair.com

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

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

Arizona Skies Aviation

ArizonaSkiesAviation.com

"Come out and fly!"

Night
Flying
Courses



Citabria 7GCAA \$240/Hour - Dual

Enstrom F28C

Private
Commercial
Instrument
CFI/CFII
Flight Review
Photo Flights

Mountain
Flying
Courses



Enstrom F28C \$360/Hour

Glenn Roberts – Airplane & Helicopter CFI

602 463-5528

ArizonaSkiesAviation@gmail.com

Ask about discounts for Veterans & Seniors

Featured

Windsock Pole Project for Young (24AZ)

Photos by Vern Lassiter

There was a mini fly-in up at Young to assess the situation and plan for the new wind sock installation. Looks like the project is coming together nicely and we should have a new wind sock soon!



Just landing



First plane in of four



Deep contemplation



Visit by local family

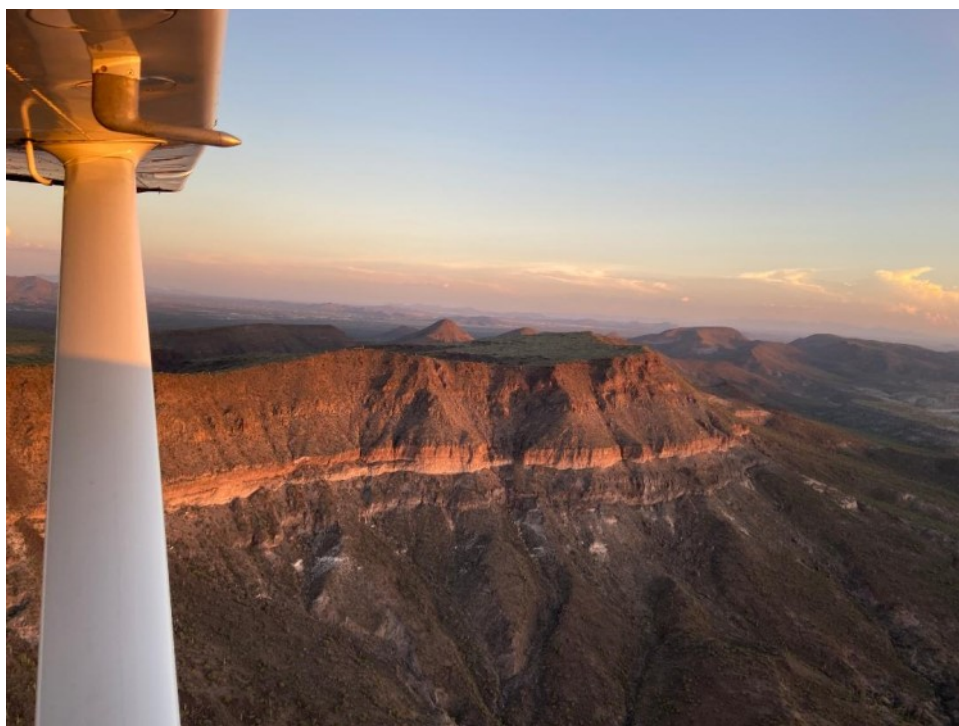
MEMBER PHOTOS

Thank you to Jeff Montgomery for this month's photos!

Where will you go next? Send your photos to newsletter@azpilots.org!



On a beautiful sunset flight in our C-180 near Lake Pleasant



OCT 22, 2022

9:00AM - 3:00PM



PAYSON AEROFAIR



FREE ADMISSION!

FAMILY FUN • FOOD TRUCKS • AIRCRAFT DISPLAYS
SIMULATORS • MUCH MORE!

PAYSONAEROFAIR.COM

Proudly sponsored by the Town of Payson and other local businesses



~ APA Scholarship Program ~

by Chris Nugent

September is shaping up to be a busy month for the Scholarship Committee as we start our program information sessions at schools and colleges across Arizona. We're fortunate to be able to do many of these sessions in person this year and it's always great to be able to talk to the students directly. With the October 31st deadline approaching quickly, I'm sure that the applicants will be busy as well! Just a reminder that the application and related program information is available on our website at [Scholarship Program \(azpilots.org\)](https://www.azpilots.org/Scholarship-Program).

As I've mentioned in past Scholarship Program updates, the growth in the aviation industry has driven an increase in applications. I did a look back and the number of applications has grown from 25 in 2018 to 41 in 2021 and I'm sure that we will see that number grow again this year. While most scholarship applicants are focused on becoming professional pilots, it's encouraging to also see students interested in pursuing careers as A&P's, air traffic controllers and airport managers. I know we hear a lot about the shortage of pilots in the press, but we need these other aviation professionals to make the system work as well.

The Scholarship Program is an important part of APA's mission and we've been fortunate to see strong membership support over the last several years. This has allowed us to grow both the number of scholarships from 6 to 8 and the awards from \$2,500 to \$3,000. While this may seem like a modest amount, the APA scholarship has proven to be a key enabler for our recipients in achieving their aviation career goals.



Thank you again for your support of the Scholarship Program. Your donations, both big and small, help us to fulfill our mission of building the next generation of Arizona aviation professionals.

Stay healthy and fly safe.

Chris



EAA Chapter 179 presents the

Land of Enchantment Fly-In

LOEFI 2022 September 24 7AM – 3PM
Albuquerque Double Eagle II Airport (KAEG)





FREE ADMISSION & PARKING AIRCRAFT DISPLAYS YOUTH ACTIVITIES
Exhibit Hall Car Clubs Military Vehicles Aircraft Awards Pilot Seminars Food Trucks LOEFI.org



CFII Accepting New Students

Contact: Patrick Williams

(480) 737-5999

Email: pwilliamsaz@gmail.com



CLASSIFIEDS

DAR-T Available for Field Approvals, Ferry Permits, & More

Contact: Steve Huff

Email: learaviator@yahoo.com

~ Arizona Airport Passport Program ~

AZAPP

By Trent Heidtke

In last month's APA newsletter we introduced our Arizona Passport program. We hope it will incentivize pilots to fly to all of Arizona's 56 public use airports, aviation themed museums, and on-site airport restaurants.

So, where are we heading into September you ask? Well, a couple things to announce. One is that the first live AZAPP placard has been placed with 24x7 airside access at Falcon Field in Mesa, AZ! The placard containing the QR code for KFFZ is in the terminal adjacent to the brochure rack straight through the door. Yuma International and Rolle airfield should have theirs placed by September 1. We will communicate locations for those signs once confirmed with the airport managers. More airports coming soon!

Next, and working with our partner Embry Riddle Aeronautical University (ERAU), we have released V2 of the application for both Android and Apple devices. The newest release contains mostly bug fixes. APA is working with ERAU on a round of application enhancements that are targeted for spring semester release. If you have used the app and have feedback, feel free to contact Trent Heidtke at trent@azpilots.org. We appreciate anything in the way of comments so that we can make the program better along the way.

Anyone interested in the program should visit either the Apple App store or Google Play and download the application. Search for FLYAZ in either of the two application stores.



While we are excited the program is finally going forward with placards going up at airports, remember, it will probably be the end of September before enough airports have posted signs for you to start planning new adventures throughout the state.

Trent



ISO Cirrus for Rent

Contact: Kay
(602) 820-6286

Email: kacorbin@post.harvard.edu

CLASSIFIEDS

Fly Loops and Rolls!

Price: \$ 220.00

Contact: Glenn Roberts
(602) 463-5528

Email: glennsroberts@icloud.com



FREE ENTRY

September 17th 2022



Sponsored by SL EAA chapter 586

- ★ Location: Show Low Airport
3150 E Airport loop
- ★ Attractions: Air Event, Antique plane Fly-in, motorcycle run, Vendors, Memorial display, Live music ,Beer & Wine bar, 50/50 EAA Fly In Breakfast, kids activites, Raffles and more!
- ★ Information: please visit:
walkingdownranchinc@gmail.com

Proceeds benefit White Mountain Veterans

MEMBER VIDEOS

Here's one I put together of a flight from Deer Valley to Payson in our Cardinal.

Stu Tracy



https://youtu.be/M_tvptym6c8

Got interesting aviation videos that you wish to share?

Please share only your own videos, keep them related to an aviation topic of some kind, and please keep them to no more than 5-6 minutes long. A short paragraph of explanation would be great, but not necessary.

rick@azpilots.org

PhotosHappen.com
Air-to-Air Photography
Member: WPA, AOPA, EAA, Cascade Warbirds,
Red Star Pilots Association

Karyn F. King
PhotosHappen@aol.com
(206) 795-2796

A green and white biplane flying over a mountain range.

PhotosHappen.com

Air-to-Air Photography

Member: WPA, AOPA, EAA, Cascade Warbirds,
APA, Red Star Pilots Association

Karyn F. King

PhotosHappen@aol.com

(206) 795-2796

AFTW

ARIZONA FLIGHT TRAINING WORKGROUP

WE ARE A SAFETY-FOCUSED GROUP OF AVIATION TRAINING PROFESSIONALS WHO RECOMMEND BEST PRACTICES FOR UTILIZING AIRSPACE IN ARIZONA WITH THE ULTIMATE GOAL OF REDUCING ACCIDENTS, INCIDENTS AND PILOT DEVIATIONS.

We make an effort to:

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

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**



Keeping Arizona's Backcountry Airstrips Open - Double Circle Ranch Airstrip History

By Rick Bosshardt

Much of the Southwest's history revolves around old civilizations. They include the ancient Anasazi, who built cave dwellings that are still in evidence today, and Native American tribes who dominated the landscape from the 17th century and on. Much more recently, settlers from the eastern lands of America moved west, with the inevitable clashes and atrocities that unfortunately marked the battles for land.



We are truly blessed here in Arizona with some very interesting and spectacular historical sites, with scenery that often appears on calendars and posters of the southwest. Many of these sites are quite difficult to get to, and are fortunately protected by being on Indian Reservations, BLM land, and US Forest Service land.

One of the jewels dating back thousands of years is Eagle Creek, now called the Double Circle Ranch. The home of several ancient populations, it lay dormant for hundreds of years until the 17th century, when the San Carlos/White Mountain Apache Tribe settled in this beautiful valley with its flowing creek.

Geronimo was documented to have visited in the late 19th century and was part of some clashes at the site. A famous outlaw was hunted down and killed in a shootout with lawmen as well, and he is buried in the small cemetery that is still situated next to Eagle Creek.

At the turn of the century, the site was developed as the Double Circle Ranch, growing at one point to a size of 1,400 acres, with upwards of 50,000 head of cattle on site. It was the largest employer in the State at the time, other than the Copper Mines, and was the center of activity for ranching.

In the mid 1930's, the ranch started fading into history. A series of owners came and went. One of them was based in Las Vegas and had a vision of creating a Dude Ranch experience, akin to the modern-day movie "City Slickers!" Fortunately enough for us today, they built a nice gravel airstrip out of the dirt road that was part of the ranch in order to fly potential customers in and out.

In the 1950's a large Lodge was built for local meetings, events, and dances, as well as a bunk house for the local cowboys.

Despite all these attempts, the site eventually was abandoned, and began to fall into disre-





pair. In 1989 the US Forest Service (USFS) acquired the ranch, and despite their best efforts to keep it from deteriorating further, the funding was just not available.

During this time the Double Circle airstrip, which was depicted on Aeronautical charts, was closed due to lack of funding by the USFS, and it was eventually taken off the charts.

Step in the Arizona Pilots Association (APA), who recognized the incredible beauty and historical significance of the ranch, as well

as an incredibly unique and exciting place to fly into and to camp at. They could see that the USFS needed help, and a decision was taken to provide that help through the volunteer efforts of local pilots as well as other concerned local residents, and the ranchers that still work the area.

A close cooperation and working relationship was developed between the APA and the USFS, and over the last many years, a growing number of pilots have visited the site and become part of the support network to help the USFS maintain and even improve the site, all within the US Historical Site guidelines!

Many projects have been undertaken, focusing on the lodge and the bunk house, which are the two buildings at the ranch that are still in decent shape. Dirt and debris were cleaned out, and over the years many projects have been completed. The logs making up the walls have been sealed against weathering, repairs made to



the roof, patches to the large 10 foot stone fireplace have been made to keep out the rain, and a new front door was built out of rough lumber, replacing the one that was gone. Through a donation of a huge slab (10 feet by 30" by 4" thick!) of gorgeous Juniper from the USFS, the kitchen bar surface was upgraded, polished, and installed.

Several years ago, the APA and the USFS worked together during a perfect weekend fly-in, with over 10 planes and 25 people (pilots, guests, and local ranchers), to replace the old porch that had disappeared





over time. Supplies, which were donated by the APA, were hauled in by truck by a member, and the District Archaeologist from the Apache Sitgreaves National Forest, Clifton District, Eric Bredemann, supervised and made sure that the design and construction stayed true to the building style and history.

Everyone brought potluck food for a grand feast on Saturday night, and the large fire-place was stoked up and lent a festive atmosphere to the gathering!

Most recently, with close working support between the AZ Pilots Association, the RAF, and the USFS, a new double vault toilet was installed at the strip, bringing the facilities up the modern standards.

We have many such airstrips in Arizona that are now on the USFS land, and by forging these strong relationships between the APA pilot community and the USFS, we have ensured that we can both help them maintain and keep these strips open, as well as enjoy them as pilots in a responsible manner. Many of these strips are in extremely interesting locations, such as abandoned Gold Mines on the north rim of the Grand Canyon, and the APA will continue to work to reopen other closed strips over time.

Come to Arizona during our best flying season (September through May) and enjoy these strips with us!

Rick





FLY COOL IN ARIZONA ALL SUMMER LONG!

When you buy 15 hours of block time to fly our FAA
Certificated flight simulators (inside our air-conditioned suite
in Scottsdale, AZ), *you get a FREE portable air cooler* to keep
you cool in your airplane, too! (Retail Value \$299)

Call Us! 480-409-SOAR (7627)



Electronic Flight Bag (EFB) Basics

By Paul Wiley



This article is for General Aviation pilots flying under FAR Part 91. It is intended to cover important highlights and to summarize the basic operations and common procedures recommended by the FAA (and others) when using Electronic Flight Bags (EFB). The goal of this article is to promote the safe and efficient use of EFBs in the typical General Aviation cockpit during pre-flight, flight, and post-flight operations under both Visual and Instrument Flight Rules (VFR and IFR). We will also include some tips to help you when using an EFB as well as one big thing to avoid. The term EFB describes a portable electronic device hosting applications which can replace the conventional paper products (weather reports, manuals, charts, etc.) traditionally carried in the pilot's flight bag.

FAA Advisory Circular AC-91.78 titled: "Use of Class 1 or Class 2 Electronic Flight Bag (EFB)" will be used here to provide official FAA definitions. I recommend that users of EFB's read AC-91.78. It is only 4 pages or so and contains much good information regarding the subject of EFB's.

Basic EFB definitions

FAA Advisory Circular AC-91.78 provides the following 4 definitions relevant to EFB's:

1. **Electronic Flight Bag (EFB).** An electronic display system intended primarily for cockpit or cabin use. EFB devices can display a variety of aviation data (e.g., checklists, navigation charts, pilot's operating handbook (POH)) or perform basic calculations (e.g., performance data, fuel calculations). The scope of the EFB system functionality may also include various other hosted databases and applications. Physical EFB displays may be portable (Class 1), attached to a mounting device (Class 2), or built into the aircraft (Class 3).
2. **Electronic Chart Display (ECD).** A display device that presents a comprehensive depiction of interactive information and/or precomposed information that is the functional equivalent of a paper aeronautical chart. An ECD may be a device installed in the instrument panel of an aircraft or a portable de-



vice. (ICAO, Annex 4, Chapter 20.) An ECD is not a multi-function display (MFD) that is permanently installed into an aircraft that is designed under a technical standard order (TSO). However, an MFD may incorporate databases that depict checklists, navigation charts, POH, etc.

“

Learn on the ground and
practice in the air.

”

3. **Precomposed Information.** Information that is previously composed into a static, composed state (non-interactive). The composed displays have consistent, defined, and verifiable content, and formats that are fixed in composition.
4. **Interactive Information.** Information presented on the EFB or ECD that, via software applications, can be selected and rendered in a number of dynamic ways. This includes variables in the information presented based on data-oriented software algorithms, concepts of decluttering, and “on-the-fly” composition as opposed to precomposed information.

There are 2 relevant regulations concerning EFB's covered in FAR part 91:

- FAR 91.21, Portable electronic devices (Subpart A-General).
- FAR 91.103, Preflight action (Subpart B-Flight Rules).

Note that this article does NOT address EFB use and operations under sub-part F of FAR 91 (Large and Turbine-Powered Multiengine Airplanes and Fractional Ownership Program Aircraft).

General Description:

The physical EFB display is hosted on a portable electronic device, quite commonly an Apple iPad, although other portable electronic devices can be used. An iPad by itself is not an EFB. Applications running on the iPad which support aeronautical operations (and thus make it an EFB) must be purchased separately and loaded onto the iPad for the iPad to function as an EFB. Two of the more popular EFB applications are ForeFlight (a Boeing company), and Garmin's Pilot. Both applications offer a full range of aviation capabilities and functions for EFB's.

Aviation applications usually are purchased with a subscription which must be renewed on a regular (usually yearly) basis. Just as with paper charts, the subscriptions for EFB applications will include the ability to periodically update the data, including charts, databases, and other aeronautical information as required to remain current and thus legal for use by a pilot. Most vendors of aviation applications use a tiered system offering more functionality for a higher priced subscription. Some research and study is required to determine which subscription level is best for your individual needs. Suffice it to say there is a huge amount of functionality included with the basic subscription and the additional higher subscription levels add substantially to this



basic functionality. Hosting an application like Fore-Flight or Pilot on your EFB will allow the EFB to function as an **Electronic Chart Display (ECD)**. The ECD then unlocks the real power of the EFB.

As stated in the definitions of AC-91.78 there are 2 broad categories of information displayed on the EFB or ECD, and here are some examples of both:



1. **Precomposed** information or information that is static and with which the pilot does not interact. The format is fixed. Think of a paper chart equivalent or airport taxi diagram. Other examples would be a table showing light gun signals used by control towers or an Approved Flight Manual or Pilot's Operating Handbook.
2. **Interactive** information is information that is dynamic and with which the pilot does interact. The format of the data presented can change dynamically in a number of ways. Think of a moving map showing a "near real time" weather radar display and your actual position and flight path in real time in relation to the weather and terrain. The weather can be put in motion to show movement relative to your position and destination. Functions such as "zoom" can be used to zoom in or out to show more detail or less detail as desired. Interactive information is very useful and powerful in many ways. For example: showing your actual position in real time when entering a holding pattern on an instrument approach chart greatly enhances situational awareness. Functions like "hazard advisor" showing terrain and other hazards in a vertical profile is a valuable safety tool both for flight planning and during flight. The ability to show traffic is also very helpful in locating and avoiding other air traffic.

Going "Paperless" in the cockpit:

One of the issues AC-91.78 addresses is the question of whether it is legal to have only an EFB when flying VFR or IFR, i.e., no paper charts or manuals on board the aircraft. The short answer for General Aviation is: "yes" this is legal and perfectly acceptable with a few caveats. AC-91.78 (exact text shown in *italics*) describes the criteria required for an EFB to replace paper in the cockpit:



- *The EFB must not replace any system or equipment required by FAR part 91.* In other words, all aircraft equipment (navigation, communication, surveillance systems, etc.) required for airworthiness under part 91 is still required.
- *The EFB displays information which is functionally equivalent to the paper it is replacing.*
- *The information being used for navigation or performance planning is current, up-to-date, and valid, as verified by the pilot.* Note the pilot's responsibility here!
- *The operator complies with requirements of 14 CFR part 91, §*

“

The number 1 trap to avoid is spending too much time “head down” while in the cockpit (with the aircraft moving) looking at your EFB.

”

91.21 to ensure that the use of the EFB does not interfere with equipment or systems required for flight. Again, it is the pilot's responsibility to determine that the EFB is safe to use.

AC-91.78 describes 3 classes of Physical EFB: displays may be portable (Class 1), attached to a mounting device (Class 2), or built into the aircraft (Class 3). Class 1 and 2 EFB's can be used during all phases of flight operations in General Aviation aircraft in lieu of paper.

Recommendations for transitioning from paper to EFB:

As we flight instructors like to say: “learn on the ground and practice in the air”. This is very true when learning how to use something like an EFB, which has so much functionality and many different and dynamic menus. As with any complex technology, this can be confusing when first getting started. There are many resources available to pilots learning to use an EFB. Application providers offer training and user manuals, which can be loaded on your EFB and quickly accessed when needed. AOPA's Air Safety Institute returns several hundred references when you search for “EFB”. Included is a video presentation covering how to responsibly transition from paper to an EFB.

Think about a transition plan and start using your EFB in a controlled way. Have back-up charts and all other data you would normally carry in your paper flight bag available in the cockpit until you are proficient in the use of your EFB. If possible, get instruction from another pilot (or CFI) who is knowledgeable in how to use your model of EFB. This will make the learning easier, faster, and more enjoyable. Start out with a simple flight and become proficient using your EFB before flying more difficult routes including IFR or into IMC or marginal VFR conditions.

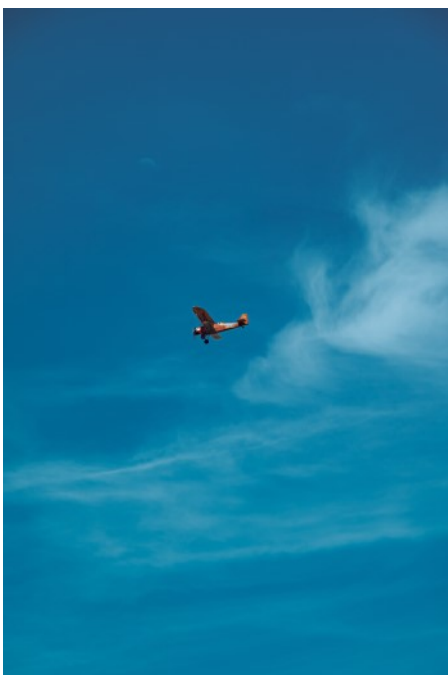
Tips and Considerations for Using EFB's:

- Study the vendor's User Manual for your EFB application. This excellent resource is obtained on-line and can be downloaded free and stored on your EFB. Other vendor manuals are also very valuable. For example: ForeFlight has a publication called “ForeFlight Legends Guide” which shows in detail the symbology used to depict various weather phenomena. This publication also includes detailed explanations of functions and links to other resources where needed. I encourage you to become familiar with the symbols most commonly used in whichever



application you use. All applications make extensive use of symbols, and in this way a large amount of information is concisely depicted on the various displays.

- Master the “basics” first and then move on to learn more advanced subjects. Once you have the basics down there is no substitute for practice. Use your EFB before and during each flight.
- Think about the installation of the EFB in your aircraft. Do you want to temporarily mount it (e.g., suction cups, or yoke mount) or perhaps use a kneeboard? There are many options available commercially. If possible, borrow a friend's mount and try it out before you purchase one. Sporty's iPad Pilot News has a good section on iPad mounts with some good advice regarding purchasing and mounting your iPad.
- Think about how to ensure your iPad will not run out of battery during flight. A fully charged iPad battery will usually last at least 4 hours, but if all your charts and manuals are on your EFB (and you don't have adequate back-ups) you definitely don't want to have your iPad go dead in flight. Be aware that extreme cold or heat can also shorten battery time. The options for charging run from the inexpensive chargers that plug into the cigarette lighter, to a battery back-up pack, to an installed USB charging port. An installed USB charging port is a great option (although more expensive) since it can be used to charge not only your iPad, but your cell phone as well. This may come in handy as you will see when we discuss back-up options for your iPad.
- Think about how to keep your iPad from overheating and shutting down. If you are having issues with overheating Sporty's iPad Pilot News has a good section on cooling options for iPads including information regarding purchasing supplemental cooling devices.



- Think about how to ensure you have an adequate back-up plan for the information in your EFB in case your iPad fails in flight. Paper charts and manuals are one sure way that will always work. Another good back-up option is to host your aeronautical application(s) on your cell phone in addition to your iPad. I believe most application providers will allow you to host their application on both your tablet and your cell phone for one subscription price. Newer cell phones have excellent screen resolution so that you can still view the same information as you would on your iPad, just on a smaller screen, i.e., no lost capability.
- Include your EFB in your pre-flight checks. Ensure your iPad is fully charged, and all data is current.

FAR 91.103 Preflight Action:

This regulation states in part: “Each pilot in command shall, before



beginning a flight, become familiar with all available information concerning that flight.” Subpart (a) goes on to require that a flight under IFR or a flight not in the vicinity of an airport include weather reports and forecasts, fuel requirements, alternatives available if the planned flight cannot be completed, and any known traffic delays of which the pilot in command has been advised by ATC. All these requirements of 91.103 can be met by completing a self-briefing using your EFB. This self-briefing includes checking for TFR’s which most applications will display graphically as well as textually making it easy to recognize a TFR which may affect your flight. Your briefing will be documented on your iPad, and if you file a flight plan

(even if you don’t activate the flight plan) you will have additional documentation that you have complied with FAR 91.105. For flights under IFR, especially longer flights and flights into IMC, or for flights where marginal VFR conditions may be encountered, I recommend speaking with a weather briefer in addition to and after getting your self-briefing.

Risk Mitigation - One big Trap to Avoid:

The number 1 trap to avoid is spending too much time “head down” while in the cockpit (with the aircraft moving) looking at your EFB. Excessive head down time should be considered “distracted flying” and could be a safety issue leading to any number of hazardous situations including Loss of Control. The antidote to excessive head down time and spending too much time looking at your EFB is to master how to use your EFB, practice and become fast and efficient in getting the information you need from your EFB.

In summary, mastering how to use your EFB and spending sufficient time practicing before flight will deliver major benefits during flight.

Paul



Eliminate Batteries in Your ANR Headset



Price: \$35.00

Contact: Jake McKernan

Email: jake,mckernan@cox.com

Fly a Helicopter!

Price: \$ 330.00

Contact: Glenn Roberts

(602) 463-5528

Email: glennsroberts@icloud.com



ISO 2-4 Place Backcountry Airplane

Looking to buy a 2-4 place airplane for backcountry work.

Call: Bob at (602) 228-9145

Email: bob@flightskills.com

ISO Partnership Tucson Area

Looking for a Partnership in Columbia/Cirrus

Contact: Michael Hutchinson

(831) 776-2210

Email: hutchinson93922@gmail.com

CLASSIFIEDS

CHECKING THE OIL AND KICKING THE TIRES

By Howard Deevers

The opinions express here are the authors only, and may not reflect those of APA, or any other aviation organization.



On our very first flying lesson, we were taught to do a “Pre Flight Inspection.” Or, at least we should have been taught that. I don't remember anything resembling a Pre-Flight on my first three flying lessons. Is it because I just don't remember, or did they actually NOT do a Pre Flight? A discussion for another time.

After a few lessons at that location, I decided to learn to fly elsewhere. I had talked to an instructor on the phone, and we agreed to meet at Allegheny County Airport (AGC), just south of downtown Pittsburgh. This instructor did talk about flying, airplanes, flying clubs, and a lot more. This will be my instructor. I stuck with him (or should I say he stuck with me) through all training and my Private Pilot check ride. I learned a lot from him too. Some things I had to “un-learn” later on when I found that there was a better way. It was a learning experience. Flying still is a learning experience 44 years later! As a CFI for the last 28 years, I think I learn more from my students than they do from me.

On the first lesson, we teach how to do a Pre Flight Inspection, and use the Checklist. That seems to stick with some students, but others invent their own way later on. Some of my friends are so diligent with the checklist that they follow every item, every time, even many years after getting ratings. Never change anything. (I'm not saying that is a bad thing, just that some things can be improved or updated).



Here is an example: Doing a complete check of every item on the check list. The Run-Up requires that an operational check of the flight controls be done before takeoff. *I 100% support doing an operational check of the flight controls before any take off!* But what I encourage is that an operational check of the flight controls be done before *taxi*. You can do another one in the run-up area if you want to, but if you do one before you taxi, and discover a problem, or a control lock that wasn't removed, you are still in a position to do something about it conveniently. If you are in the run-up area, and discover the rudder lock still in place, it is embarrassing to



shut down the engine, get out and remove or inspect something that you should have noticed much sooner, and then maybe need to taxi back through the waiting crowd. Is it possible that the “operational check of flight controls” is in the wrong place on the checklist? Or do we need to do 2 checks? Two checks would never hurt anything.

Back to checking the oil. I never check the oil in my car before each time I drive. Do you? Probably not, but there is a little warning on my panel to change oil if I have not done so at some interval. I don't have that in my plane. Every airplane is different and will use oil at different rates. Air cooled engines are just that way. Do you know how much oil is enough oil in the engine? Sure, there is a mark on the dip stick. Is it possible to have too much oil in that engine? No one ever talks much about that. But as I understand it, the excess oil just blows out, and leaves a mess on the belly of your plane. When I do check the oil in my car, I notice that is

looks different than the oil in my plane. The plane oil gets darker in color with hours on the engine. Most of us change the oil in our airplanes every 25 to 50 hours of use. If I did that in my car, I would be doing oil changes every week! But oil is so important to the health of your aircraft engine (and car engine too) that paying attention and changing oil frequently will give you extended life to that engine.

What about fuel? We all know that the color of the fuel has meaning for airplanes. With the debate on un-leaded fuel going on right now, we don't know what our fuel will look like in the future. We do know that we can't fly without it, at least not for long. No one wants to run out of fuel in flight, but there is a fuel related incident somewhere in the U. S. about once a week. In some of those incidents there was fuel on board, but just could not be delivered to the engine for some reason.

Over the years I have seen many different kinds of checklists. Some are loose leaf binders, and the pages are falling out. Others are plastic laminated professional checklists with the aircraft N number and serial number printed on it. Still others are homemade, typed, and in plastic pages like a photo album. The POH has a checklist and that might be tired and worn out too. The check list might be in the back pocket of one of the seats, or in a side pocket in the plane, if it has a side pocket. Some are tucked away above the sun visor, and I have found them on the floor of the plane, under the seat. There is no rule or regulation on how a checklist must look or where it is to be located in the plane. Just find it and use it. Taking off with a control lock still in place because you did not use a checklist is usually a fatal mistake. Use some kind of checklist every time! It could save your life.

If you want to know more about check lists, or many other safety related items, come to a WINGS Safety Seminar sponsored by your ARIZONA PILOTS ASSOCIATION. They are free and you will find them at locations all over the State. Check the website for locations and times, and, don't forget to “Bring your wingman!”

Howard



PARTNER 91



WHEN IT'S TIME TO SELL OR BUY,
LET ME PUT MY EXPERIENCE TO WORK FOR YOU.

STEVE THOMPSON
AIRCRAFT BROKER
(480) 980-9846

 Point your camera at
this QR Code, or visit me at
PARTNER91.COM



*Don't come to a safety program by
yourself, but don't just bring your
old buddy who always comes with
you. Bring someone new, and get
your BFF to also bring someone
new.*

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

*Statistics show that the folks hav-
ing accidents are the ones who
don't participate in the WINGS or
safety programs, so help us reach
out to those folks and pull them in.*

***We never complain when a
program runs out of chairs!!!***

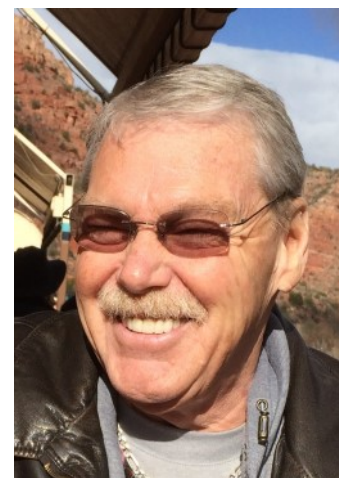


GAARMS

REPORT

SEPT. 2022

By Fred Gibbs



Fred's Perspective: A bad day flying!

Just to be clear, the opinions and statements made within my articles are strictly mine and may not necessarily reflect any policy or position of the Arizona Pilots Association.

NTSB Preliminary Report Includes PIC Testimony In Fatal Copilot Plunge

The NTSB's preliminary report on the July 29 fatal flight of CASA 212 N497CA includes input from the still-unidentified pilot in command (PIC), who landed the damaged skydiving aircraft after his copilot, second-in-command (SIC), exited via the aft ramp, falling to his death. They had previously flown two groups of skydivers and were returning to pick up a third load when the hard landing occurred.

The twin-engine turboprop was damaged in a hard landing at Raeford West Airport (NR20) in North Carolina. The NTSB report reveals that the second-in-command pilot (SIC) was at the controls when the hard landing occurred that substantially damaged the fixed right main landing gear. The PIC stated the SIC was "on heading, altitude and airspeed" as the airplane descended below the tree line and "suddenly dropped." Both pilots called for a go-around, and the PIC assumed control at about 400 feet AGL. After overflying the field for ground observers to verify the aircraft's condition, the PIC directed the SIC to declare an emergency and request a diversion to Raleigh Durham International Airport (KRDU). The heavily damaged right landing gear was recovered from the runway. During the flight to RDU, the SIC communicated with air traffic control. The PIC told the board that both pilots participated in coordinating with ATC and their Part 135 office, while also briefing the approach and emergency landing procedures.

The PIC told the board the flight encountered moderate turbulence enroute to RDU. After about 20 minutes into the diversion, the PIC said the SIC became "visibly upset" over the hard landing. The PIC said the SIC opened his side window and "may



have gotten sick". The PIC took over radio communications. The SIC then lowered the ramp in the back of the airplane, indicating that he felt like he was going to be sick and needed air. The SIC then got up from his seat, removed his headset, apologized, and departed the airplane via the aft ramp door.

Discussion points:

Just some insights into the good ol' Flight Review: Each flight review should include the fun challenge of selecting landing touchdown points. They should meet the Airmen Certification Standards (ACS) commensurate with the rating(s) on his/her pilot certificate. For private pilots, normal, crosswind, soft field, and slips to a landing should all result in touching down on or within a 400-foot-long box from the designated point of touchdown. If this sounds awfully small, for perspective, it is 100 feet longer than a football field!! In the case of short field landings, the ACS tolerance is a 200-foot-long box, 2/3 the length of the football field (66 yards)! And, it goes without saying, all touchdowns should occur with the aircraft centered over and aligned with the runway centerline (and NOT on the nose wheel!).

It may be tempting to endorse a flight review for a pilot who seems safe but demonstrates skills that aren't up to standards. If additional training is required, it is not necessarily a negative outcome, but could cause some, um, friction between the pilot and the CFI. *"I got 8000 feet of runway at my home airport, what is the big deal about landing so accurately??? I turn off on Alpha 7 taxiway 5000 feet down the runway right into the ramp in front of my hangar, so I never land short!!!"*

The past couple of months I did a flight review with 2 different pilots, one in a C172, the other in a Mooney M20J. Although both pilots had flown approximately the same amount during the past three months, the one in the Cessna C172 was able to accurately target his landing point with a smooth touchdown, while the other, in his Mooney, consistently overshot due to excess airspeed. He explained that he had recently gotten into the habit of maintaining higher airspeed on final since it



seemed inherently safer. As a result, he had formed the habit of floating down the runway and simply landing, quite smoothly I might add, whenever the excess speed had dissipated. This did not bother him one bit, nor inconvenience him, as his turn off taxiway was over 5000 feet down the runway, and he simply coasted up to it and turned off! Besides, he never takes his Mooney into an airport with less than 4500 feet. His personal minimum... *"So, what's the big deal"?*

OK, sure, one could make the argument that come the day you need to put the airplane into a short field you need to be accurate. If I were to require someone's flying capability to fit into every "What if" situation, the flight review could take several days! There is a training mantra that says "Train like you fly, fly like you train." A businessman who owns a Cirrus SR-20T and uses it for business travel into and out of primarily class Bravo or Charlie airports is not gonna be at 700 feet doing a turn





around a point or lazy eights. His “train like you fly” is different than a newly minted private pilot who only flies for fun around the local area.

Other things, like density altitude, grass field operations, small airport operations, crossing runways, towered vs non-towered operations, etc., all need to be taken under consideration vis a vis the individual pilots “Train like you fly” mantra.

Think about these “little things:” hands-off taxiing, incorrect flight control position during taxi, neglecting flight control checks, inconsistent checklist use,

doing your checklist while taxiing, not clearing final before pulling out on the runway, takeoff briefings, poor radio phraseology or inaccurate radio/position calls, non-standard/incorrect or just plain lousy pattern entries, poor or no radio calls at non-towered airports, landing off the centerline, a few excess knots of airspeed on final. They may seem immaterial and may rarely result in accident or injury. But when the day comes when you need these skills, any of those seemingly innocuous little things could rise up and bite you: good habits might very well prevent an incident or accident. It is easy to slip into cutting corners and therein lies the danger.

Remember, as the PIC, you can either be the hero like Capt. Sullenberger or the goat, like the captain of the Titanic!!

QUIZ TIME -

1. Here you are, on a short field approach in your trusty C172, and you determine you are still a little too high, but right on airspeed with the power pulled back almost to idle. You need to lose more altitude to get your approach slope right on to hit the numbers, and you decide this is a perfect place for a slip. But staring you right in your face is a placard by the flap indicator gauge that says *“Avoid slips with full flaps”*. Now what to do???
 - a. BUMMER! Can’t slip so go around and try again.
 - b. Shove nose down to get to numbers.
 - c. Just accept long landing and hope you can stop in time.
 - d. Go ahead and use slip to correct altitude and approach.
2. OK, here you are at Flagstaff on a beautiful summer day after playing 18 holes of golf at the club, and it is time to load up the airplane and go back home to the valley. You are loaded up to within 100 pounds of max gross weight. You check the weather, and notice that the current altimeter setting is 30.42 and the temperature is being reported as 28 degrees Centigrade by the ATIS, which also states “check Density Altitude”. How do you do that??

- a. Whip out my trusty E6B and calculate it.
 - b. Fire up mt ForeFlight and calculate it.
 - c. Call the AWOS via telephone.
 - d. Ask Ground for a Density Altitude readout.
 - e. Any or all of the above.
3. You would like to enter Class B airspace and you contact PHX approach control. The controller responds to your radio call with "N125HF standby." May you enter the Class B airspace?
- a. NO, You must remain outside Class B airspace until controller gives you a specific clearance.
 - b. Yes, you may continue into the Class B airspace and wait for further instructions.
 - c. Yes, you may continue into the Class B airspace without a specific clearance, if the aircraft is ADS-B equipped.
 - d. Yes, if you had originally requested the west transition while getting Flight Following from your departure airport.
4. In the following METAR/TAF for HOU, what is the ceiling and visibility forecast on the 7th day of the month at 0600Z?
- KHOU 061734Z 0618/0718 16014G22KT P6SM VCSH BKN018 BKN035
 FM070100 17010KT P6SM BKN015 OVC025
 FM070500 17008KT 4SM BR SCT008 OVC012
 FM071000 18005KT 3SM BR OVC007
 FM071500 23008KT 5SM BR VCSH SCT008 OVC015
- a. Visibility 6 miles with a broken ceiling at 15,000 feet MSL.
 - b. 4 nautical miles of visibility and an overcast ceiling at 700 feet MSL.
 - c. 4 statute miles visibility and an overcast ceiling at 1,200 feet AGL.
 - d. 6 statute miles visibility with a broken ceiling at 1,500 feet MSL.
5. When conducting a go-around, the pilot must be aware that.
- a. radio communications are key to alerting other aircraft in the pattern that a go around maneuver is being conducted.
 - b. the airplane is trimmed for a power-off condition, and application of takeoff power will cause the nose to rise rapidly.
 - c. flaps should be raised as quickly as possible to reduce drag and increase airspeed for a successful go-around.

6. On a post flight inspection of your aircraft after an aborted takeoff due to an elevator malfunction, you find that the elevator control cable has broken. According to NTSB 830, you
- a. must immediately notify the nearest NTSB office.
 - b. should notify the NTSB within 10 days.
 - c. must file a NASA report immediately.
 - d. No notification is required, just a repair by a certified mechanic.

(Answers at bottom of Safety Programs)

SAFETY PROGRAMS

There are NOT a lot of FAA Team 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. Masks are optional but are recommended.

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.

There are also 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"!!

Quiz answers: 1.d, if you are competent with slips. The placard says avoid, not prohibited, 2 d, 3.a, you must hear the magic words "Cleared into Class B airspace"... 4. c, 5. b and 6.is a.

Fred



I am a DAR-T and work in Buckeye (10AZ) all week. I am able to do Field Approvals, Ferry Permits, Airworthiness Certification for Standard and Experimental aircraft, 8130 tags, Export Certificates of Airworthiness Certificates and Replacement Airworthiness Certificates. I am open to all ideas for Field Approvals and can help figure out a way to get your project approved.

Steven Huff learaviator@yahoo.com 602-390-4246



Fatal Accident Review

By Fred Gibbs

We are now entering the 9th month of 2022. Fall is coming in all around us. The trees will be turning, monsoon season will end, and if all is normal, very nice flying weather will descend upon us. More of us will take to the skies, and therefore, more of us need to be careful. So please, don't add to my fatal accident count!

As of the date I am writing this, 8/28/2022, there was a terrible fatal accident up over Lake Powell, changing my tally to six fatal accidents here in Arizona since the beginning of the year, with eleven fatalities. There was also one fatal accident over in California involving an Arizona-based pilot and aircraft. It appears that the current numbers are trending to exceed the average rate over the past many years I have been tracking fatal accidents. Below is a summary of the accidents so far this year here in Arizona.

The first accident was a Van's RV-7A that crashed under unknown circumstances near the Triangle Airpark (AZ50), White Hills, Mohave County, Arizona. The 2nd accident was the Robison R22 helicopter that crashed short of the runway at Gila Bend Municipal Airport. The 3rd crash was an experimental plane, a Covie Quickie, near Gila Bend Municipal Airport. The 4th accident, in Buckeye, was Bonanza that crashed in the desert northwest of the airport. The 5th accident was a Cessna C-172, substantially damaged in an accident near Show Low, Arizona, and the 6th was the C207 that crashed in Lake Powell with a load of passengers.

There was also a fatal accident over in California involving a Mooney flown by an Arizona-based pilot. The airplane crashed in a field after takeoff when the plane struck a building after taking off from the Camarillo Airport.



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

Fred



Amazing Fixed-Base Simulator for Rental

Price: \$ 70

Contact: Randy Brooks
(480) 466-5908

randall.brooks@apstrainbing.com

Redbird LD Flight Simulator Rental at Chandler Air Service

Price: \$70.00

Call: (480) 093-6420

Email:

fly@aerobatics.com



CLASSIFIEDS

August Aviation Accident & Incident Summary

by Jim Timm

The following is a report of the aviation accidents and incidents that have occurred in Arizona from mid-July through August. We use the following detailed accident information to develop safety programs and briefings that would help pilots learn from the mistakes being made by others, and take the necessary action to prevent them from having similar occurrences.

In this reporting period aviation safety was not as good as it could have been. The number of accidents were a bit higher than we would like, and there were some injuries and deaths. Near the end of the report there was an accident near Page that unfortunately claimed the lives of two passengers, and included several injuries. In last month's Accident Report there was an accident that was based in erroneous information we had received from our of our sources. This month, the first report presented is a correction of the erroneous report, thanks to an APA member that brought the correction to our attention.

In continuing with the expanded scope of the report, we're using information from the Aviation Safety Network (ASN), FAA, NTSB, and APA Members. This more inclusive information source better suites our purpose of trying to get an idea of what is happening out there so we can try to make flying safer.

CORRECTED REPORT

Date: June 19, 2022
Source: FAA, NTSB
Location: Chandler Stellar Airpark (P19)
Type: Waco 2T-1A-2
Injuries: 2 Uninjured

INFLIGHT LOSS OF PROPELLER BLADE

Shortly after takeoff the Waco biplane lost a blade from the propeller at approximately 1000 ft agl. After the initial shock, the pilot was able to initiate a 180° turn, and execute a safe landing on RWY 35. Significant damage occurred to the aircraft and engine resulting from the imbalance from the missing blade. No maintenance record discrepancies were noted, and the FAA will follow up with the propeller manufacturer to determine the status of any Service Bulletin, or possible Airworthiness Directive (AD) issued on the propeller. The FAA will submit a Safety Recommendation if necessary.

In the meantime, here are the current results from the above sources.

Date: July 17, 2022
Source: FAA, NTSB
Location: Chandler (CHD)
Type: Cessna 172
Injuries: 3 Unjured

TAIL STRIKE ON LANDING

The aircraft struck the tail and broke off the tail hook during the landing. Per the NTSB, the damage was minor.

Date: July 20, 2022
Source: FAA
Location: Prescott (PRC)
Type: Cessna 172
Injuries: 2 Uninjured

ON GROUND ENGINE FIRE

The aircraft experienced a fire in the engine compartment while operating on a taxiway. Upon inspection of the aircraft, there was no visible damage to the aircraft, and the source of the flash and smoke could not be readily determined. There was no apparent damage to the aircraft outside, the aircraft cabin compartment,

or the engine compartment. This was a new aircraft with only 85 hours of operating time. The owner will be notifying the manufacturer, Textron, of the incident.

Date: July 20, 2022
Source: FAA
Location: Casa Grande
Type: Cessna 150
Injuries: 1 Uninjured

INFLIGHT ENGINE FAILURE

The pilot reported engine problems and landed one mile east of the Casa Grande airport. There was no reported damage to the airplane or to anything on the ground.

Date: August 1, 2022
Source: FAA
Location: Phoenix (DVT)
Type: Cessna 172
Injuries: 1 Uninjured

LOSS OF POWER INFLIGHT

The pilot declared a Mayday with the TRACON Jerome controller, that they had a complete engine failure. The pilot initially wanted to land at the nearest airport, but was able to restart the engine and maintain power, and decided to land at Deer Valley airport. The aircraft made a safe landing at DVT on Runway 25R, and taxied to parking without issue.

Date: August 13, 2022
Source: ASN, FAA, NTSB
Location: Page
Type: Cessna 207A Turbo Stationair 8
Injuries: 2 Minor, 3 Serious, 2 Fatal

IN FLIGHT LOSS OF POWER

The pilot reported engine problems before going down in Lake Powell. Sheriff's officials stated the aircraft contained six French tourists plus the pilot. The plane was out of Page, and it went down near Face Canyon in the Grand Canyon. The pilot and witnesses were able to get four of the passengers out of the plane, into boats, and tak-

en to shore where helicopters took them to hospitals. Two of the passengers were unable to be rescued from the plane and died. The nature of the engine issues were undefined.

Date: August 15, 2022
Source: ASN
Location: Grand Canyon West Airport
Type:
Injuries:

NO OTHER INFORMATION WAS PROVIDED OTHER THAN THE ABOVE. ANY FURTHER INFORMATION FROM ASN OR OTHER SOURCES WILL BE CONTAINED IN A FUTURE REPORT.

Date: August 18, 2022
Source: ASN
Location: Yuma Proving Grounds
Type: Airbus Zephyr 8 (Drone)
Injuries: 0

UNEXPLAINED LOSS OF PROPULSIVE POWER

According to a statement made by Airbus U.S. Space & Defense: "Following 64 days of stratospheric flight, and the completion of numerous mission objectives, the Zephyr experienced circumstances that ended its current flight". ADS-B data show the aircraft was flying at an altitude of about 52,000 feet until it began its unplanned descent to land.

Date: August 27, 2022
Source: ASN
Location: Ak-Chin (A39)
Type: Carbon Cub EX-2
Injuries: 1 Uninjured

LOSS OF CONTROL LANDING

The experimental CubCrafters Carbon Cub EX-2 sustained substantial damage when it encountered a crosswind on landing which lifted up the wing and caused the airplane to lose control and become inverted.

Arizona July-August Pilot Deviations

by Jim Timm

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

In the time period from July 15 through August 11 there were seventeen pilot deviations recorded by the FAA SDL FSDO. These deviations were committed by all pilot certificate levels, from student to ATP, and of the seventeen deviations made, there was a need to issue six Brashers. This month there were four out of state pilots committing pilot deviations. The number of deviations were up a bit from the last reporting period.

Note, a controller will issue a Brasher notification when further FAA action will be taken, and the controller is thus giving the airman the opportunity to make note of the occurrence, and collect their thoughts for their future interaction with Flight Standards.

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, and always be aware of what type of airspace you are flying in, or may be about to enter, and what may be expected of you. Always fly with care and forethought.

The details of the deviations this month are as follows:

IFR DEVIATIONS

ATP Pilot

Los Angeles Center Airspace

7/10 IFR Altitude Deviation

ATP/CFI Pilot

From New Mexico

Albuquerque Center Airspace

The aircraft was cleared to climb and maintain 11,000 feet. A replay of the flight shows that the aircraft stopped its climb at 9,300 feet, and then descended to 9,100 feet. The aircraft then remained at 9,100 feet for almost 2 minutes before the Albuquerque controller turned the aircraft to a 325 degree heading, to avoid a 9,700 foot Minimum IFR Altitude (MIA) area. The aircraft had stopped its climb without advising ATC, and this unauthorized maneuver resulted in the aircraft violating a 9,700 MIA area. The event occurred near Carefree, AZ. A Brasher was not issued. The pilot told ATC that he had leveled off due to a high oil temperature alert, and that he was trying to bring the temperature down at a lower altitude.

The aircraft had filed LIDAT - J92 then BLD. After LIDAT, the aircraft proceeded off course, and did not join J92 as filed. This course deviation caused the aircraft to violate the 3NM protected restricted area of R4807A. ATC issued immediate vectors to remove the aircraft from the restricted area.

8/1 IFR Altitude Deviation

ATP/CFI Pilot

From Illinois

Albuquerque Center Airspace

At 1446z, the Albuquerque Center Controller cleared the aircraft to climb to, and maintain FL390, then amended the altitude clearance to FL370. The aircraft read back the FL370 clearance correctly. At 1450z the controller observed the aircraft above the assigned altitude, and reissued the FL370 limitation. The aircraft had made an unauthorized climb to 37,500 feet, which resulted in a loss of separation with another aircraft, who was level at FL380. The event

7/15 IFR Route Deviation

occurred near Winslow, AZ.

8/8 IFR Altitude Deviation
Commercial/CFI Pilot
Albuquerque Center Airspace

At 1929z an Albuquerque Center Controller cleared the aircraft to climb to and maintain 14,000 feet. The aircraft read back the clearance correctly. At 1933z the controller observed the aircraft above 14,000 feet, and reissued an altimeter setting. The aircraft then requested a block altitude of 14,000 through 16,000, which the controller issued. The aircraft made an unauthorized climb to 14,500 feet before getting the block altitude clearance. At 1936z, the aircraft had made an unauthorized climb to 16,600 feet before requesting a higher altitude from the controller, stating he had climbed to avoid weather. The controller then cleared the aircraft to FL180. At 1939z, the aircraft had made an unauthorized climb to 18,500 feet before requesting a higher altitude. The event occurred near Phoenix, and a **Brasher** issued at 1946z.

CLASS BRAVO AIRSPACE DEVIATION

7/15 Entering Class Bravo Airspace Without
Obtaining Prior Approval
Private Pilot
Phoenix TRACON

The pilot deviation was reported by the Phoenix TRACON when the aircraft climbed into the Phoenix Class B Airspace without authorization. The aircraft's climb into the Class B Airspace resulted in a TCAS Alert and a loss of separation with another aircraft. The location was near Chandler, and a **Brasher** was issued.

CLASS DELTA AIRSPACE DEVIATIONS

7/18 Entering Class Delta Airspace Without
First Establishing Communication
Commercial Pilot
Chandler Tower

The aircraft had entered the Chandler Class Delta Airspace at 2,600 coming from the north flying southbound. The tower attempted to communicate with the aircraft without success. The aircraft then received flight following with the Phoenix TRACON, and the Chandler Tower requested the TRACON to issue a **Brasher** to the aircraft. No other aircraft were effected by the intrusion.

7/31 Entering Class Delta Airspace Without
First Establishing Communication
ATP Pilot
Chandler Tower

The Chandler Tower reported a LSA aircraft flew through their Class Delta Airspace without first establishing communication.

7/31 Entering Class Delta Airspace Without
First Establishing Communication
ATP/CFI Pilot
From Oregon
Deer Valley Tower

The aircraft entered the Deer Valley Class Delta Airspace without establishing two way radio communications. There was no loss of separation.

AIR TRAFFIC CONTROL INSTRUCTIONS

7/26 Failure to follow the Air Traffic Control Instructions.
Private Pilot
Mesa Falcon Field (FFZ)

The aircraft was northeast bound, and inbound for left traffic on RWY 22L. When the aircraft was 2 NM east of the airport, the ATC South Controller assigned him a left turn for the left base leg. Moments later the Controller issued revised instructions for the aircraft to "extend downwind, Tower will call base, change to RWY 22R" and the Controller switched him to the North Controller. The aircraft did not return to the downwind as requested, but proceeded northbound, crossing the finals of both run-

ways. The aircraft's northbound path of flight converged with another aircraft's straight in approach to RWY 22L. The South Controller observed the conflict and issued traffic to the aircraft on final to RWY 22L, then seconds later climbed him to 3,000 feet. The North Controller also observed the conflict and made several attempts (in the blind) to turn the offending aircraft right and issued him a Traffic Alert, with no reply. As the two aircraft passed, the closest proximity was: 0.1 NM and 0 feet vertical.

7/31 Failure to follow the Air Traffic Control Instructions.

Private Pilot

Goodyear (GYR)

An experimental aircraft was given instructions to overfly Phoenix International Raceway (PIR), a VFR reporting point approximately 4 miles south-east of GYR, inbound for left traffic for RWY21. The experimental aircraft failed to overfly PIR, but turned early two miles north of PIR, to enter the GYR Class Delta Airspace resulting in the experimental, and another VFR aircraft to be in close proximity to one another, requiring a traffic alert to be issued by the Tower Controller. After instructing the experimental aircraft to remain outside of the GYR Class Delta Airspace, the Tower Controller resequenced the experimental to overfly PIR inbound, and to follow another aircraft inbound for left traffic for RWY 21. The experimental failed to enter left traffic, and with increased speed created a traffic conflict with the aircraft they were to follow, again requiring a traffic alert to be issued by the Controller, and required issuing instructions to avoid a collision.

MOVEMENT AREA DEVIATION

7/16 Moving In A Movement Area Without Authorization

Private Pilot

Chandler (CHD)

The aircraft entered Taxiways Alpha and Delta without ATC authorization. The aircraft had taxied via Taxiways Alpha and Delta to the run-up area

of Runway 4L. The Local Control (LC) asked the pilot to verify that they did not receive taxi instructions to the runway, and the pilot confirmed that they did not. LC issued a **Brasher** warning.

RUNWAY INCURSIONS

7/10 Entering a runway without ATC authorization.

Student Pilot

Mesa Falcon Field (FFZ)

The Piper had crossed the Runway 4R hold short line without ATC authorization. The Controller asked the Piper if they were ready. The Piper responded affirmative, and the Controller issued a takeoff clearance for Runway 4R. The Controller then asked the Piper if they were number one or two, and the pilot responded two. The Controller canceled the takeoff clearance, and instructed the Piper to hold short of Runway 4R. The Controller issued a takeoff clearance to another aircraft and again instructed the Piper to hold short of Runway 4R. The Piper read back the hold short instruction but had crossed the hold line by approximately 15 feet. The Controller issued a go around to traffic on final to avoid a loss of separation. The Piper asked if he was to Line Up And Wait? The Controller responded negative, but issued instructions to taxi down the runway, and to parking, and a **Brasher** warning was issued.

7/20 Entering a runway without ATC authorization.

Private Pilot

Phoenix Deer Valley (DVT)

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

7/28 Entering a runway without ATC authorization.

Pilot Not Involved

Phoenix Sky Harbor (PHX)

A U.S. Customs vehicle crossed Runway 7L, and

Runway 7R without ATC authorization.

7/30 Entering a runway without ATC authorization.

Student Pilot

Mesa Falcon Field (FFZ)

A Piper crossed Runway 22L without ATC authorization. The Piper called the Controller and advised they were holding short of Runway 22L on Taxiway Alpha. The Controller advised the Piper there would be 2 more arrivals, and then they would get them going. The Controller issued exit instructions to a Cessna that had just landed Runway 22L. The Cessna read back the instructions, however, there was another unreadable transmission. The Controller reached out to see who had made the unreadable transmission. The Piper began crossing Runway 22L on Taxiway Alpha. The Controller issued a go around to a Beechcraft inside a 1/4 mile final, and the go around was initiated prior to the threshold.

7/30 Entering a runway without ATC authorization.

Private Pilot

From Colorado

Phoenix Deer Valley (DVT)

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

8/2 Entering a runway without ATC authorization.

Commercial/CFI Pilot

Phoenix Deer Valley (DVT)

The aircraft taxied to, and crossed Runway 25L without ATC authorization. The aircraft had called on the Ground Control (GC) frequency requesting taxi instructions. When GC attempted to contact the aircraft they got no response. The aircraft taxied out on Taxiway Delta eastbound to Taxiway Charlie 11. The aircraft broadcast on the tower frequency as if they were on CTAF, and that they were crossing Runway 25L. The Tower Controller attempted to contact the aircraft but got no response. The aircraft crossed Runway 25L on Taxiway Charlie 11 to Taxiway Bravo 11. GC reached out for an Airport Vehicle, and was able to get one to intercept the aircraft on Taxiway Bravo 11. The aircraft did not enter Runway 25R. The aircraft contacted GC and was given the **Brasher** warning. The pilot advised that their volume had been turned down. No other traffic was involved.

A Few Words About Safety

Denny Granquist

“

“Debriefing the flight in your mind should include evaluating the plan, the pilot, and the airplane. Be willing to make improvements.”

“Always brief a backup plan for the backup plan.”

”

AIRPARK NAME / CONTACT	CITY	Homes / sites	REALTOR
Big Springs Airpark	Prescott	12	
Mgr: Peter Hartman (928) 626-7207			
Castle Well	Morristown	8/11	
Mgr: Gerald DaFoe (810) 516-9122			
Eagle Roost Airpark	Aguila	85 / 115 (5 acre lots)	
Mgr: John Greissing (928) 685-3433			
Flying Diamond Airpark	Tucson	20/97	
Mgr: Lou Cook (520) 399-3879			
Flying J Ranch	Pima	2/ 28	
Mgr: Howard Jenkins (928) 485-9201			
Hangar Haciendas	Laveen	39 lots w/sep taxi ways	
Mgr: Scott Johnson (602) 320-2382			
High Mesa Air Park	Safford	/19 (2.5 acre lots)	
Mgr: Phil DiBartola 928-428-6811			
Inde Motorsports Ranch Airport	Wilcox	4/9 (1 acre lots) on 100 acres w/race track	
Mgr: Britney Kirk (520) 384-0796			
Indian Hills Airpark	Salome	75	
Mgr: Gerry Breeyear (928) 916-0608			
La Cholla Airpark	Oro Valley	122	
Mgr: Larry Newman (520) 297-8096			
Mogollon Airpark	Overgaard	60	
Mgr: Sherry admin@mogollonairpark.com			
Montezuma Heights Airpark	Camp Verde	43/44	
Dr. Dana Myatt (602) 888-1287			
Moreton Airpark	Wickenburg	2	
Mgr: Daniel Kropp (602) 315-0323			
Pegasus Airpark	Queen Creek	15/40	Erik McCormick - Choice One Properties 480 888 6380 Erik@Pilotexpeditions.com
Mgr: Jack @ 1st Svc Res (480) 987-9348			
Pilot's Rest Airpark	Paulden	4/25	
Resident: Dave Mansker 818-237-0008			
Ruby Star Airpark	Green Valley	13 / 74	
Mgr: Wendy Magras (520) 477-1534			
Valley of the Eagle (Sampley's) Airpark	Aguila	30	
Mgr: Jerry Witsken (928) 685-4859			
Skyranch at Carefree	Carefree	20	Erik McCormick - Choice One Properties 480 888 6380 Erik@Pilotexpeditions.com
Mgr: Tommy Thomason (480) 488-3571			
Stellar Air Park	Chandler	95/105	Erik McCormick - Choice One Properties 480 888 6380 Erik@Pilotexpeditions.com
Mgr: SRUA, Inc. (480) 295-2683			
Sun Valley Airpark	Fort Mohave	55/107	
Mgr: Jim Lambert (928) 768-5096			
Thunder Ridge Airpark	Morristown	9/14 (on 160 acres)	
John Anderson janderson72j@gmail.com			
Triangle Airpark	White Hills	115 acres	
Mgr: Walt Stout (702) 202-9851			
Twin Hawks	Marana	2/40 (4 acre lots) on 155 acres	
Mgr: Tim Blowers (520) 349-7677			
Western Sky	Salome	all 200 acres for sale	
Mgr: Mr. Hauer (877) 285-0662			
Whetstone Airpark	Whetstone	5 / 12	
Mgr: Brian Ulmer (520) 456-0483			

APA Website

Please visit our website for the latest information.

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

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

Email Stefanie at:

Webmaster@AZPilots.org

Newsletter Contributors

Article Deadline

20th Editor reminds the Team to submit articles

25th Authors submit articles and advertisements

Contact the newsletter editor, Cathy Paradee:

newsletter@AZPilots.org

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



Stefanie Spencer— Webmaster



New pilots welcomed!



Writers welcomed!



APA Clothing

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

Advertisements

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

APA Membership

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

Volunteer 501 (c) (3) Organization

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

