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April 2023

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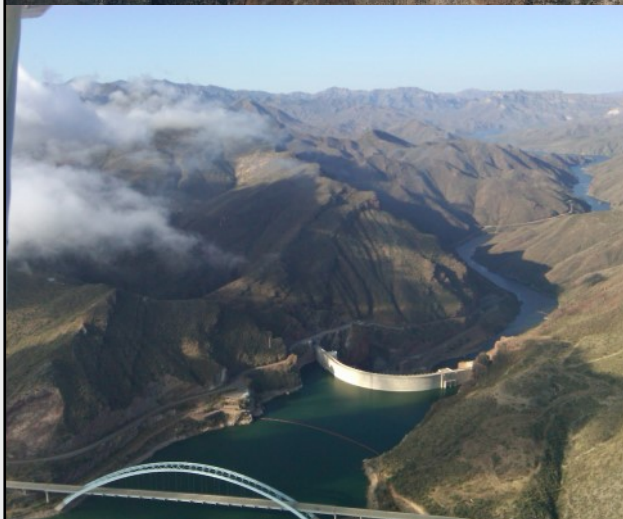
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President's Report

Greetings,

Our annual membership meeting is about a month away. Mark your calendars for Saturday, May 13. The meeting will be held at a private hangar at the Scottsdale Airport. The hangar is located at 7350 E Evans Rd. We have some exciting topics to share with the membership and we look forward to meeting you in person. As an added bonus, we have some terrific door prizes lined up as well! We'll get meeting specifics out to you beforehand but be sure to get it on your calendar now. Be there, or be....well, you know.

The record rainfall the central portion of the state has had recently has been bookended by spectacular flying weather. Helping us take advantage of it, we've had a volunteer step in to plan and lead some new and exciting getaway trips. This is outstanding news for those who have participated in the past. There is a tremendous amount of planning that goes into these trips to make them amazing, so please take advantage of them. Check out the event calendar on our website for details.



While I like to keep this column positive, I'm going to close on a sad note this month. If you hadn't heard, long-time and founding APA member and former APA president Arv Shultz passed away on March 21. In 2008, he was inducted into the Pima Air & Space Museum Hall of Fame for his dedication to Arizona's aviation history and helping to drive its future. Arv will certainly be missed, but his legacy lives on.

Also, Barbara Harper, a long time advocate of aviation safety and writer for our APA newsletter, passed away last month. See Howard's article about her contributions to the aviation community.

Blue Skies,

Brian



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

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SCOTTSDALE AIRPORT

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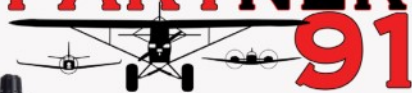
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Executive Director's Report

Jim Timm — April 2023

It looks like spring has to be just around the corner. I flew out to breakfast the other day, and when I got home my airplane was almost over gross weight with all the bugs that I had encountered on my flight. I certainly don't think I flew that low to do it. With that many bugs, spring certainly must be just about here. I'll have to get used to giving the airplane a de-bugging each time I fly, something I really didn't have to do this past winter. It's really a safety issue, because when the controller calls out traffic at XX o'clock and one mile, I have to really look hard to see if the spot is moving, or is it just a bug on my windshield. At that distance it's almost impossible to see something anyhow. Sometimes I think the controllers are a bit optimistic in their traffic call outs.

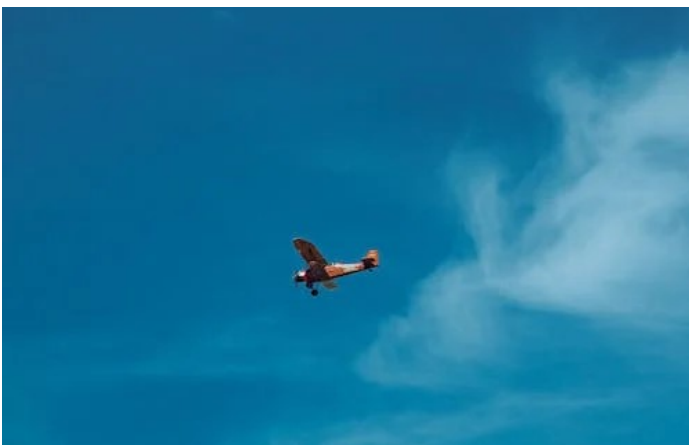
I hope some of you made it out to the Cactus Fly In and Car Show at the Casa Grande Airport in early March. While it was only a one-day event (Saturday), it appeared to be well attended. It was good to see old friends again and have a chance to visit with many of you. There are plans already being made for next year to have it on March 2-3, 2024.



MISCELLANEOUS ITEMS

FAA

This may be old news for some of you, but President Joe Biden's choice to run the Federal Aviation Administration has withdrawn his nomination for the position. The nominee, Mr. Phillip Washington, stated several reasons for the removal of his name as a Nominee. APA had submitted a letter to the U.S. Senate Committee on Commerce, Science, and Transportation in opposition to Mr. Washington's nomination based on his lack of any experience in dealing with the type and magnitude of issues the FAA is currently facing. We believe there are far better qualified candidates out there, including the present Acting Administrator.



AIRSPACE

I am unaware of any present or upcoming airspace issues that would have any negative impact on your flying activity. I hope that it remains this way for a while.



SAFETY

The number of pilot deviations that were recorded this past reporting period have gone down significantly, and I have no explanation for why. I wish pilots would listen more carefully to ATC instructions and adhere to them. If you can't comply, immediately tell them why you can't comply. When flying in controlled airspace, pilots shouldn't be creative, but tell ATC first before they do something that differs from the instructions given. Always be aware of what type of airspace you are flying in, or what you may be about to enter, and always know what is going to be expected of you. Always fly with care and forethought, and don't commit a deviation.

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

Two IFR Deviations	- 2 Brashers
One Class Delta Airspace Deviation	- No Brasher
One ATC Instructions	- 1 Brasher
Two Runway Incursions	- No Brashers
One TFR Violation	- 1 Brasher
One Surface Alignment	- No Brasher

For the details of these deviations see my Pilot Deviations Report located elsewhere in this newsletter.

In this past reporting period aviation safety has not been as good as we would have liked because the number of aircraft accidents and incidents was a bit high. While the accident numbers were high, there is a positive side to the report because none of the accidents resulted in a fatality, and there were only two minor injuries.

In the February/March report from the FAA they did not report any Near Mid Air Collisions (NMAC's), however, after the FAA report had been issued there was an Incident at Mesa Falcon Field where two airplanes in a three ship formation did "brush" wings, and one of the airplanes crashed during its landing, injuring the pilot.

For details of these accidents and incidents see my Accident/Incident Summary Report also located elsewhere in this newsletter.

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



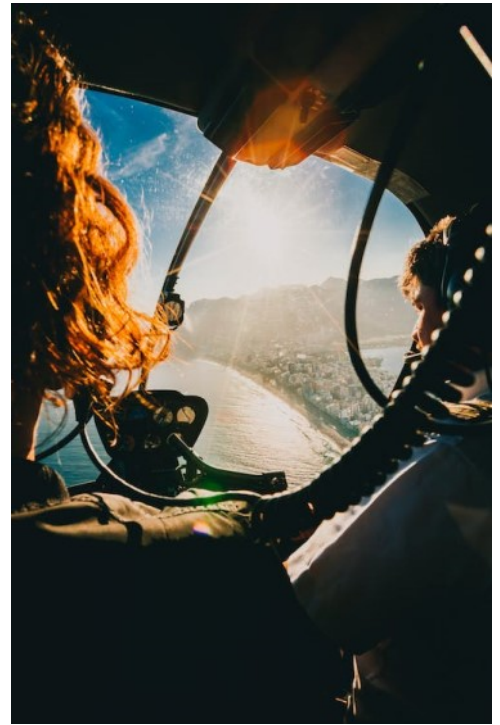
CONSTRUCTION

It seems like most of the airports around the state are having construction or repair projects underway. Unfortunately, we don't have any specific details of any one of the projects, but we would certainly suggest that you always check for NOTAMS at your destination airport, so you don't have an unpleasant surprise when you arrive.

For those who may want to fly into Pinal Airpark (MZJ), be aware they have a NOTAM that is scheduled to expire on June 30, 2023, that states their single runway is closed to all general aviation (GA) activity. Although the scheduled end of the NOTAM is June 30, weather delays in construction could push this date a bit further out. Per the information we have received, the runway is being upgraded in sections of about one third of the runway at a time. There are limited operations that will be continuing such as the contract parachute operations. Until the runway upgrade is completed, no general aviation activity will be permitted.

Phoenix Deer Valley Airport (DVT) is still considering an extension of the north runway. Unfortunately, we still don't have a date when this may occur, but when it occurs you can certainly expect there will be delays to takeoff. It will be a challenging time for everyone.

APA is always working with 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. At the present time Payson Airport has their Airport Master Plan Update in process.



THINGS TO DO - PLACES TO FLY FOR BREAKFAST:

The fly-in breakfast at Coolidge Municipal Airport (P08) is on the first Saturday of the month.

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

The Falcon Field Warbirds Squadron fly-in breakfast is on the third weekend of the month.

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.



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 online.

When you fly to any of these venues, be sure to look

for the Fly Arizona Passport Placard at the restaurant, and at the airport terminal, and scan the placard with your smart phone to get credit on the passport program for being there.

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

Jim



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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!	Mailing Donor Thank You Cards Mailing Membership Cards and a Welcome Letters Clothing Store Inventory and Shipping Orders	Stefanie (stef@azpilots.org)
Day Trips Volunteer Needed!	Coordinating fly-in destinations or day trips	Brian (brian@azpilots.org)
Grapevine Monthly Camping Weekend	April '23 (Apr. 14 & 15) Jim Knapp & Stella McCray	Leanne (leanne@azpilots.org)
Windsock Maintenance Volunteers Needed!	Buzzards Roost (Windsock Only)	Complete Thanks Dave Lenz & Team!
	Pleasant Valley Young (24AZ) (Base, Pole & Windsock)	In Work (pleasantvalley@azpilots.org)
	Vulture Mine (pretty bad shape needs a drag)	Tommy Thomason (vulturemine@azpilots.org)
Airstrip Maintenance Volunteers Needed!	Red Creek (OK shape needs east end rock walls)	Tommy Thomason (redcreek@azpilots.org)
	Double Circle Ranch (Airstrip Shoulder Mowing - Help Needed!)	In Work Thanks to Josh Leavitt and the Bryce Families! (doublecircle@azpilots.org)
	Forepaugh (General Strip Maintenance)	Kit Murphy (forepaugh@azpilots.org)

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Best Glide

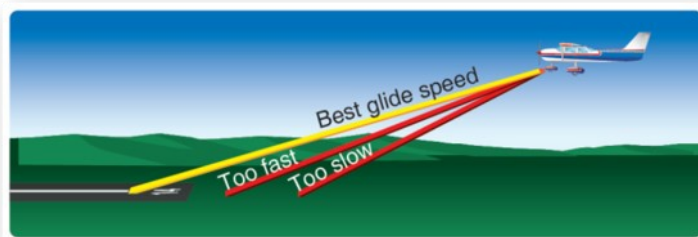
The FAA and industry will conduct a public education campaign emphasizing the best practices associated with obtaining and maintaining Best Glide Speed while maneuvering during emergency descents, approaches, and landings.

Outreach Month: April 2023

Topic: Best Glide

DOWNLOADS:

[PowerPoint Presentation Slides...](#)



Chandler Municipal (CHD) is a medium-sized primarily general and corporate aviation airport located approximately 14 miles southeast of the larger and busier Phoenix Sky Harbor International (KPHX) Airport. Its location makes it an attractive alternative to the more congested larger airport. CHD has its own Class Delta airspace that is immediately adjacent to the Mesa-Gateway Airport located 8 miles to the east. It also underlies the KPHX Class Bravo airspace. Understanding the requirements to operate in these areas before you arrive at CHD is essential.



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~ Arizona Airport Passport Program ~

By Trent Heidtke

As we head into April the Arizona Airport Passport Program (AZAPP) program has surpassed the 150 participants mark, and, we have our first person to achieve platinum level in the program.

The big news this month is that back in March, Mike Haubrich was our first participant to have made all the visits necessary to receive platinum status in the program. He will soon be the proud owner of a leather bomber jacket to add to his hat and flight bag collection. Awesome job Mike and thank you for your participation! If you want to see more about how Mike approached the program and some of his insights on participating, check out the interview we did with him on YouTube: <https://www.youtube.com/watch?v=yWWhutwK9LI>

We are also up to a total of 6 people who achieved silver level and have received their FlyAZ hats. A huge thank you to all the participants who are helping make this the best passport program yet. As always, stay up to date on placard locations and in a lot of cases photos of the actual placard in their locations by visiting the APA website and clicking on the passport program icon. Changes are being made weekly, so before you head off on your next FlyAZ adventure, know where the placard is before you go to help save time.

Remember, 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. Embry Riddle Aeronautical University is busy working on Phase 2 enhancements to the application as we speak so stay tuned for those late spring. A big thank you to Embry Riddle for all their help on this program!

Trent



<https://www.youtube.com/watch?v=yWWhutwK9LI>



FALCON FIELD PANCAKE BREAKFAST



2022-2023

3rd Saturday of the Month

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Mesa AZ 85215

Dates

2022

October 15

November 19

December 17

2023

January 21

February 18

March 18

April 15

May 20

Menu

Pancakes
Scrambled Eggs
Sausage
Orange Juice
Coffee

***\$10 suggested
donation***

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~ APA Scholarship Program ~

by Chris Nugent

As you probably saw in last month's newsletter, the APA team had a great time talking with our members at the recent AOPA Fly-In/Buckeye Air Fair and the Cactus Fly-In. I also had the pleasure of meeting with some of our recent scholarship recipients to get an update on their journey towards their aviation careers. I'm happy to report that they are working hard and making great progress. It's always encouraging to see how the APA Scholarship program helps these students achieve their career goals. Thank you for your continued commitment and support for this important part of APA's mission.

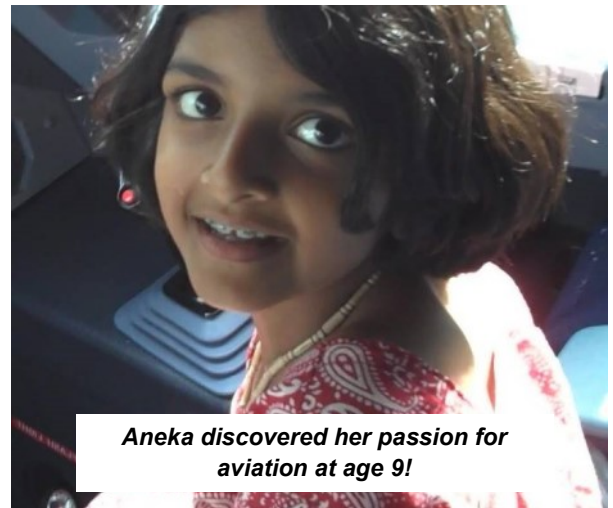
We'll also continue to introduce you to our 2022 scholarship recipients in this month's installment of the Scholarship Corner.

Aneka Raaman

Aneka is currently the Safety Officer for Aviation Explorers Post 352 at Falcon Field and is planning to attend the United Aviate Academy in June of this year.

My life passion is to become a career commercial aviation pilot and to be a role model for my generation of women in aviation. In the long term I would like to use my education and experience to explore business or technical leadership positions in the aviation industry.

I passed my PPL checkride in March 2022 and I am preparing for the IFR and CFII written exams. I am currently also a member of Women in Aviation International (WAI), Professional Asian Pilots Association (PAPA), and the Aviation Explorers Post 352 at Falcon Field.



Aneka discovered her passion for aviation at age 9!

Cintia Cantor Navas

Cintia is a US Marine Corps veteran and worked as an air traffic controller at MCAS Iwakuni, Japan and Beaufort, South Carolina. She works part time as a dispatcher at the UND flight school.

I would like to work in the airlines one day, transporting people on international routes. This spring semester I will begin training for my commercial license. Receiving this scholarship is really encouraging and will help me on the next step of my journey in the aviation industry.

I just want to thank the APA again because any little bit of help is



greatly appreciated when it comes to completing my flight training.

Richard Browning

Richard is a second-year student in the aviation program at the East Valley Institute of Technology (EVIT).

The APA scholarship will help me achieve my goal of being a licensed pilot before I graduate. I wanted to become a pilot before I graduated so that I could take my aviation knowledge to the US Air Force. I am interested in flying or air traffic control in the military. Aviation has always fascinated me, and I've always been interested in a career in the military. The APA scholarship will help me become a part of something I've always loved and dreamed about.



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

Chris



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- **Stanfield VOR procedures**
- **Safety Topics of the Month from the GAJSC**
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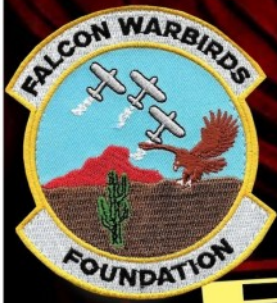
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ARVIN CARL SCHULTZ

Arvin Carl Schultz passed away March 21, 2023 in his beloved city of Phoenix, AZ. “Arv” was born November 21, 1934 at Elmhurst Hospital in Elmhurst, IL. He lived the first 28 years of his life in Addison, IL. As a young man he became a police officer with the Addison Police Department and soon after he met Nona, a 3rd grade schoolteacher in Addison. During their courtship Arv became a Deputy Sheriff with the DuPage County Sheriff’s office. After their marriage on June 16, 1962, Arv and Nonie moved to Phoenix, AZ. In 1966 Arv’s career in aviation began. He worked as a flight instructor for Sawyer Aviation, flew as a co-pilot for Apache Airlines and then Bonanza Airlines. He worked as an instructor pilot for the Lufthansa Training Program, started Carefree Air Services, flew for Hughes Air West and with the many airline mergers ended his 26-year career as a Captain with Northwest Airlines (now Delta). After FAA mandated retirement at age 60, he started Arizona Flyways magazine which eventually became Americas Flyways which he published for 13 years. He also published Sky Harbor Airport News. As an avid lover of history, he spent many years researching aviation history in Arizona with the intent of publishing a book. Arv was the past president of Arizona Pilots Association and the Classic Airplane Association of Arizona, Chairman of Knights of the Round Engine, a former board member of the American Aviation Historical Society Phoenix Wing, Arizona Capitol Museum Guild and a member of many other organizations. He was the recipient of the Wright Brother Master Pilot Award and enshrined in the Arizona Aviation Hall of Fame. But more than his love of flying and aviation, Arv loved his family. Charles H. Schultz, Arv’s father, Erna Schaper Schultz, his mother and Nona Mazurek Schultz his wife preceded him in death. Arv was a beloved husband, father, grandfather great grandfather and friend. He is survived by three daughters Kathleen, Nancy (Derek), and Amy (Steve) and one son, Andrew (Sydney). Additional survivors include six grandchildren and three great grandchildren. In lieu of flowers donations may be made to The Arizona Military Museum or The Marine Corp Foundation.





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FALCON FIELD MOVIE NIGHT



**FRIDAY NIGHT
2022 DATES**

**OCTOBER 14TH
NOVEMBER 18TH
DECEMBER 16TH**

2023 DATES

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FEBRUARY 17TH
MARCH 17TH
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MAY 19TH**

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MEMBER VIDEOS

Video courtesy of member *Trent Heidtke*,

"This is a trip from Falcon to Painted Rock dam to video the normally dry Salt River. We had breakfast at Marana then back to FFZ."



<https://www.youtube.com/watch?v=eY0CoWIYGaE>

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.

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REMEMBERING BARBARA HARPER

By Howard Deevers ... this is not an obituary, this is a remembrance



Barbara was born in San Diego and was involved in aviation long before coming to Arizona in 1974. I did not arrive in Arizona until 1999. Barbara and I first met while we both served on the Board of Directors for the Arizona Pilots Association. Board meetings were held at the Chandler Airport meeting room. Since we were the only Board members from Southern Arizona, it was logical for us to carpool for the monthly meetings. I would drive for one month, and she would drive the next month, and at times we would fly from Tucson to Chandler for the meeting and back.

It was nice to have company on the drive or flight to and from Chandler. Naturally we talked about many things during those drives and got to know each other well. Most of our conversations were aviation-related, and I quickly learned that she was a storehouse of information, knowledge, and experience. She became my go-to person when I had any kind of aviation question.

We also co-authored several articles for the Arizona Pilot's Association newsletter. Barbara would have an idea for an article and would send her thoughts or an outline to me by email. I would edit or add other material to the article. Sometimes it took several exchanges until we were both satisfied with the final draft.

In addition to her knowledge she was involved in many aviation groups: the Arizona Pilots Association, AOPA, the CAP, the women pilots, the 99's, Women in Aviation, and many more. She was also a FAA SAFETY TEAM (FAASteam) Lead Representative. She was passionate about aviation safety and accident prevention. While still serving on the APA Board, Barbara was working on her PHD Doctorate.

In 2010 she was inducted into the Arizona Aviation Hall of Fame at the Pima Air and Space Museum in Tucson. I was fortunate to be invited to that induction ceremony.

Since we are both flight instructors, we would exchange Flight Reviews; I would give her a Flight Review, then she would give me a Flight Review (and if necessary an IPC), to keep each other current and proficient. It also happened that our CFI certificates renewed about the same time, so we would attend a Flight Instructor Refresher Clinic at the same time.

When I sponsored the IMC Club in Southern Arizona, she was one of the first to join that club and was a very good contributor to the instrument flight scenarios for that club.

Barbara passed away March 26, 2023.

A memorial will be held at the Pima Air and Space Museum meeting room on April 23 from 10 AM to 12:30. Come share your memories of Barbara Harper with all of those that show up.

CELEBRATING THE LIFE OF

Barbara Harper



Barbara Harper of Torrance is one of the partici-

pants in the Palms to Pines All Woman Air Race.

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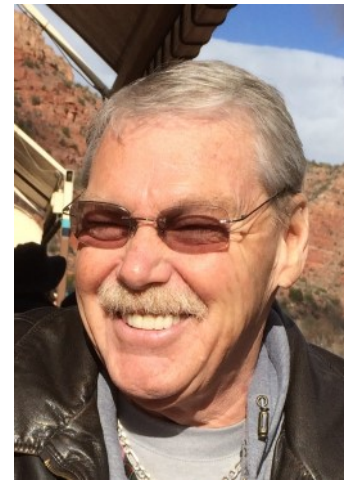
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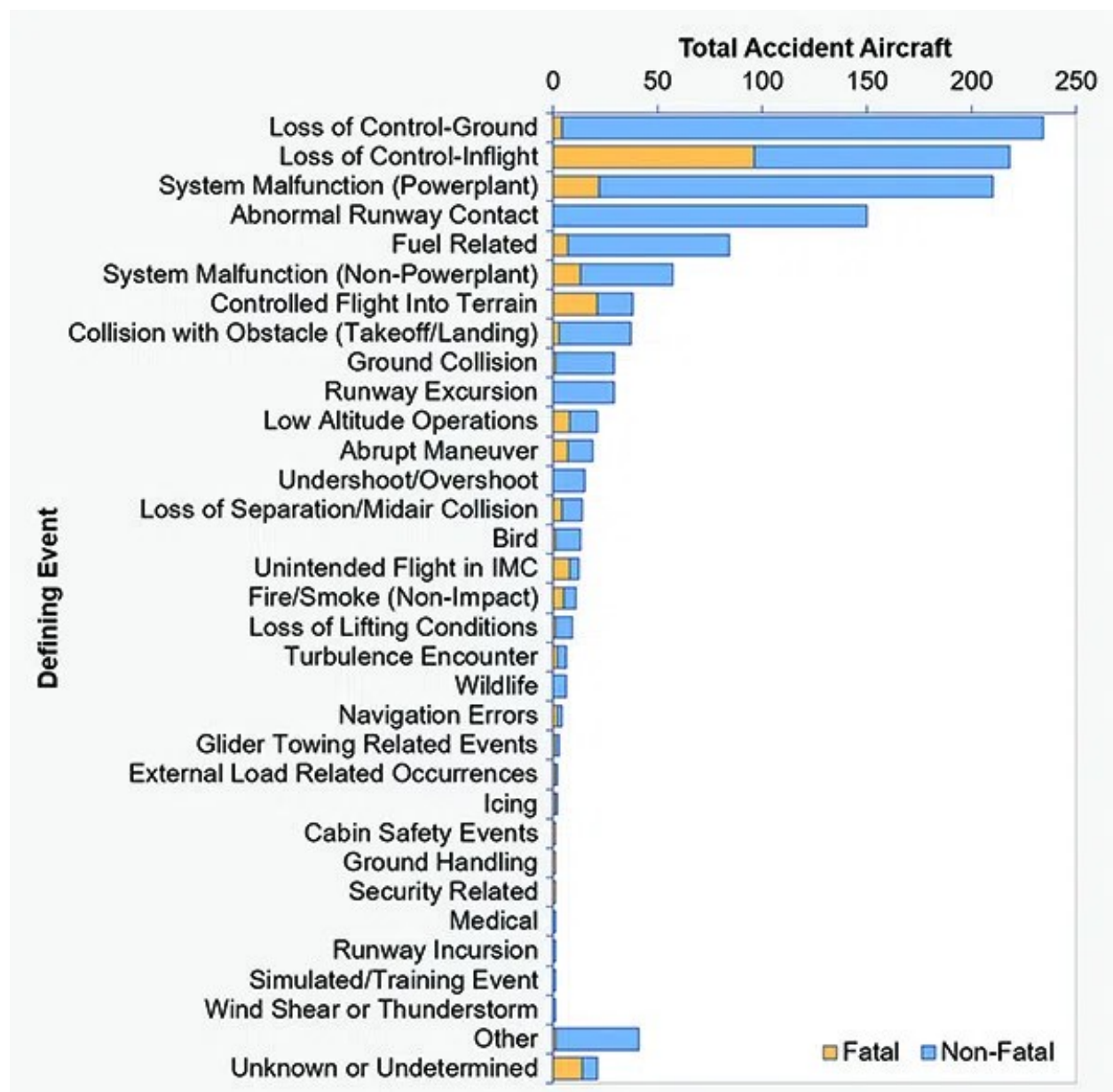




GAARMS REPORT MAR. 2023



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.



You have heard me say this at many a safety program: *“I have never met a pilot who got up in the morning and decided to go out and crash his airplane. No pilot ever plans to become a statistic in my safety programs”*. Instead, we all approach every flight believing it will end successfully. Too often, events conspire against us – or we just screw up – and the flight’s outcome isn’t what we planned. The chart above shows those events, level of risks, and the fatality rates. Pre-flight planning helps us mitigate those risks. Like we preach – Failure to plan (for the risks) may (well allow those risks to) cause your plan to fail! You already know almost all of these risks, and our safety programs are designed to keep us focused on those risks and the mitigation strategies.



LOSS OF CONTROL

It should come as no surprise that our old friend “Loss of Control” leads the list, with both in-flight and on-ground events occupying the top two spots in this list. Perhaps unsurprisingly, the chart shows we lost control on the ground a lot during 2018, but relatively few of those mishaps were fatal. I’d bet most of these events involved taildraggers, or free-castering nosewheel-type aircraft. By the way, you know that big thing on the back of your airplane that sticks straight up with the left-right rudder-thingy on it? It really comes in handy for landing!!

Now, in-flight loss of control is an entirely different issue! Industry and government have literally spent years identifying and highlighting the various factors contributing to in-flight loss of control. According to most NTSB reports on the topic of in-flight loss of control accidents, the majority typically involve some type of stall. The report lists virtually every type of stall known to mankind: straight-ahead, accelerated, takeoff/climb (back side of the power curve), yawing, the classic overbanked turn-to-final, the skidding turn/cross-controlled stall, and this new one, the torque-induced stall. This newly introduced stall, although not yet formally introduced or accepted, occurs with very high-powered single-engine aircraft. The very latest accident, not here in Arizona, was a TBM700 initiating an instrument go-around. The pilot shoved the throttle up on his 600shp turbine while retracting the gear and flaps in a climbing turn to go around at very close to the published stall speed in that configuration. Needless to say, it did NOT work, the aircraft stalled, and the pilot pancaked the aircraft into the ground. Unsaid, but commonly understood in all this, is that these loss-of-control



events occurred close to the ground, and the pilot either failed to recover in a timely manner or simply did not have enough altitude to recover. The events can involve all airplanes, but one other type is relegated only to twins: the ever-dangerous VMC rollover. A very high-powered single is susceptible to the same type of event!

When it comes to mitigations, it’s easy to simply say that pilots need to fly the airplane. But what is also true is that pilots in these high-powered single-engine airplanes need to get training and understanding of the torque-induced, low speed, high-drag stall possibilities and potential for oc-

“

Failure to plan (for the risks)
may (well allow those risks to)
cause your plan to fail!

”

curing. According to a 2010 presentation to an American Institute of Aeronautics and Astronautics conference, by Steve Jacobson of the NASA Dryden Flight Research Center, *“Human induced LOC [loss of control] causal factors – like not understanding the torque-induced probability of a low-speed rolling moment – are a stronger contributor to LOC accidents when compared to systems-induced and environmentally-induced causal factors.”*

Potential mitigations initially focused on technology, like envelope-protection schemes for jet transports plus angle-of-attack (AoA) indicators for smaller aircraft. After all, this was an aerospace industry conference. As Jacobson noted, *“Avoidance and detection mitigations should be a higher priority than recovery-based mitigations but...recovery-based mitigations are important for ‘breaking the chain’ of events.”* He added: *“Prevention and recovery training may have a nearer term impact than technology-based solutions”* and, *“New technologies and NextGen operations may introduce new and unforeseen LOC hazards.”*

Lacking current state-of-the-art envelope-protection technology, the bottom line here is it's up to the pilot to avoid losing control and to know how to regain it when it's lost. And good luck adapting that technology to the Super Cub out looking for Alaskan moose!

There are three basic categories of factors leading to loss of control: systems-induced, environmental, and human.

The Air France Flight 447 tragedy, in which ice crystals plugged a pitot tube, causing the Airbus A330's fly-by-wire systems to disengage, leaving the crew with a situation they didn't understand and couldn't fix, combines elements of all three. For the typical personal airplane, new autopilot technology can help, along with angle-of-attack indicators. The environmental factors to avoid include airframe icing, thunderstorms, wind shear and reduced visibility. Here are some human factor mitigations:

- ❖ Be honest with yourself about your knowledge of all kinds of stalls, and your ability to anticipate and react to them.
- ❖ Understand/maintain currency on the equipment/airplanes you operate.
- ❖ Maximize training opportunities for your particular airplane.
- ❖ Thoroughly prepare for the environments in which you'll be flying.
- ❖ Anticipate, manage, and minimize distractions.
- ❖ Increase situational awareness, including through devices such as angle-of-attack indicators.

QUIZ of the MONTH: *It is altimeter questions month...*

1. *What is pressure altitude?*
 - a. *The indicated altitude corrected for position and installation error*
 - b. *The altitude indicated when the barometric pressure is set to 29.92*
 - c. *The indicated altitude corrected for non-standard temperature and pressure*
 - d. *The indicated altitude when set to field elevation*

2. *Under what condition(s) is indicated altitude the same as true altitude?*
 - a. *If the altimeter has no mechanical or compass error*
 - b. *When at sea level under standard day conditions*
 - c. *When at 18,000 feet MSL with the altimeter set at 29.92*
 - d. *When at 18,000 feet AGL with the altimeter set at 29.92*

3. *What is true altitude?*
 - a. *Your vertical distance above sea level*
 - b. *Your vertical distance above the terrain*
 - c. *Your vertical distance above the standard datum plane*
 - d. *Your indicated altitude corrected for temperature and pressure*

4. *Ok, so then what is absolute altitude?*
 - a. *Your vertical distance above sea level*
 - b. *Your vertical distance above the terrain*
 - c. *Your vertical distance above the standard datum plane*
 - d. *Your indicated altitude corrected for temperature and pressure*

5. *When the density altitude is higher than the chart in your POH goes, i.e., as shown in the performance table –*
 - a. *Interpolate the data and adjust your anticipated takeoff performance on that calculation.*
 - b. *Extrapolate the data and adjust your anticipated takeoff performance on that calculation.*
 - c. *Do not attempt takeoff until conditions permit calculations from the POH to determine safe takeoff and climb out performances.*
 - d. *If you have more than 8000 feet of runway with no obstructions off the end of the runway, reduce your takeoff weight by 10% and increase both your Vr and Vy by 10%.*

(Answers at the bottom of the Safety Program section.)

SAFETY PROGRAMS

Sorry to report that there are no APA FAASafetyTeam safety programs currently scheduled for the next 2 months as of right now. However, more programs are planned over the next couple of months around the state. Simply log on to the Internet and go to WWW.FAASAFETY.GOV, click on "Seminars" and start checking for any other 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, such as the BasicMed program, our "Winter Wonderland" snow season special, "The Aging Pilot", Radio Phraseology, or my newest one on LIFR approaches, which discusses the how's, why's, and pitfalls of shooting an approach all the way down to minimums and missed approaches, simply contact me at fredgibbs@azpilots.org, or call me at 410-206-3753. 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 right up your alley or really "tickles yer fancy"!!

Fred



(answers)

1. *b. Pressure altitude is the airplane's height above the standard data plane when set to 29.92. All aircraft operating above 18,000 feet/FL180 use this altimeter setting.*
2. *b. Indicated altitude is the altitude read directly off the altimeter. True altitude is the actual vertical distance above mean sea level when it is set to the local altimeter setting. These two values can only be the same when standard atmospheric conditions exist.*
3. *a. True altitude is defined as the vertical distance of the aircraft above sea level. I believe sea level is another arbitrary value: last time I checked, the Atlantic and the Pacific oceans are not equally level. If they were, why would we need the locks in the Panama Canal to raise and lower the ships passing thru? (PS – I do, however, believe they are level around the tips of Africa and South America.) OK, back to aviation: If you are at an airport lacking weather reporting, and thus without altimeter information, set your altimeter to read field elevation and look at the Kollsman window to see what the altimeter setting is. (Although it may not be exactly correct, lacking temperature correction, it certainly is close enough for government work!)*
4. *b. Absolute altitude is defined as your vertical distance above the ground. This is, in my opinion, almost a useless value unless you are working on your commercial rating and trying to understand pivotal altitude or flying a C-130 "Spooky" gunship circling with your side mounted guns locked on to the target!*
5. *c. Interpolating is working with top and bottom numbers to determine intervening numbers or values. Extrapolating is projecting out beyond the top or bottom numbers, i.e., guessing what those numbers might be. Projecting performance above what the manufacturer's has included in the POH can be deadly. If no performance values are stated in the POH, wait until the winds, density altitude, max gross weights, runway lengths, etc., fall back within the POH specs. Operating outside those performance specs/limits may well make you a test pilot in a potentially deadly environment. Is that a risk you would want to take with you family on board?*

A Few Words About Safety

Denny Granquist

“

“Flying with pilots is harder than flying without them.”

“If you don't plan for survival you haven't properly planned your flight.”

”



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!!!

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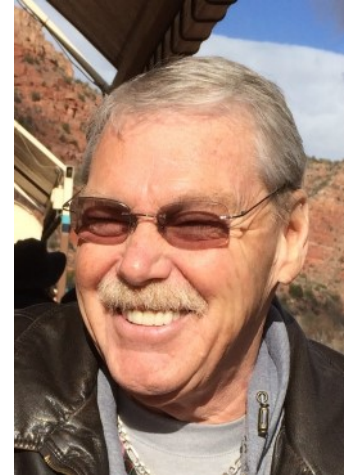
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CLASSIFIEDS

Fatal Accident Review

By Fred Gibbs

As of my last query on March 27th into the NTSB database, there have been NO fatal accidents in Arizona since January 1st of this year. That is a great statistic, and one worth stating loudly! Hopefully we will finish out the 1st quarter of 2023 with no fatal accidents. Now, Mother Nature has not been very nice to us the past month or so, not only for us here in northern Arizona, but especially across all of California. The atmospheric river phenomenon has wreaked havoc on California, and up here in Northern Arizona we have had more snow than you can imagine. We have/had huge mountains of snow piled up off the runways and taxiways here in Flag, and supposedly the 2nd largest snowfall in 100 years. Oh, by the way, as I write this, IT IS SNOWING OUTSIDE - AGAIN!!!!



Anyway, if you have been following the news, there have been a LOT of, ummmm, runway incursions, near misses and some on-the-ground taxiing mishaps. So much so, the FAA established a special panel to investigate what is causing all this, and what steps to take to resolve these occurrences. Fortunately (for us GA folks), almost all involved air carrier ops, NOT general aviation. The question is – are we doing a good job or are we just lucky? I will always take the latter, but we need to strive for the former. As spring and summer approach, so do Mother Nature's winds and monsoon season, so we need to become more aware of what is happening at our destination airports. As I have always said in many of my articles, 100 miles from Phoenix to Flag can be filled with all kinds of gotchas, with significant differences in the weather environment. Here in Flag, winds of 30-plus knots are not unusual, Low Level Wind Shear (LLWS) is a common occurrence on approach, and crosswinds up to 25 kts on landings are certainly a common occurrence. And then of course, come summer, Density Altitude becomes an issue, as well as daily monsoonal thunderstorms and an occasional microburst! WELCOME TO FLAGSTAFF, FLIGHT TRAINING HEAVEN!



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

Fred



February—March

Aviation Accident & Incident Summary

by Jim Timm

The following are the reports of aviation accidents and incidents that occurred in Arizona from mid-February through March. We hope to use the following detailed accident information to develop safety programs, briefings, and posters/flyers to 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 the best because of the number of accidents. Near the end of the report we share information about a mid-air collision. While it was a very serious occurrence, only one of the pilots received minor injuries. The most important part is that no one lost their life or got seriously hurt.

The midair collision accident near the end of this report was described by the ASN which uses the media as it's source of information. Hopefully, next month the accident report can be rerun with more and technically correct information from the NTSB.

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 suits our purpose of trying to get an idea of what is happening out there so we can help make flying safer.

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

Date: February 20, 2023
Source: FAA (Incident)
Location: Mesa (FFZ)
Type: Piper PA28-180
Injuries: 2 Uninjured

RUNWAY EXCURSION

After an instructional flight, while landing, the aircraft veered off the left side of the runway. The pilot reported a flat front tire and a prop strike. The aircraft was removed from the runway by airport operations personnel.

Date: March 1, 2023
Source: FAA (Incident)
Location: Mesa (FFZ)
Type: Piper PA28-181
Injuries: Unknown

RUNWAY EXCURSION

During its landing roll out on RWY 8L at FFZ, the Piper Archer departed the runway and went

through the RWY safety area between intersections E3 and E4, then came to a stop on taxiway Echo. The airport management reported no damage to the airfield infrastructure as well no damage to the aircraft.

Date: March 6, 2023
Source: ASN, FAA (Incident)
Location: Laughlin/Bullhead (IFP)
Type: Rockwell 690A Turbo Commander
Injuries: 1 Uninjured, 1 Minor Injury

POSSIBLE FUEL EXHAUSTION

Per the ASN, the Rockwell 690A Turbo Commander departed Plainview-Hale County Airport, TX (PVW), and made an emergency diversion to Laughlin/Bullhead International Airport (IFP), after reporting problems while en-route to Las Vegas-Henderson Sky Harbor Airport (HND), Nevada. It landed between the runway and taxiway and struck a taxiway light during the process. The FAA suspected the aircraft had encountered

a fuel exhaustion issue. The extent of damage was undetermined.

Date: March 8
Source: FAA, NTSB
Location: Not Given
Type: Eurocopter AS350
Injuries: Unknown Number Uninjured

HARD LANDING

The helicopter's tail rotors were damaged during a hard landing. The NTSB damage assessment was that the damage was minor.

Date: March 8, 2023
Source: ASN
Location: West of Tusayan, AZ.
Type: Piper PA34-200m Seneca
Injuries: 2 Uninjured

INFLIGHT LOSS OF POWER IN ONE ENGINE

After departing Glendale Airport (GEU) with a destination of Kanab Municipal Airport, Utah (KNB), the Piper PA-34-200 Seneca was not damaged subsequent to the forced landing west of Tusayan following an inflight loss of engine power in one engine over Coconino County short of an intended emergency destination of Grand Canyon National Park Airport (GCN).

Date: March 17, 2023
Source: ASN
Location: Mesa Falcon Field (FFZ)
Type: Yak-52
Injuries: 1 Uninjured

MIDAIR COLLISION

Two aircraft of a three-ship formation touched wings while flying in the vicinity of Falcon Field Airport (FFZ). One aircraft, the Yak-52, reportedly landed safely, while the second aircraft, a Ryan Navion, crashed during landing at KFFZ.

Date: March 17, 2023
Source: ASN
Location: Mesa Falcon Field (FFZ)
Type: Ryan Navion A
Injuries: 1 Minor Injury

MIDAIR COLLISION

Two aircraft of a three-ship formation touched wings while flying in the vicinity of Falcon Field Airport (FFZ). The Yak-52, reportedly landed safely, while the second aircraft, a Ryan Navion, crashed during landing at KFFZ, and was damaged beyond repair.

Date: March 17, 2023
Source: ASN, NTSB
Location: Bullhead City (A20)
Type: Velocity Elite (An Experimental Canard)
Injuries: 2 Uninjured

WIND FLIPPED IT OVER DURING LANDING

The Velocity Elite departed Las Vegas-Henderson Airport (HND) and sustained substantial damage when it encountered a gust of wind that flipped it over while the pilot was landing at Sun Valley-Bison-Fort Mohave Airport (A20), Bullhead, AZ.

Date: March 23, 2023,
Source: ASN
Location: Scottsdale
Type: Stemme S12
Injuries: 1 Uninjured

INFLIGHT LOSS OF ENGINE POWER

The Stemme Motor Glider had departed Deer Valley airport (DVT) and was planning to return to DVT, but due to an inflight engine failure the motor glider made a forced landing at the Estancia Golf Club, northeast of Scottsdale Airport (SDL).

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February-March Pilot Deviations

by Jim Timm

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

In the time period from February 10 through March 9 there were eight pilot deviations recorded by the FAA SDL FSDO. These deviations were committed by pilot certificate levels from Private through Commercial/CFI, and of these eight deviations made, there was a need to issue four Brashers. This month there were also two out of state pilots that committed the deviations. The number of Brashers reported was certainly up for the number of deviations committed this period. (Four Brashers for eight deviations.)

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, collect information, and their thoughts for their future interaction with Flight Standards.

Pilots need to listen carefully to ATC instructions and follow them, and if you can't comply, tell ATC why you can't. When flying in controlled airspace, pilots should never be creative, but rather, talk to ATC before they do something that differs from the instructions given. Always be aware of what type of airspace you are flying in, or may be about to enter, and know what may be expected of you. Always fly with care and forethought.

The details of the deviations this month are as follows:

IFR DEVIATION

2/18 IFR Altitude and Route
Commercial/CFI Pilot
Albuquerque Center (ZAB)

On the arrival, the aircraft was cleared to cross TFD (Stanfield VORTAC) at or above 4,500 for the ILS into CGZ. The aircraft descended below the altitude issued. On the departure the aircraft was issued the missed approach procedure off of the ILS. The aircraft did not fly the missed approach procedure. The pilot of the aircraft was given a **Brasher**.

3/3 IFR Altitude and Route
Commercial/CFI
Albuquerque Center (ZAB)

At 0153z, the ZAB controller cleared the aircraft for the ILS5 approach to Casa Grande (CGZ). At 0220z, the aircraft called the ZAB controller after the missed approach. The aircraft was at 3,200

feet flying about a 310-degree heading from CGZ. The aircraft did not follow the prescribed missed approach procedures after the ILS5 approach. The missed approach procedures instruct aircraft to climb to 2,100 feet, then make a climbing right turn to 5,900 feet direct to TFD (Stanfield VORTAC) and hold. The pilot was issued a **Brasher** by the ZAB controller at 0221z

CLASS DELTA AIRSPACE DEVIATION

2/6 Entering Class Delta Airspace Without
First Establishing Communication
Private Pilot
Out of Oregon
Deer Valley Airport Tower (DVT)

The aircraft entered the DVT class D airspace without establishing two-way radio communications in a timely manner, and conflicted with pattern traffic, but there was no loss of separation.

Note: FAA commented the pilot's Medical may

be questionable.

ATC INSTRUCTIONS

3/2 Failure to Comply With ATC Instructions
Commercial Pilot
Out of California
Mesa Falcon Field (FFZ)

The aircraft was told to enter left traffic for Runway 22R. The aircraft was observed to make a 180° turn in the downwind, and started flying in the opposite direction of traffic. The aircraft was then instructed to return to the downwind for runway 22R. Another aircraft in the pattern reported the errant aircraft in sight, and the errant aircraft landed without further issue and was issued the **Brasher**.

RUNWAY INCURSION

2/7 Entering A Runway Without Authorization
Commercial Pilot
Tucson International (TUS)

The aircraft was cleared to land, and correctly read back a landing clearance for runway 29L. During the base to final turn, the aircraft pilot thought taxiway Alpha was runway 29R, and changed to and landed on runway 29R by mistake. An F16 Fighter was just inside of a one mile final for 29R, and stated he was going around, while almost simultaneously the controller instructed the F16 to go around.

2/8 Entering A Runway Without Authorization

Private Pilot
Prescott Airport (PRC)

Ground Control (GC) instructed the aircraft to turn left on Taxiway Charlie 4 and hold short of Runway 21L. The read back was correct, and the Local Control (LC) cleared a Cessna for takeoff on Runway 21L. The errant aircraft crossed the hold short line of Runway 21L on Taxiway Charlie and GC instructed them to stop. The LC canceled the takeoff clearance of the Cessna and instructed them to exit on Taxiway Delta 4.

TFR VIOLATION

2/12 Entering A TFR Airspace Without Authorization
Private Pilot
Phoenix TRACON (P50)

The aircraft entered the 30NM TFR without a code or talking to ATC. DVT tower issued the **Brasher**. There was no loss of aircraft separation. (This was the Super Bowl TFR)

SURFACE ALIGNMENT

2/18 Aligned with The Incorrect Runway
Unknown pilot certification (Aircraft Had Canadian Registration)
Deer Valley Airport (DVT)

The pilot deviation was reported by DVT when the aircraft overshot his turn to final for RWY 7L, and appeared to align with RWY 7R, thus conflicting with another aircraft.



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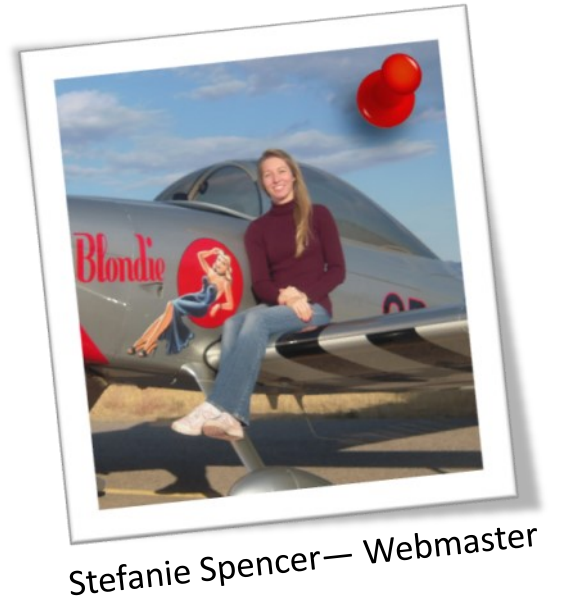
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