

# ARIZONA



## Arizona Pilots Association

<http://www.azpilots.org>



# APA NEWSLETTER

2013 August  
Asa Dean, Editor



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## President's Report

### Tommy Thomason, APA President

Hello again, aviators and aviation enthusiasts and welcome to the August issue of the Arizona Pilots Association Newsletter. Summer has been here and in full swing for awhile and now the monsoons have finally started. Flying for the most part as for APA sponsored fly-ins has been at a standstill. A few groups are still going strong, for example the Breakfast Club is still having its monthly breakfast events, as well as Casa Grande and Benson with their breakfast events.



Jim Timm makes mention to some of these in his article a little further on in the newsletter. Fred Gibbs and the FAAS Team also continue to provide some excellent aviation seminars on safety. Our APA Member [Discount Program](#) is continuing to grow. We could really use a volunteer or two or three to help us build on this program. Take some time to get familiar with our [website](#) to see who is already giving discounts to APA members. The Backcountry Committee should have the upcoming seasons fly-in schedule ready by the next newsletter. The New Mexico Pilots Associations annual fly-in to Negrito is September 20th (check our calendar). The EAA Airventure Oshkosh 2013 starts Monday July 29th and goes through Sunday, August 4th. If you have never been, try to work it into a future vacation, it's a great show.

Have Fun and Fly Safe...



## Executive Director's Report, Aug, 2013

### Jim Timm, Executive Director

The dog days of summer are here and flying isn't as much fun as it was a short while back. I can imagine many of you are looking for ways to escape the valley heat and head for cooler climes. Like several others, I am also getting ready to head for AirVenture in Oshkosh, Wisconsin. Presently it's even hot there, but, hopefully that will change. I'll give you a report when I get back, so 'till then, keep cool and please be sure to check the density altitude and fly safe.



There has been a considerable comment lately about pilots being subjected to unexpected ramp inspections by armed Department of Homeland Security personnel and the FAA. While the Homeland Security inspections are something new, guidelines on how to deal with them have been published by AOPA and the EAA. The FAA ramp checks however, have been with us for some time and I have had questions recently on how to deal with the FAA ramp check. There aren't that many FAA inspectors to start with and with the sequestration cutbacks the chances of getting a ramp check are a bit slim. However, if you do get checked, it's a good idea to be prepared in knowing how to deal with it. Remember, we are expected to conduct flights safely and remain in compliance with the FAR's, and the "ramp check" is really intended to ensure pilots maintain these expectations. Though generally straightforward, a ramp check could end up with enforcement action against the pilot. The following suggestions were provided by AOPA, EAA and FAA sources.

A ramp check may occur when an inspector observes an unsafe aircraft condition, an unsafe operation in the traffic pattern or on the ramp or it may simply be during a normal ramp surveillance. If you suspect

you are the subject of a ramp inspection and the individual does not present identification, you may ask for it, and the inspector is required to present it.

The check will normally involve the examination of the airman and medical certificates and the required aircraft documentation and an examination of the exterior of the aircraft. A major key to a positive ramp inspection is to maintain a cooperative and diplomatic attitude. The inspector is not authorized to detain you if it means missing a flight or making an engagement. They may only keep you long enough to check the required documents.

If requested, the pilot is required to present their pilot and medical certificates, and, if applicable, the pilots logbook. For example, logbooks are required for student pilots, sport pilots, recreational pilots and certain flight instructors that must have an appropriate endorsement for the flight that is being anticipated. All other pilots, keep all your logbooks at home in a safe place. While you are required to present the required documents for examination, you are not required to physically release these documents. The inspector is not authorized to board your aircraft without the knowledge of the crew. They may inspect the exterior and look through windows. The inspector is authorized to inspect:

- The airworthiness certificate.
- The aircraft registration.
- The operating handbook.
- The weight and balance information.
- The minimum equipment list (if applicable).
- Aeronautical charts (if applicable).
- The general airworthiness of the aircraft.
- The ELT battery.
- The seats/safety belts.

It is generally suggested that, to help reduce the time and scope of the inspection, to be courteous and cooperative. Be busy, FAA inspectors are not authorized to delay you for any great length of time. Answer questions truthfully but succinctly and Do Not volunteer more information than is absolutely required and have readily available the following documents:

- Your medical and pilot certificates.
- Logbook (only for student pilots).
- Airworthiness certificate (displayed at the cabin or cockpit entrance (91.203[b])).
- Aircraft registration.
- Approved flight manual or operating handbook.
- Weight and balance data.
- Current charts appropriate for flight (VFR and IFR).

Finally, remember, if the ramp check is due to a possible violation, anything you say or do may be used against you.

### **Miscellaneous Items**

On July 15 2013 the FAA published it's final rule increasing the qualification requirements for first officers who fly for U.S. passenger and cargo airlines. The rule requires first officers to hold an Airline Transport Pilot (ATP) certificate, requiring 1,500 hours total time as a pilot. Previously, first officers were only required to have a commercial pilot certificate, which requires 250 hours of flight time. The rule also requires a co-pilot to fly a minimum of 1,000 hours in air carrier operations prior to serving as a captain for a U.S. airline, as well as enhanced training requirements for an ATP certificate, including 50 hours of multi-engine flight experience and the completion of a new FAA-approved training program.

“Restricted Privileges” ATP certificates that would allow a pilot to serve as a first officer would be available to the following;

- Military pilots with 750 hours total time as a pilot.
- Graduates holding a Bachelor’s degree with an aviation major and 1,000 hours total time as a pilot.
- Graduates holding an Associate’s degree with an aviation major and 1,250 hours total time as a pilot.

Be sure to check for NOTAMS before you depart on a cross country flight. This time of the year there may be forest fire TFRs and also a significant number of airports around the state are having runway repair/upgrade projects scheduled for the summer. You don’t need to have a surprise when you arrive at your destination and discover the runway is closed for resurfacing. We will advise you when we receive specific notices of projects being started.

We received another Flight Advisory notice that there will again be GPS Interference testing at Alamogordo, NM on July 22 - 31 from 0300Z-1600Z and 1830Z-2230Z and also on August 1 - 10 from 0300Z-1600Z and 1830Z-2230Z. Pilots are strongly encouraged to report anomalies during testing to the appropriate ARTCC to assist in the determination of the extent of GPS degradation during tests and also please advise APA.

Aviation safety should be a concern for all of us. From the National Transportation Safety Board (NTSB) records, there were only three accidents reported in the last reporting period. Of the reported accidents, two resulted in no injuries and one accident resulted in minor injuries. It would be good if we could identify a trend in these accidents and initiate corrective action safety programs to reduce the accident rate. See my August Aviation Accident Report for the details.

We are continuing to work with airports around the state providing a general aviation user perspective in the process of updating their Airport Master Plans. We are presently working on the updating of both the Gila Bend Municipal Airport and the Nogales International Airport Master plans and an update of the Phoenix Sky Harbor FAA Part 150 Noise Study.

**Things to do - places to go for breakfast:**

The last Saturday of the month there is still a Fly in breakfast at Casa Grande Airport (CGZ) -  
Time: 7:00 to 10:00 am.

The Casa Grande breakfast will continue through the summer as it is held in the air conditioned airport terminal.

(Both of these fly-in breakfasts are put on by a service group in their respective communities to raise funds for community service projects.)

The third Saturday of the month there is a fly in breakfast at Benson (E95) @ Southwest Aviation

(Rumor has it that there may be special fuel prices for breakfast attendees.)

Check with the APA Getaway Flights program for weekend places to fly.



# August Aviation Accident Summary

## Jim Timm

In this regular reporting of aviation accidents that have occurred in Arizona, we need to learn from the mistakes being made and take the necessary action to prevent similar accidents from occurring.

During this last reporting period, the National Transportation Safety Board (NTSB) records report three accidents that occurred within the state of Arizona. The number of accidents reported this past period was fortunately, very low which may be the result of the high summer temperatures and people are not flying much and perhaps to a degree the cost of flying. I certainly hope that the Arizona pilots have not gone to other states to have accidents during this period, but are being careful in their operations.

Two of the accidents did not result in injuries and one resulted in minor injuries. One of the non-injury accidents resulted from a hard landing during a helicopter practice auto-rotation. The other non-injury accident was the result of running out of fuel and making a forced landing in desert terrain. The minor injury accident was the result of a forced landing after an inflight mechanical malfunction that resulted in a loss of power. We need to determine if there is a trend in these accidents so we can develop safety programs to help prevent them from reoccurring.

Additional aircraft accidents have occurred in the reporting period that had not yet been recorded and reported by the NTSB, however, they will be available and covered in the next report. Fortunately the number of accidents reported were low and only minor injuries occurred. Lets try to do what we can to continue to keep the numbers down and the damage minor in nature.

Two of the reported accidents had the final report issued and in one case the following information was taken from the preliminary report issued by the NTSB and contains only the initial information available and is subject to change and may contain errors. Any errors in the preliminary NTSB report will be corrected when the more detailed final report is completed, which could be a year or more later.

### **Accident Date; Friday April 12, 2013      Reported July 10, 2013**

Title 14 CFR Public Use Operation

Location; Phoenix

Aircraft; Bell OH-58C

Injuries; 2 Uninjured Final Report

About 1645 MST, a Bell OH-58C landed hard during a practice autorotation near the Deer Valley Airport, Phoenix. The helicopter was being operated by, and registered to, the Maricopa County Sheriff's Office as a public-use flight. The certified flight instructor (CFI) and private pilot were not injured; the helicopter sustained substantial damage.

After performing several maneuvers, the pilot was instructed by the CFI to complete the last practice autorotation of the day, which was intended to be with a power recovery. With the helicopter about 500 feet above ground level (agl), the pilot initiated the maneuver by lowering the collective and rolling the throttle to idle power. As the helicopter descended below 60 feet agl, the CFI told the pilot to increase the engine power. The pilot had a delayed response to roll the throttle back to a full power setting and the low rotor horn began to sound. The pilot further stated that he did not believe there was enough time for a power recovery and instead committed to performing a full touchdown. The helicopter touched down and slid about 6 feet. The skids dug into soft dirt and the nose pitched down, resulting in the main rotor blades severing the tail boom. The pilot reported that there were no mechanical malfunctions or failures with the helicopter that would have precluded normal operation. He additionally reported that he

thought the accident may have been prevented if he had more emergency procedures training, and if he had begun the power recovery at a higher altitude.

Visual meteorological conditions prevailed, and no flight plan had been filed.

No detailed CFI or pilot information was made available.

**Accident Date; Tuesday May 28, 2013      Reported June 17, 2013**

Title 14 CFR Part 91 Operation

Location; Page

Aircraft; Piper PA-31-350

Injuries; 5 Uninjured    Final Report

The pilot stated that he and four passengers were about 4.5 hours into the flight, and were about 10 nm from their destination when the left low boost light illuminated. About 20 seconds later the left engine quit, and the pilot feathered the propeller. After about 1 minute the right low boost light illuminated, and 20 seconds later, the right engine quit. The pilot feathered the right propeller and proceeded to execute a forced landing in the desert 5 miles short of the intended destination. During the accident sequence the right engine separated from the airplane and the left wing buckled, resulting in substantial damage to the airplane. The pilot reported that the airplane had ran out of fuel, and that there were no pre impact mechanical failures or malfunctions that would have precluded normal operation.

No pilot information was made available.

**Accident Date; Tuesday, June 25, 2013**

Title 14 CFR Part 91 Operation

Location; Casa Grande

Aircraft; McDonnell Douglas Helicopter 369E

Injuries; 3 Minor Injuries      Preliminary Report

On June 25, 2013, about 0657 MST, a McDonnell Douglas 369E helicopter sustained substantial damage during an off-airport hard landing, about 6 miles south-southeast of Casa Grande. The helicopter was being operated by the Pinal County Sheriff's Office as a post maintenance test flight when the accident occurred. The three occupants of the helicopter sustained minor injuries.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC) on June 26, the pilot said they were flying about 700 feet above the ground performing a post-maintenance test flight, when an audible "bang" was heard. The helicopter engine lost all power, and the pilot performed an autorotation. The helicopter landed hard, the right skid collapsed, and the helicopter came to rest on its right side. The tail boom and fuselage sustained substantial damage. The helicopter was being test flown with maintenance personnel on-board, following the modification of the air intake system.

Visual meteorological conditions prevailed, and company flight following procedures were in effect.



## From the Flight Deck - July

### Roy Evans II

For a few moments, let's take a ride back in time to our flight training days. Let's say this is our first solo cross-country, and here we are a few days prior to takeoff. Kitchen table cleared off, sectional chart laid flat, we begin the time-honored tradition of penciling in our true course, measuring distances between checkpoints, and transposing all these numbers to our flight logs. As we interpolate winds, power settings, and fuel burns, we spin our E6Bs to complete the minutiae of calculations as if we're engineering this flight plan to NASA specifications.



Barring the technological advances of the last ten years in aviation, the process of preparing for our first solo cross-country was once a painstaking process that took quite the mental and physical preparation to accomplish. As we carefully selected our route around forecasted weather, terrain, and airspace, we hoped all this planning would calm our nerves, and allow us to enjoy this great adventure without our instructor, for the first time ever.

For many of us, we were anxious, nervous, and overly prepared. We yearned for adventure, yet cautiously approached it with the most thorough of preflight inspections and run-ups. We nervously called Flight Service for our outlook and standard briefings, deducting how the flight would fare from the tone of the briefer's voice alone. We wrote down every frequency we might encounter, phone numbers just in case, and, for me, an airport diagram of the wrong airport.

Now, as we go out on these adventures today, many of us with hundreds or thousands of hours under our belts, our nights of preparation, careful planning, and nervousness subside, being replaced by our growing confidence in our abilities, and our familiarity with the route, weather, aircraft, etc. However, as our time in preparation declines exponentially, being replaced by competency in an equal and inverse manner, we lose that nervousness that kept us staring at the oil pressure gauge flying over the mountains as well as that sense of exactness that kept us keeping track of exactly where we were and how much fuel we have left. Inevitably, we also lose the edge that preparedness gives us when we need it most.

See, as a pilot, we tend to look at all these preparations, checklists, and briefings as hindrances more than assistances. We longed for the days of walking up to the airplane, shouting "CLEAR PROP" and heading up into the great blue skies. Fill out a nav log and figure out what our winds aloft are? Ain't nobody got time for that. Why delay taking off? It's just like we did it today. How many gallons is it gonna take? I have a 500 mile range, I'll be okay.

This is where I remember a quote someone said to me a while back in flight training. Not having it memorized, I believe it went something like "...the day I go for a flight and don't learn something, I quit. I go home and call it quits." Shocking as it was to hear as a bright-eyed Private Pilot preparing for my future career, he had a great point that has left a lasting impression on me. Sure, we might not be taking hours the night before to plan out our flights (that's what dispatchers are for, right?). Sure, we're not heading out to work with the same nerves we had heading out to the practice area on spin training day. But there's still time to learn, time to increase our proficiency, and continue to challenge ourselves to do better.

Preparation is our greatest tool in keeping our complacency in check, as well as a great way to gain something out of a flight. And, while we can't prepare for everything, we can at least give it a good try. For some of us, that might be learning more about the art of weather forecasting. For others, it might be developing flows for emergency procedures in our aircraft. For me? It means actually reading the



NOTAMs that are attached to our flight releases. There's nothing like the feeling of planning to exit the runway on one taxiway to later learn in the flare that said taxiway (as well as all those around it) are out of service. That's what I learned today. What did you learn?

## GAARMS REPORT: 2013 July 19

### Fred Gibbs

Over my 42 years in aviation, I have seen a lot of changes.

I started out my aviation career in 1971 as a Flight Service specialist in Williamsport, PA, just a little eight-man operation located in an office on the second floor of the airport terminal building. I was the youngest person there, by almost 15 years! One of the guys was a world war ONE veteran! And not one of them was a pilot, but they sure did know weather and their flight plan area.

We operated 24/7/365, often one-man shifts, doing everything from saving lost pilots using DF – DF? What's that? – to being in charge of cleaning the office and taking out the trash. In those days, an FSS specialist was responsible for pilot weather briefings, both face-to-face and on the telephone, inflight radio services, lost aircraft orientations, NOTAMS, taking manual weather observations up on the roof of the building in the rain, snow, sleet, high winds or whatever.

We actually went outside and looked at the weather, and transmitted the weather reports via beaudot tape. We actually typed out a punched-hole tape and put it into a special machine that read it and transmitted it to the National weather Service (NWS) for distribution. We handled all kinds of flight plans, and manually transmitted them to the appropriate ARTCC host computers via teletype – that's right, via teletype, at a whopping speed of 60 words per minute. And it was in the "secret code" of the National Weather Service – it was even symbols back then – Not abbreviations like today. This was well before the computer age. (I still use the symbols to write down the weather conditions!) Another major job function was to color the weather maps – they came off of a wet fax machine, hung up to dry, then we colored them in accordance with the procedures we developed along with the NWS. You see those colors today on all the maps on your computer and the weather channel. All that started with our box of crayons and colored pencils!

In those days, flight Service was the only place to go to get weather, file a flight plan, ask about NOTAMs, and get very good information on local weather patterns, operations, airport information, or just plain ol' questions about how the Air traffic system worked. There were 365 Flight service stations scattered across the United States, all located on an airport. Pilots were known by name, often on a first name basis, and had complete trust in the data (weather, NOTAMs, local conditions, etc) provided to them by us. Many of the FSS specialists were tower or center trainees who didn't make the cut. The FAA wisely moved them into the FSS's rather than just cast them out; they possessed a lot of knowledge and became invaluable to the FSS world by passing on that information to both the FSS specialists and the local pilot community. A little education goes a long way, and the FSS's became the "Mr. Know-it-all's", where a pilot went to learn all about the air traffic control system. If you ever get to Oshkosh, go over to pioneer field and see the 1970's FSS station on the field – you won't believe it!



This started to change in the 1980's when the FSS's went to the automated FSS's. We shrunk the system down to only 61 stations, from 5000 specialists down to 2500, but still on airports, but less accessible, but more modern – we had computers! We got modernized! And we got less personal, and DUAT/DUATS came along, so you could start to self-brief. Computers went crazy, and here we are today with weather, flight planning, NOTAMs, TFRs, etc. all available at your fingertips – and starting the demise of the flight service stations.

In 2005, flight services were contracted out – we called it privatization – moving services to the private sector. Lockheed Martin won the contract, and before you knew it, the FSS world was shrunk again. It is currently down to only 6 facilities, 3 major hubs – Ashburn, VA, Ft. Worth, TX and Prescott (Valley), AZ, an international facility in Miami, FL, and two “overflow” facilities, one in Raleigh-Durham, NC and the other in Princeton, MN. Staffing is down to about 700 specialists, with automation doing a lot of the work.

Well, stand by, because the FSS world is about to change again. The Lockheed Martin contract was for 10 years, thus it is coming up for re-bid in 2015. And the proposed changes may well spell the demise of the FSS world as you know it. The premise is to further automate everything, and only keeping a small work force to answer your lingering questions. You will do your own briefings, file your own flight plans, get your own clearances, file your own NOTAMs, find your own way, and be responsible for every action. It is called “Service by Exception” – FSS will only exist to help you with the things you can't do – if you can reach them. All services will be done on line, like your bank, and you can probably expect to reach a real person after pressing 9 buttons and then holding. You may be number 11 on hold and “your wait time is 18 minutes”!

Can all of this “Modernization” affect safety of flight? I believe so. Not everyone can decipher the weather, understand the weather, or even read the weather. When it gets “iffy” out there, are you capable of understanding the weather patterns and conditions, the trend, or even why it is doing what it is doing? FSS folks do, but then, they're going away. AOPA says that almost 70% of the pilot community used DUAT/DUATS to self brief, so why not automate. But of that 70%, 40% of them then contact FSS for clarification, so they do value the human briefer. Relying on those statistics is dangerous – said in a different way, 70% of the folks who responded to the survey said... And just how many folks does that include? 10? 100? 1000? 70% of the AOPA membership is one thing, 70% of the respondents is another. Is this the tail wagging the dog? And is the FAA buying a pig in a poke?

And, by the way, the FAA wants to now include the Alaska FSS's into the contract, trying to get flight Service into one mode, one look alike system, a one size fits all. And, they want to eliminate DUAT/DUATS and replace it with another cheaper system, one run off of whatever computer software runs the computers in the remaining flight Service Facilities.

Will overall GA flight safety be impacted? I don't know, but if I were a betting man...

Fortunately, over the past 10 years, weather related accidents have remained at the bottom of the top 10 accident causes. Moving weather briefing responsibility from a trained professional briefer onto the back of a low time, poorly trained-in-weather private pilot may well impact that statistic. Weather in the cockpit – well, this is a double-edged sword. There are lots of reports of pilots trying to skirt Thunderstorms using their iPad and 10-15 minute old weather radar reports – unsuccessfully, I might add. ADS-B FIS-B weather radar is NOT airborne radar. It is old news, not 100% accurate, and will kill you!

The last 30 days have been fatal accident free – quick, knock on wood! To all of our members, please keep flying safely, and working together, we can reduce that terrible statistic below 2012 numbers. Two of the fatal accidents weren't really accidents, but “unique circumstances”, and don't really fit into the

category of accidents, so, so far, in 2013 we have had 4 terrible fatal accidents, two of them involving flight instruction and flight instructors. These are not supposed to happen. Flight instructors are supposed to be the best pilots, the safest pilots, the pilots you look up to as the role model, not part of the problem.

APA, working with, and under, the FAA's FAAST team umbrella, continues to provide our safety seminars all across the state, with many more coming up through the rest of the year. Watch your email for FAASAFETY.GOV announcements of upcoming seminars and/or go to the APA website. Proposed locations and dates are as follows:

<b>Month</b>	<b>Day</b>	<b>Where</b>
September	9th	Flagstaff FLG
September	16th	Prescott PRC
September	21st	Sedona SEZ
October	TBD	Tucson
November	TBD	Lake Havasu

Should you desire a safety program at your local airport, simply contact APA via our website. You can connect with me through the Safety Program Director or you can contact me, Fred Gibbs, at 410-206-3753 or [email](#). The Arizona Pilots Association provides the safety programs at no charge. We will most certainly help you organize a program of your choice, and we can recommend programs that your pilot community might really like.





**NEVER COME ALONE TO A  
WINGS SAFETY PROGRAM**

*HELP SPREAD THE SAFETY CULTURE!*

*An Arizona Pilots Association Safety Initiative*



# Interpersonal Development, Extroversion Style

**Barbara Harper, ATP CFII MEI LRJet**



The Federal Aviation Administration (FAA) advertises "Safer Skies Through Education" on their website. What does this mean to you... clever, informed, skilled?

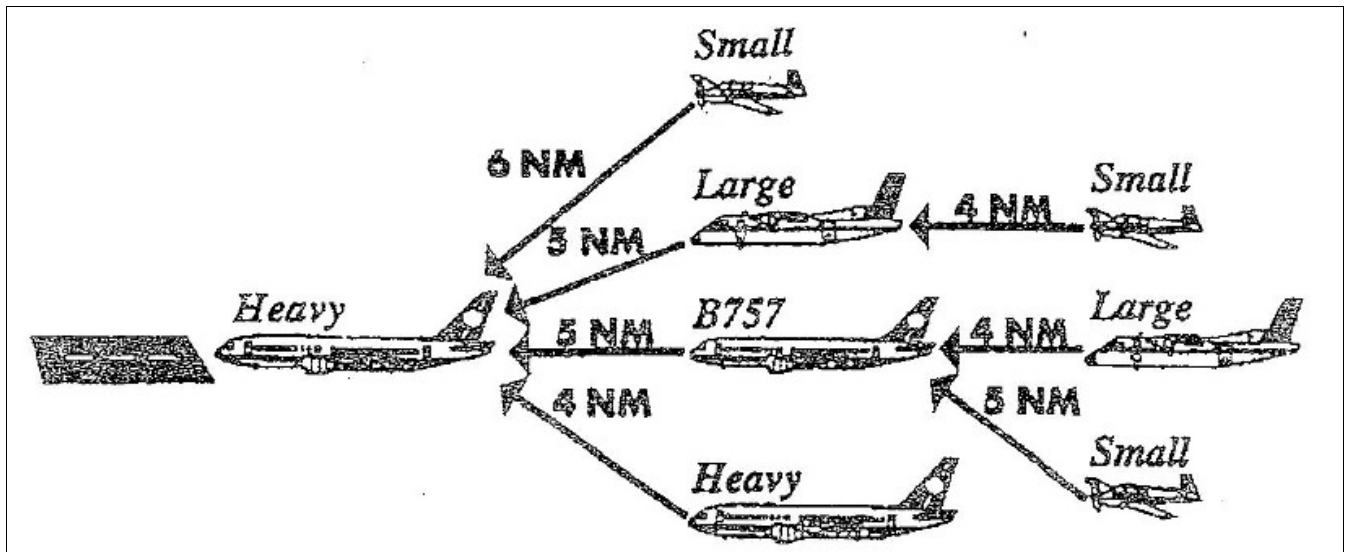
A good example would be the the Aeronautical Information Manual (AIM). This terrific manual touches on most every good operating procedure in aviation. One should take the time to read this informative publication. Of course, about every three months there are updates and changes.

Although the pilot and controller have responsibilities within their separate roles which are discussed in the AIM as a team aviation structure. Having competences beyond that of technical knowledge and skill is essential for the team.

Importantly, being able to work with each other, verbally communicating with persons; for the controller inside and outside the tower/radar, and for the pilot inside and outside the aircraft. Making decisions and solving problems, obtaining and processing information are all part of the team structure, too. In addition they, pilot and controller, must plan, organize and prioritize their work.

Learning new information and renewing old information is part of being safe. This includes the core competencies references of FAR and AIM. These dynamic references represent the standards of knowledge acquisition for the aviation team structure.

Consistent learning is part of the common development toward an enhanced safe aviation structure for both pilot and controller. After all, in 1597, Sir Frances Bacon provided us with the adage that knowledge is power. In any event, it is now time to update old knowledge. According to the AIM, 7-3-9 (a) (1) (2) (3) and ATC Manual N7110.157, air traffic wake turbulence separation standards are as follows. Now, one may cut this out and put it with the light signals from ATC.



## Postscript

We have WikiLeaks leaking on U. S. intelligence and there is the frugality with the Chinese hoarding their savings. But, we at TUS have no public bathrooms for general aviation or their passengers in the hanger areas. What is the correlation? No common sense! Having so many powerful people at TUS, they decided that unless one goes through TSA checking, there are no bathrooms for GA pilots or their passengers.

Does the public health people of Tucson proper know that there are pilots who rent hangers with no facilities? Would you rent an apartment with no bathroom? Please be aware GA pilots that this is an airport with no bathrooms both on the west, east, north and south sides of the airport. The FBOs mostly have banker hours so on weekends be prepared.

## You passed your check ride! Now what?

### Howard Deevers

It takes a lot of training and work to pass a check ride. Reading all of those regulations, training, getting a sign off for the check ride, takes a lot of time. Now that you have passed that check ride, what do you do?

Well, fly, of course. We all want to do that and we all expect that the new certificate in your pocket will get put to good use. So, do go out and fly.

But don't quit training. You have heard the expression: "this is only a license to learn" I'm sure. And, it should be that. Another expression is: "a good pilot is always training."

The problem is that not enough pilots will follow that advice. They get their private pilot's certificate, and we never see them again. We don't see them at safety seminars, and they never see another instructor again until their Flight Review is due in 24 months.

That may satisfy the minimum legal requirements, but it doesn't say much for that pilot that doesn't really think that he, or she, has a "license to learn."

The airlines bring their pilots in for recurrent training every six months. We may not all be airline pilots, but it sure is a good example to follow. If all private pilots were to go back to their CFI every six months and get just one phase of the "WINGS" it would make a great difference in safety all over the country. And, that phase of the WINGS counts as a flight review, and resets the clock for your next flight review. Do that every six months and you will be a better pilot, a safer pilot, and living up to those two slogans above.

There are a lot of on line courses available through [FAAsafety.gov](http://FAAsafety.gov), and the AOPA. I get a "Pilots Tip of the Week" in email form every week. Check on line at [Pilot Workshops](#). You can't go wrong.

The ARIZONA PILOTS ASSOCIATION and the FAAsteam have some program going on somewhere in Arizona every month. It should not be hard to find an interesting and educational seminar somewhere close to you.

Fred Gibbs started the "Bring Your Wingman" program a couple of years ago. So, don't come alone; bring your flying buddy, or look for someone else to bring to a seminar. You will be a better pilot.



## Support APA with Stylish Merchandise



APA Merchandise is available at the [APA Web Store](#). You may also contact any APA board member if you have questions or need additional information.



## APA Website

### Stefanie Spencer

Please visit our [website](#) for the latest information. Leave email for Stefanie: [Webmaster@AZPilots.org](mailto:Webmaster@AZPilots.org).

## Newsletter Authors

### Monthly Deadlines

To dispel confusion, this is a list of deadlines not a schedule. We might achieve these goals early, but we will strive to publish on time.

- 14<sup>th</sup> Editor reminds “The Team” to submit articles
- 19<sup>th</sup> Authors submit articles and advertisements
- 22<sup>nd</sup> Editor submits preliminary draft to President
- 25<sup>th</sup> President returns corrected draft to editor
- 27<sup>th</sup> Editor submits final draft and layout to President
- 28<sup>th</sup> President gives final approval for mass mailing



Contact the editor, Asa Dean:  
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