

ARIZONA



Arizona Pilots Association

<http://www.azpilots.org>



APA NEWSLETTER

2014 January
Asa Dean, Editor



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President's Report

Tommy Thomason, APA President

Aviators and aviation enthusiasts, welcome once again to the Arizona Pilots Association (APA) monthly newsletter. With 2013 behind us, we look forward to another year of great flying fun and activities.

Unfortunately our aviation safety/accident rate is not where we would like it to be. I'm sure with your support and involvement in the various on going FAASTeam seminars and GAARMS coming up in March, we will improve Arizona's accident rate. Arizona is fast

becoming one of the nations largest state organizations and we are always looking for volunteers willing to get involved in helping / running with some of our programs and activities. If you are interested in doing anything from hosting one of our backcountry fly-ins, being a member of our discount program committee, writing aviation articles of interest for our newsletter, and especially helping with some fund raising for our scholarship program or airstrip improvement programs, please let us know. Don't forget to visit our [calendar](#) on a regular basis to see what kind of events you may be able to attend. Also, if you know of any aviation related activities that we do not have on the calendar, please let us know.

Have Fun and Fly Safe,
Tommy



Executive Director's Report, Jan, 2014

Jim Timm, Executive Director

I hope everyone had a very Merry Christmas and a safe, Happy New Year. The new year is going to be filled with a lot of new challenges for all of us and the Arizona Pilots Association. One of the challenges for me will be to find more time for flying my airplane and meeting other APA members around the state. We all need to get out there and aviate, taking advantage of the great smooth dense air we now have before we have to start thinking about the summer hibernation. There are a lot of fun flying events coming up.



Miscellaneous Items

Luke AFB announced they will be having an air show on March 15 and 16. The Air Force's Thunderbirds precision demonstration team will be here along with an expansive display of military aircraft. Luke's latest aircraft, the F35 Lightning II is expected to be on static display. Be sure to put the dates on your calendar.

Aviation safety needs to be a concern for all of us. From the National Transportation Safety Board (NTSB) records, there were three accidents occurring in Arizona that were reported in this last reporting period. In the previous reporting period there was an accident reported that did not contain a formal preliminary report. A final report for that accident with probable cause has been issued this month and is included in this month's report. The accident had occurred on October 12, 2013.

Of this month's reported accidents, one accident resulted in two serious injuries and one minor injury. The other two accidents did not result in any injuries. We need to take a careful look at what has happened in these accidents, take note, and do what we can to prevent something similar from happening to one of us. See my January Aviation Accident Report for the details of these accidents.

Many pilots are surprised to learn that there is no requirement to call the FAA following an accident or incident. The relevant reporting rules are in 49 CFR Part 830 and they specify what needs to be reported to the National Transportation Safety Board (NTSB) and when, not the FAA. And certainly, not every mishap qualifies for a report. Making an unnecessary report to the FAA or NTSB may produce unwanted scrutiny. For example, as traumatic and expensive as they can be, gear up landings rarely meet the damage or injury requirements for an NTSB report. But, by the same token there are also some occurrences such as loss of more than 50% of an aircraft's cockpit display known as; Electronic Flight Information System (EFIS) display or Engine Information and Crew Alerting System (EICAS) display is required reporting. A review of the current Part 830 requirements might be a good idea.

We continue to work with airports around the state providing the general aviation user perspective in the process of updating their Airport Master Plans. We are presently working on the updating of the Bagdad Airport, Nogales International Airport, and the Gila Bend Municipal 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 first Saturday of the month, is a fly-in breakfast at Coolidge Municipal Airport (P08).

Time: 8:00 to 11:00 am.

The last Saturday of the month there is a fly in breakfast at Casa Grande Municipal Airport (CGZ)

(These fly in breakfasts are put on by community service groups to raise funds for community service projects.)

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

January Aviation Accident Summary

Jim Timm

In this regular reporting of aviation accidents that have occurred in Arizona, we must continue to help pilots 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 reported three accidents that had occurred within the state of Arizona. An accident that had occurred on October 12, and mentioned in my November report, was reported by the NTSB without a preliminary report. A final report with probable cause has been issued and is included in this reporting.

The number of accidents reported this past period is down from the previous report, however there may have been some accidents in this past period that have not yet had the reports prepared and published. Hopefully, these can be covered in a future report.

One of the accidents reported had two serious injuries and a minor injury and the other accidents did not result in any injuries. The serious injury accident was the result of an airplane making a go around after a failed landing attempt and ran off the end of the runway and traveled down a steep embankment.

The other three accidents which resulted in no injuries, in one case, the aircraft made an off airport landing in the desert after encountering loss of power with severe engine/propeller vibration. In the other case the airplane experienced a brake failure on one side during landing and departed the runway. The previously reported accident that had occurred on October 12, the NTSB findings stated, "The pilot's failure to maintain directional control during the takeoff roll on a rough and rutted surface."

The number of reported accidents was down this reporting period from the previous report and this month two appear to have been mechanically related and two possibly pilot related. We must do what we can to examine what is happening and attempt to keep the accident numbers down.

The following information was taken from the preliminary reports issued by the NTSB and may contain only the initial information available which is subject to change and may contain errors. Any errors in the preliminary NTSB reports will be corrected when the more detailed final report is completed, which in some cases may be a year or more later.

Accident Date; Tuesday, October 8, 2013 Preliminary and Final report issued 12/12/2013

Title 14 CFR Part 91

Location; Sedona

Aircraft; Mooney M20J

Injuries; 2 Serious, 1 Minor

The pilot reported that while on approach for landing, he noted wind direction changes and turbulence. After touchdown, the airplane bounced a couple of times and he decided to go around. The pilot stated that the airplane initially had a positive rate of climb but suddenly it lost altitude near the end of the runway. The airplane touched down, ran off the runway surface and traveled down a steep embankment. The airframe and wings were substantially damaged. The pilot reported no pre-impact mechanical malfunctions or failures with the airplane that would have precluded normal operation.

There were no pilot details available and the NTSB did not issue any findings or probable cause as part of the final report.

Accident Date; Saturday, October 12, 2013 Final report and Probable

Title 14 CFR Part 91 Cause issued 12/2/2013

Location; Rio Verde

Aircraft; AVIAT Aircraft Inc. A-1C-180

Injuries; 2 Uninjured

The pilot reported that during the takeoff roll on a dirt airstrip that was rutted and rough, the airplane veered to the left of centerline. The pilot tried to correct back to the right, however the left wing contacted brush on the side of the narrow airstrip. The airplane was subsequently pulled around and the left wing contacted the surface. Both wings and the fuselage were substantially damaged. The pilot reported no pre-impact mechanical malfunctions or failures with the airplane that would have precluded normal operation.

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control during the takeoff roll on a rough and rutted surface.

No Pilot information was made available.

Accident Date; Saturday, November 2, 2013 **Reported 11/20/13**

Title 14 CFR Part 91

Location; Wickenburg

Aircraft; ROVEY JASON H RV-8

Injuries; 1 Uninjured

On November 11, about 1140 MST, an experimental Rovey Vans RV-8 airplane made a forced landing following a engine vibration and partial loss of engine power near Wickenburg. The pilot, the sole occupant, was not injured. The airplane sustained structural damage to the left wing, and firewall. The flight originated from the Wickenburg Municipal Airport (E25), Wickenburg, about 1100 the day of the accident.

According to the pilot, he was a participant in a Sport Air Race League cross-country, in which participants raced against the clock. It was a 130-mile course, which departed from, and concluded at, Wickenburg Municipal Airport. The pilot stated that he was about 13 miles west of E25 at 1,200 feet agl, at maximum power and rpm, when he felt an immediate and sustained vibration, which he thought was from the engine or propeller. He radioed a mayday and stated that the airplane started to slow down. He was not able to land on United States (US) highway 60, in either direction, due to traffic. The pilot stated that he then turned for Forepaugh Peak Road to make the forced landing. About 150 feet agl, he realized the airplane would not glide far enough to reach the road, and landed the airplane on the desert floor. After traveling through desert vegetation/brush, the airplane came to a stop in a nose down attitude.

Visual meteorological conditions prevailed for the local area flight, and no flight plan had been filed.

Accident Date; Thursday, November 7, 2013 **Reported 11/21/13**

Title 14 CFR Part 91

Location; Carefree

Aircraft; Piper PA46 350P

Injuries; 2 Uninjured

On November 7, about 1240 MST, a Piper PA 46-350P airplane sustained substantial damage when the nose gear collapsed during landing at Sky Ranch at Carefree (18AZ). The airplane was being operated by the pilot as a instrument flight rules (IFR), personal cross-country flight. The pilot and sole passenger were not injured. Visual meteorological conditions prevailed at the destination/accident airport, and an instrument flight plan was filed and opened. The flight departed Eagle, Colorado, about 1020.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC) on November 18, the pilot stated that during the landing roll, he applied the brakes, and the left peddle went to the floor. He attempted to control the airplane with right brake and left rudder. As the airplane slowed, the rudder became ineffective, and the airplane departed the right side of the runway. The airplane struck a berm, and the nose landing gear collapsed. During the accident, the engine firewall received substantial damage. The pilot said there were no pre-accident mechanical anomalies with the airplane. The airplane was 3 days out of an annual inspection, and the brake master cylinders had recently been rebuilt.



GAARMS REPORT: 2013 December 19

Fred Gibbs

By the time you read this, the holiday season will be on us, and thus I'd like to wish all of our members, and all of the other folks who get to read our newsletter, a very merry holiday season. May the new year bring you and your family happiness and prosperity. And I'd like all of you pilots to make a new years resolution that says – **“I will fly safer and smarter because I do not wish to be a statistic and end up on Fred’s list of accidents!”**



As I write this, on December 16th, the 2013 safety record is looking much better than last year's, with fatal accidents down to only 8 versus 15 in 2012, and only 17 fatalities in 2013 versus 29 in 2012. This is a significant reduction in the fatal accident rate – almost a 50% reduction, and you all are to be complemented for your safe flying. If we don't count the one fatality that was a suicide, there were only 7 fatal accidents with 16 fatalities this year. That is a great step in the right direction, but still certainly not good enough. Don't get complacent now, and hopefully the holiday season will come and go with no further accidents.

Our goal for 2014 is to get that number down to zero if at all possible. Sure, that sounds great, but is it an impossible task? Accidents do happen, and as pilots we must do everything we can to mitigate the risks of any accident becoming a fatal accident. Simple things can help prevent an accident. Good maintenance of your aircraft, installing shoulder harnesses into older aircraft to protect all the occupants, a little more proficiency training, a little more education, flying smarter – these are some of the things that can help you become a safer pilot. Please try to fly safe, and don't be one of those really smart people who make simple stupid mistakes. Take pride in your flying ability, your safe approach to flying, and your great decision making.

GAARMS III, set for March of 2014, will discuss the particulars of the 2013 accidents, and again, try to identify what efforts we, as pilots and an organization, can take to prevent these types of accidents in the future. The location and exact date of the symposium are still to be determined, but it will be advertised on the FAASAFETY.GOV network and in our newsletter, so stay tuned. GAARMS III will be a typical WINGS safety program on a Saturday morning.

On a different note, the other day when I was getting ready to go fly, I called the ASOS here at my airport, only to NOT get an answer – it just rang and rang. No, not a busy signal, it just rang and rang and rang and rang... Of course, it was on a weekend day, and no one knew who to call! Obviously, it was not a world stopper, just one of those little inconveniences we encounter every day. So I called Flight Service and got the weather.

Speaking of ASOS and AWOS's, ever notice that a lot of the time the ASOS/AWOS weather isn't exactly what you see out of the windshield? It might be reporting clear when there are clouds around, or the wind direction doesn't match the wind sock, etc... Well, just like anything else, you have to understand how the system works to understand its idiosyncrasies. And they have a few... ASOS/AWOS's use a laser beam pointed straight up to measure cloud heights – this assumes that a cloud passes directly over the laser beam! If the clouds never pass over the laser, the ASOS/AWOS never “sees” the clouds, thus it doesn't report any clouds! While this sounds like a big stupid thing, the cloud height measurement is a compilation of readings taken over the past 30 minutes. YUP, you read that correctly – it is an average of almost 1800 measurements, one every second for the previous 30 minutes. So, if no clouds have passed over the airport during the past 30 minutes, the ASOS/AWOS reports clear.

One of the little things that tend to confuse pilots listening to the ATIS is when the ATIS reports “ceiling and visibility better than 5000 and 5.” Many pilots and students alike are confused by this report, so let me try to clarify just what that is, or means. The statement “better than 5000 and 5” is a controller term, not a weather term. It means there are **no** clouds below 5000 AGL and the visibility is greater than 5 miles (the lateral limit of the tower’s airspace).

The use of that phraseology is a holdover from the old days and refers to the weather conditions within the surface area of the tower’s airspace – the class Delta, Charlie or Bravo. Remember, the typical class Delta, Charlie and Bravo surface area is a 5 statute mile circle around the airport, up to 2500 feet (class D), 4000 feet (class C) or 7, 8, 9 or 10,000 feet (class B) above ground level. When the weather conditions within the class B, C or D are reported as ceilings above 5000 ft and the visibility is better than 5 miles, IFR aircraft arriving at that airport will normally be cleared for a visual approach. Or said in a different way, in order to fly (or be cleared for) a visual approach, the weather in the control zone (the class D, C, or B surface area) has to be better than “5000 and 5.” The ASOS may be reporting clear below 12,000, but the controller making the ATIS broadcast may simply say “better than 5000 and 5”, to meet the requirements to authorize visual approaches to arriving IFR aircraft. VFR aircraft are not impacted by this; remember, to operate visually, all you need are a 1000 foot ceiling and 3 miles. Thus, hearing “better than 5000 and 5” is good news for VFR pilots!

Did you ever wonder why the ASOS minute-by-minute weather is not available on the ASOS when the tower is open? There is a simple answer: they turn it off! No, they are not being mean or bad guys; it is to prevent confusion about the weather. When the tower is open, they make an ATIS broadcast that includes the hourly weather. The hourly weather report is usually the observation taken about 3 minutes prior to the hour and is the official METAR for the airport for the next hour. OK, if the weather changes – through pre-set parameters – a new METAR will be issued, but it’s called a SPECI, or special report, that updates the weather and replaces the old hourly weather report, and the tower will have to generate a new ATIS. Because the ASOS is constantly measuring all the weather parameters, it continually updates the ceiling, visibility, surface winds, temperature, dew point and altimeter. But unless it exceeds any of the pre-set parameters, it will NOT generate a new weather report, but it will vary slightly from the original hourly METAR, possibly causing confusion between the ASOS and the ATIS. Thus, the bottom line is that when the tower is open and making ATIS broadcasts, the minute-by-minute weather feature is turned off by the tower. When (or if) the tower closes at night, they then turn on the minute-by-minute feature so you can hear exactly what the ASOS is reporting.

And, for your understanding, remember –

1. The cloud coverage (Few, Scattered, Broken or Overcast) and the height of the clouds are an average of what the sensor has seen during the previous 30 minutes – it is NOT what it sees right now! Remember, it is just a laser beam pointed straight up...
2. The visibility as reported by the ASOS is an average of the previous 10 minute readings taken by a transmissometer looking at the air passing through a light beam across a gap of 18 inches right where the ASOS is located, and **only** where the ASOS is located. The visibility could vary widely depending on where the fog, rain shower, snow shower, blowing snow or dust condition actually is. I have seen airports with a fog bank only over half of it – one end of the runway was VFR, the other end was IFR! Depending where the ASOS, or the weather observer, was located, the airport could be either VFR with a fog bank west, or IFR in fog!
3. The wind speed and direction is an average of what the sensors have seen over the previous 2 minutes at the ASOS location. And I know many of you have seen wind socks on each end of the airport directly opposite of each other. The tower has instantaneous direct read-out wind speed

and direction indicators, which is why they always give you the surface winds for takeoff and landing.

So what is the difference between BR and FG? Maybe I should start with “What is BR and what is FG?” I will try to make this as simple as possible – they are both indicators of fog, but there is a difference. Think of BR (called mist) as light fog, and FG as thick fog. The difference, or break point, is a visibility value. As long as the visibility is greater than 5/8th of a mile, it is called mist, or light fog: if the visibility is less than 5/8th of a mile, it is called fog, and you should think of it as thick fog! So how in the world did they come up with 5/8th of a mile as the breakpoint? Simple- just remember that weather is reported world-wide in one standard context, and that 5/8th of a mile equals 1 kilometer in the rest of the world!

And I leave the weather education piece with this question – what is this weather report saying?

KFLG 111357Z AUTO 01003KT VV002 1/2SM FZFG M06/M08 A3040

I’d also like to leave you with this thought: We, as very smart people, need to stop making stupid decisions. A loss of control Vmc training accident, a stall/spin during the base-to-final turn, and a very low pass hitting a radio tower are results of poor flying technique and/or poor aeronautical decision making. Only you, as the pilot-in-command, making the smart, safe decisions in the operation of your aircraft, can affect the safety record. Remember, your life, and your passengers’ lives, depend on your decision-making! Be your own worst critic: analyze your flight, honestly critique your performance, think about those little mistakes you – and all of us – make during any given flight, and vow to NOT do that again, to do better next time. None of us are perfect, but that does not stop us from striving for perfection – just ask any golfer striving for the perfect swing or a hole-in-one on the par 3 190 yard 9th hole!

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 me](#). 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.



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 our 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.

I never complain when a program runs out of chairs!



Where Will You Invest?

APA Board of Directors

It is the time of year where many of us share gifts with our families and friends. Some volunteer at food banks or other programs helping those less fortunate. It is also the time of year many of us make decisions about how much and where to invest our charitable dollars. We hope you'll take time to review the accomplishments the



Arizona Pilots Association volunteers and members have racked up this last year. Our safety, scholarship, social, and backcountry programs have all had great successes, and our membership is up nearly 50% in the last two years. Your APA awarded two scholarships this year; assisting two high school students in following their dreams of aviation carriers. Of course we cannot ignore the six new backcountry airstrips on federal lands we've regained access to in the last two years, as well as the associated maintenance and improvements such as picnic tables, shades, and rented facilities like the Port-A-John at Grapevine. These programs and projects all require financial and volunteer support to be a success. Your APA will be spearheading such work, as well as an expansion of privately owned backcountry airstrip inventory. Every dime you invest goes to this work as no one in the APA draws a salary.

Would you be willing to invest in Arizona's backcountry future, and APA's critical role? The APA is a 501(c)3 charitable organization, and I hope you would agree, worthy of your tax deductible contribution as this year comes to a close. We make it easy for you at our [website](#). Whether you give financially or through your time and efforts, we appreciate all of you who have and continue to contribute to the cause of general aviation in Arizona! Merry Christmas and Happy New year to all of you from the APA Board of Directors!

Coolidge Fly-In

Stephen Bobko-Hillenaar

Aloha Tommy,

Thought you might be interested in a quick report on the Coolidge Fly-In. Joanna and I went down yesterday and stayed for about an hour. We walked all the airplanes and there was quite a collection of certified and home built, tricycle gear and tail wheelers, some military aircraft and more.

Most people seemed to fly in, as most of us do, for something to do. It was a nice crowd, even though it was cold. The tables were moved inside the big red roofed hangar and they employed area heaters to keep those enjoying breakfast.

The breakfast was supplied by the Lion's Club and included pancakes, bacon and eggs. More than enough to eat for \$7.00. Was a good event and I am sure if it was a bit warmer, there would have been more that flew in. See you soon, Stephen

It's Tax Time Again

Howard Deevers

Yes. Every year after Christmas, and then New Year, we start planning for our annual tax return. Some times we get a refund on our taxes. Other times, we have to send more money in.

This year, I found a way to help aviation with my Arizona State Income Taxes. Sorry, can't do anything about the Federal Taxes. But, Arizona has a provision in their tax laws that allows you to direct where you want your tax money to go. This is for the personal income tax, not for the sales taxes or other taxes that we also pay.



Here is how it works: when you file, and pay, your State Income tax, you may include a form with the tax return that will direct where that tax money should be sent. It has to be a non profit entity, in Arizona. You can not have the money sent to just anyone, so, no, you can not send it to yourself, or your mother-in-law.

So, how does this help aviation? At the COPPERSTATE Fly In, I discovered a booth that was promoting aviation training. The Thunderbird Adventist Academy was letting people know who they are, and about their flight training. I was invited to tour their school in Scottsdale, so I did. Their Church/School owned property is right next to the Scottsdale Airport (KSDL) on the South East side of the departure end of runway 21. As many times as I have been to Scottsdale, and flown in there, I had no idea that they were there.

I flew into SDL to meet with Derrick Heisey, Aviation Director for the Academy. The tour started with a look at their 1976 Cessna 172, parked in a shade port at the airport. The 172 is a great training airplane, and this one looks like it is new, with a nice paint, interior, avionics, and autopilot. They also own a Cheetah Light Sport aircraft. Students can earn a Sport Pilot license first, and then move on to a full Private Pilot certificate. The school has plans to offer training for other ratings, such as an Instrument or multi-engine, or Commercial rating.

The school campus is a beautiful setting with modern building, class rooms, dorms and more. They are a grade 9 to 12 school, and advertise “Fly Through High School. Literally!” Not all students live on the campus, but many do. About 10% of the students are involved in the aviation program. Training begins with ground schools and then adds on flights. By their senior year in school, they are ready for a Private Pilot FAA check ride, if that is their goal.

Of course, there is a cost to the students. But the program offers aviation training at a much less cost than many other options these days. Take a look at their [website](#). To direct your tax dollars to assist an aviation student, simply contact the school at 602-410-0870 and request a form to fill out and attach to your tax return.

How often have we attended Safety Seminars and looked around at the pilots attending and wondered “where are the young people?” If we don't encourage young people to get into aviation, then the future for aviation is not bright. At last I have found a program to donate to that I can feel good about. I hope you will too.

Look for your next Arizona Pilots Association Safety Seminar, and “Bring Your Wingman.” Why not make that “Wingman” a student or someone interested in aviation and the future. Check the APA [website](#).



Short Holiday Notes From The Stratosphere

Barbara Harper, ATP CFII MEI LRJet



Things we learn from the Aeronautical Information Manual (AIM)...

The VHF Direction Finder has changed. The FAA has decommissioned all DFs in the national airspace system. Hence, any reference to them has been removed from approaches, procedures, supplements, charts and publications. Do flight instructors remember giving instruction on the use of DFing to their primary students? So, if one gets lost in a non-radar or possibly radar environment and unable to communicate, better have a magnetic compass or better yet a GPS.

The AIM was developed to provide the aviation community with basic flight information and traffic control procedures for use in the National Airspace System for the United States. The AIM, while not regulatory, provides information which reflects examples of good operating techniques and procedures which may be requirements of other publications such as the Federal Air Regulations. The AIM is solely to assist pilots in executing their responsibilities. If you are traveling to a foreign destination, there is also an international version called the Aeronautical Information Publication which contains most of the same information, as well as specific information on international airports for international users.

Baggage Discrimination...

Attention airline leaders: Why is it that if one checks their baggage for a substantial sum, they are the last to receive it in the baggage area? If one gate-checks their baggage, they get them first, and at no cost. I would think the airlines are not optimizing their organizational efficiency. They are not being fair to the paying baggage customer. Next, airline executives could use this opportunity to improve processes because ramp baggers have to work twice as hard and fast to retrieve the passenger bags who are lined up on the passenger loading ramp. (Does this meet the fire marshal codes with more than half the passengers lined up outside the aircraft exit?). Why not turn the resistance of the paying baggage customer into cooperation with strategies for creating and maintaining the paying customer? Airline leaders should understand how negative this procedure affects paying customers. To be truly synergistic, airline organizations should be passionate about their passengers and want to protect them in the best way by strengthening their leadership skills with creativity and a smidgen of innovation to develop a better baggage plan. This change would make a meaningful contribution to the paying baggage passenger.

Happy Safe New 2014 Year



2014 Buckeye Air Fair

Jennifer Rogers



The poster features a blue background with white text and illustrations of four vintage aircraft flying in formation. The aircraft are a dark biplane, a green biplane, a light blue biplane, and a green biplane. A circular logo on the right side of the poster depicts a biplane flying over a landscape with mountains and a sun, with the words 'BUCKEYE AIR FAIR' around it. The bottom of the poster is a dark grey banner containing contact information and social media icons.

SAVE THE DATE!

2014 Buckeye Air Fair

February 8, 2014
9:00AM - 4:00PM
Buckeye Municipal Airport
3000 S. Palo Verde Rd.
Buckeye, AZ 85326
(Take Exit 109 South from Interstate 10)

Aviation Demonstrations
Aircraft on Display
Arizona SciTech Festival
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APA Website

Stefanie Spencer

Please visit our [website](#) for the latest information. Leave email for Stefanie: 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.

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



Contact the editor, Asa Dean:
Newsletter_Editor@AZPilots.org

Advertisements

As a benefit to **current members** you may advertise **aviation related items** that are **owned by you** in the APA Newsletter. Maximum size of the ad is 7 inches wide, 8 inches high. Resizing is at the discretion of the editor. Minimum 12 point font. The following copy-ready formats are acceptable: Text (TXT), Portable Document Format (PDF), Joint Photographic Experts Group (JPEG or JPG), Microsoft Word document (DOC), Rich Text Format (RTF) or Open Office Writer (ODT). Provided that it is a simple layout and you don't know how to produce your own copy-ready advertisement, you may simply include your text and attach picture(s) in an email. Please email your ad to both the [webmaster](#) and the [newsletter editor](#). Advertisements to run more than one month must be resubmitted each month.

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 and Patches**.

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.