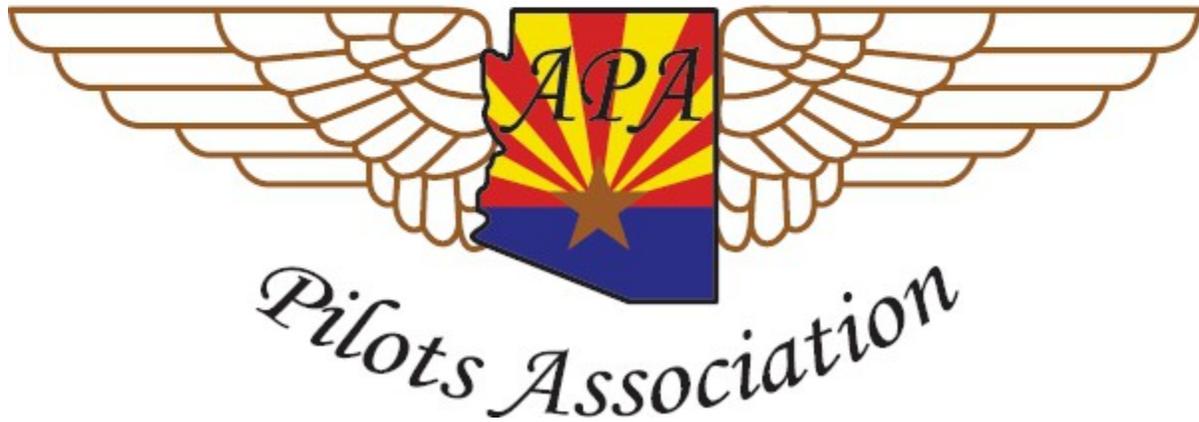


# ARIZONA



## 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

Hello aviators and aviation enthusiasts. Welcome to the February 2014 issue of the Arizona Pilots Association Newsletter. The weather has certainly been perfect for getting in some great flying and spending time with friends and family.

February is going to be an especially busy month filled with a number of aviation related activities. We have our monthly fly-in to Grapevine at Roosevelt Lake the third weekend of each month, the 3rd Annual Fly-in to P48 Pleasant Valley near Lake Pleasant with a fly-out to Alamo Lake for Lunch and, breakfast events at a number of various airports. Mo, owner of Motown airstrip ([www.arizonaflyingcircus.com](http://www.arizonaflyingcircus.com)), for a nominal fee is hosting a Flying Circus event south of Estrella at his private airstrip. For you backcountry folks, we have started a "back to basics" type program once a month to review and tune your understanding and skills of a stabilized approach, accuracy landings and more. On February 28th and March 1st, you won't want to miss the annual Cactus Fly-in at Casa Grande. Make sure you visit our calendar at [www.azpilots.org](http://www.azpilots.org) to find out more about these and more events you may want to participate in.

Fly Safe and Have Fun,  
Tommy



## Bald Eagle Airspace Advisory

The Federal Aviation Administration (FAA) has established a 2000-foot above ground level (AGL) advisory along the Salt and Verde river drainages. When traveling in these drainages or near riparian habitat statewide, aircraft should maintain a minimum of 2000-foot AGL to ensure compliance with state and federal law.

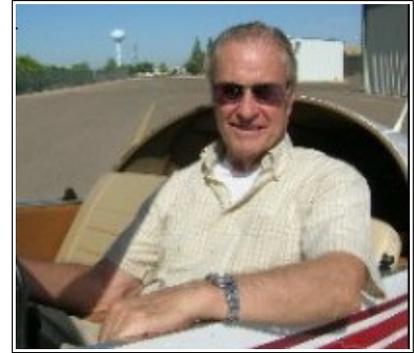
Please go to [this link](#) to understand where these sensitive areas are so as not to jeopardize your flying privileges.

## Executive Director's Report, Feb, 2014

### Jim Timm, Executive Director

I hope everyone made a New Year's Resolution to do more flying this year. The weather recently has certainly been conducive for doing just that. I hope everyone has been able to take advantage of it.

Of 25 applicants, the FAA has finally announced the six test site locations for the development and testing of UAV/drone systems to permit their safe integration into the national airspace system and surprisingly Arizona was not on the list, however, some subcontract testing may be undertaken here. The test sites are in Alaska, Nevada, New York, North Dakota, Texas and Virginia. These test sites will study the following:



- The University of Alaska - Work on monitoring, navigation and safety standards.
- The State of Nevada - Study standards for operators and certification requirements and also study how air-traffic control procedures will evolve to handle drones.
- New York's Griffiss International Airport - Research how drones and passenger aircraft will sense and avoid each other to prevent collisions, particularly in the congested Northeast airspace.
- North Dakota Department of Commerce - Develop airworthiness data and validate the reliability of links between pilots and unmanned aircraft.
- Texas A&M University - Develop safety systems for drones.
- Virginia Polytechnic Institute and State University - Test failure modes and technical risks for drones to ensure they land safely if they lose their connection with a pilot.
- The FAA will work with the chosen groups to get at least one drone site operating within the next six months.

In the case of New York, research must be undertaken to determine how drones and ALL manned aircraft will sense and avoid each other, not just airliners. Two areas in Arizona where UAV flying/testing has been in operation, and likely to continue, is R-2310 near Florence and R-2303 at Sierra Vista. Use caution when flying in the vicinity of these restricted areas. Recently there has been an ever increasing interest in the use of UAVs' ranging from law enforcement to companies wanting to use them to deliver packages. With this extremely wide range of possible uses, the major concern we have is that UAV deployment will not present an undue hazard to general aviation and that the airspace we fly in will remain safe without being required to install expensive extra equipment to avoid contact with a UAV.

### Miscellaneous Items

A reminder, Luke AFB will be having their open house and air show on March 15 and 16. The Air Force's Thunderbirds precision demonstration team will be performing and Luke's latest aircraft, the F35 Lightning II is expected to be on static display along with a display of other military aircraft. Be sure you have 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 four accidents occurring in Arizona that were reported in this last reporting period. One of the four accidents reported occurred last October, and is just now being reported by the

NTSB. The other three accidents were more current in occurrence, however two of the reports were devoid of accident information.

Of this month's two accidents with information, both of them were the result of loss of aircraft control during landing and none of them resulted in 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 February Aviation Accident Report for the details of these accidents.

APA continues 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 up dating of the Pinal Regional Airport, Bagdad Airport, Nogales International Airport, and the Gila Bend Municipal Airport Master plans.

### **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.

#### **New Fly-In Breakfast Venue**

The second Saturday of the month, starting in February, Ryan Field (RYN) will have a fly-in buffet breakfast available. The breakfast will be available in the building between Todd's Cafe and the fuel pits. Breakfast will run from 8:00 am to noon from February through April and restart in September and run through November.

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.)

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

(The Casa Grande and Coolidge fly-in breakfasts are put on by community service groups to raise funds for community service projects.)

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



# February 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) reported four accidents that had occurred within the state of Arizona. Unfortunately two of the reports were devoid of accident information. The only information provided was the date of the accident, aircraft identification and location of the occurrence.

Fortunately, the number of accidents reported occurring this past period were low and they were not severe accidents, at least those that we have information for. One of the four accidents covered in this report occurred last October and is just now being reported by the NTSB. As you can see, there may have been some accidents in this past period that have not yet had the reports prepared and published. Hopefully, these will be covered in a future report.

The two accidents that we do have information for did not have any injuries resulting from the accident. In both cases, the accident was the result of loss of control during landing and also in both cases the damage resulted from the aircraft striking runway signs off the side of the runway.

We must do what we can to examine what is happening and not let something similar happen to us. We need 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 could be a year or more later.

**Accident Date; Saturday, October 19, 2013      Final report issued 12/18/2013**

Title 14 CFR Part 91 (No preliminary report issued)

Location; Tucson

Aircraft; Piper PA28-160

Injuries; 1 Uninjured

The pilot reported that during the landing roll she had a difficult time slowing the airplane down and thought there might be a problem with the brakes. After over correcting with right rudder the airplane veered off of the right side of the runway, where it impacted a runway sign and a taxiway light before coming to rest upright. The airplane sustained substantial damage to the right wing's leading edge spar. A post accident examination of the brake system revealed no evidence of a mechanical malfunction or failure 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; Monday, December 9, 2013**

Title 14 CFR Part 91

Location; Chandler

Aircraft; AVIAT Aircraft Inc. S2-C

Injuries; 2 Uninjured

On December 9, 2013 about 1500 MST, a Pitts S2-C airplane sustained substantial damage subsequent to a loss of control on landing at the Chandler Municipal Airport. The flight instructor and private pilot receiving instruction were not injured. The airplane sustained substantial damage to the right wing. The airplane was being operated as an instructional flight.

The flight instructor reported that he and the private pilot were practicing aerobatic maneuvers and had returned back to the airport to practice touch-and-go landings. On the third touch-and-go landing the airplane drifted to the right side of the runway just prior to touching down. The flight instructor took over the controls and executed a go-around. During the go-around the flight instructor felt a slight buffet and on the flight back to the airport, noticed some damage to the lower right wingtip.

After landing, the flight instructor realized that the airplane's right wing had struck a runway identifier sign on the previous touch-and-go landing, which resulted in substantial damage to the right wing.

Visual meteorological conditions prevailed, and no flight plan was filed for the local flight.

**Accident Date; Saturday, January 4, 2014**

Location; Marana

Aircraft; Cessna 140

NO INFORMATION PROVIDED

**Accident Date; Friday, January 10, 2014**

Location; Lake Havasu

Aircraft; Maule M7-235

NO INFORMATION PROVIDED



# Equal Access - The Struggle for Tuweep

## Mark Spencer

It's a new year, a new legislative session, and a new day in the struggle to gain equal access to the Tuweep airstrip for Arizona pilots.

For our members' benefit, here is a very brief history of the Tuweep struggle:

The Tuweep airstrip has been closed for nearly 10 years now for the expressed purpose of reducing the state's exposure to liability. The APA and RAF tried to save it back in the 05-08 time frame, when Arv Schultz and others invested countless hours in negotiations with the Arizona Land Department (ASLD), but ASLD pulled the plug in these negotiations without warning, killing any hopes of regaining access to the famous Tuweep airstrip. This was a real kick in the gut to the team back then, and one that had its effect on the whole team, right up until 2012 when the APA and RAF were successful in amending the state's Recreational Use Statute (RUS) adding the operation of aircraft. With this new limit on liability in hand, we approached the ASLD once again. It's getting a little cloudy, but I think we had no less than 4 meetings with ASLD, several conference calls, and countless meetings with legislators, lobbyists, ADOT, and even a senior advisor to the governor. In spite of the new RUS, the ASLD's position was that the only way to regain access to the Tuweep airstrip was if we:

1. Provided a responsible management party thorough a lease agreement (\$1,750/yr)
2. Provide a liability policy in the name of that party (\$1,500 - \$\$3,500/yr)
3. Pay the additional liability costs for the ASLD (~\$7,000/year)

We argued that such a requirement would undermine any protection offered by the RUS, since only a nominal non-revenue generating fee may be charged under the RUS. In spite of the fact that the Attorney General backed up this argument, the ASLD stuck to their offer, so we went to work on a potential agreement under that framework. Unfortunately, as the costs ratcheted up, and concern over the precedent this would set for aviators in all states, and all potential recreators on trust lands, we ultimately said no to this path and continued to ask for access under the same recreational permit system currently in place for all other classes recreating on trust lands.

It is important to understand that the ASLD is a nearly an autonomous fourth branch of government under the AZ Constitution. Its sole function is to manage trust lands, given to AZ at statehood, for the maximum benefit to its beneficiaries, which is basically public schools. Profits from this land, coming from leases and sales, go to the schools. The ASLD is part of the Executive branch, and the legislature only has limited powers to regulate how it accomplishes its constitutional mission. This being said, the ASLD relies on the budgeting process for its funding each year. It is not clear how much leverage this gives legislators over the ASLD, but it may offer some. In the end, there is no statute existing that forbids the ASLD from allowing the pilot community access to state trust lands, it is purely policy, a policy based in the concern of liability and its cost to them. To further cement this fear of liability, the ASLD lost a liability lawsuit involving an OHV rider just a few years ago to the tune of \$5.5M, prompting them to initiate the amendment that added OHV's to the RUS, the same amendment we piggybacked on to add aviation. It was with this new RUS that we believed we would regain access. One must admit that it appears strange that the RUS is relied upon to protect the state from OHV liability, but not aviation. Additional costs associated with aviation liability insurance are sighted, but we've never been presented with supporting evidence of this, or evidence that the same costs are not present for ASLD relating to other recreational activities on trust lands. At this point we can only speculate, but



there is clearly some motivation beyond what has been placed on the table to make the cost of entry for one class of Arizonan, that being the pilot community, more onerous than for other classes. I could get into my thoughts on this, but should leave that for face to face discussions.

This year we are back at it, and have the ear and support of some important legislators, including Majority Leader Gowan, Speaker Tobin, Senate President Biggs, President Pro Tempore Griffin, Senator Ward, and others. We began on the path with a letter to the Land Commissioner, and a discussion of possible legislation, but since the governor would have to sign any legislation passed, it seems that pressing for a simple change in policy makes the most sense at this moment; a policy change could be made by the commissioner or the governor with no legislation required. There is a process to follow here, one that we are working through day by day and week by week. It begins back at the table with ASLD, and this will happen on January 27th, thanks to Leader Gowan. If this does not produce positive results, we may have an opportunity to enter a formal appeal process defined under Title 37 for challenging the Commissioner's decisions. If we fail there, we will make a full court press on the Governor, and will be calling upon all of you for that effort if it becomes necessary. In the end, it may take a new governor, who makes new policies, and new appointments, and to these ends we have begun contacting gubernatorial candidates most likely to win the upcoming primaries to get their attention early on.

The bottom line is that, while the state constitution and statutes give the commissioner broad powers on management of state trust lands, it is inconceivable that it gives the power to apply differing standards of entry, or privileges, when differentials in the resulting consequences of that entry are absent. In fact, we would argue that any difference in those consequences are demonstrably in favor of the very class being denied access through the current recreational use permit system, that being the pilot community.



**Tuweep Airstrip - Pilot Getaways Magazine**

## Content of the letter to Commissioner Hickman from APA VP, Mark Spencer,

January 13, 2014

Re: Equal Access, Recreation, Tourism, Commerce, and the Preservation of State Assets

Dear Commissioner Hickman,

It is a new year, and the Arizona Pilot's Association is as excited and determined as ever to work with you and your department on regaining access to the Tuweep airstrip, former FAA designation L50. Our collaboration and positive relationship with federal land managers has led to the request by both the United State Forest Service (USFS) and the Bureau of Land Management (BLM) to compose a memo of understanding (MOU) furthering the collaboration between these agencies and the general aviation (GA) community in Arizona and nationwide. These agencies now consider the pilot community as a resource for helping to maintain aviation and other valuable assets on federal lands. The Arizona Pilot's Association membership has grown significantly over the past two years, attracting aviation tourism and members from all over the country, due in part to our successful re-opening of multiple airstrips on federal lands in Arizona. These airstrips had been closed for decades, but now provide dispersed low impact access for recreation and aviation tourism, as well as benefiting emergency access, firefighting, and administrative functions.

In our last interactions, the cost of risk management remained the primary issue and your stated reason for placing a more onerous requirement on the aviation community than any other class of Arizona citizen. This was in spite of Arizona's recently amended Recreational Use Statute (RUS) to include aviation. It may interest you to know that this statute was challenged again in 2013 and once again upheld at the appellate level in the case Mackinney v. City of Tucson.

Based on this, and the lack of any evidence showing aviation as anything but less of a liability or impact than other methods of access currently allowed under the recreational use permit, we respectfully make the following requests:

- 1) That the Arizona State Land Department grant access to the Tuweep airstrip by GA aircraft and pilots seeking access for the sole purpose of personal, non-commercial recreational access to the Tuweep overlook of the Grand Canyon under the current recreational permit system; the same access so many other classes of Arizona Citizens enjoy not only at Tuweep, but across the entire trust land system. This would simply be the same access that the GA community enjoyed at Tuweep for more than 50 years, and without incident prior to its closing.
- 2) If necessary, in lieu of the above, we respectfully ask that you grant a Right-of-Way to GA, non-commercial aircraft access to the Tuweep airstrip under the power granted you under Arizona Title 37-461.

Thanks in advance for your consideration of these above requests. I look forward to your response.

Mark Spencer

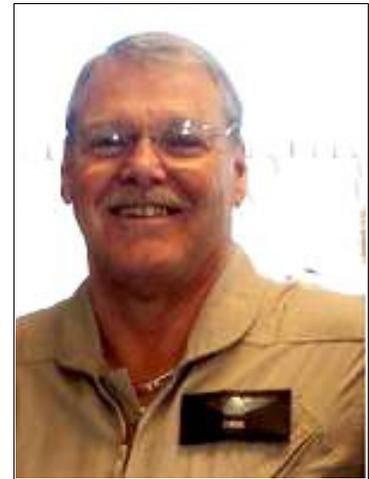


## GAARMS REPORT: 2014 February

### Fred Gibbs

Welcome to the new year, and we are off to a good start – **NO** fatal accidents during holidays or the first couple of weeks of the new year. Let's hope that track record continues.

GAARMS III, now tentatively set for March 22, 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 of the symposium will be over at Picacho Hall on the ASU campus on the Williams-Gateway airport, same as last year. Watch for a FAASAFETY notice of the upcoming event, as well as in our newsletter, so stay tuned. GAARMS III will be a typical WINGS safety program on that Saturday morning, starting at 9:00AM, going until Noon. This is one great safety program you need to mark on your calendar.



Our goal for 2014 is to have the fatal accident number down to zero if at all possible. Sure, that sounds great, but is it an impossible task? We all recognize “S#%\*@ happens”, and as pilots we must do everything we can to mitigate the risks of any accident becoming a fatal accident. You have heard me say over and over that 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. 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.

Thinking about escaping the valley and coming up north to the high country? Come on up – it is beautiful in the winter, but remember, **it is winter!** Plan accordingly. Be sure to dress appropriately, check your heating system for carbon monoxide leaks, put a new CO detector in the cockpit (NO, the one dated 2007 is NOT a good one!), and make sure your carburetor heat works properly, 'cause it gets COLD up here. Bone up on cold starting procedures, and be careful not to flood your engine when trying to start a cold engine, lest you end up with an engine fire! My airplane has “Jammy's” for the winter as well as a very efficient plug-in engine heater. Cold starting engines is very hard on them, and can very quickly draw down your battery. And if you leave your “Baby” parked out on the ramp, it will be **very frosted over** in the morning, so you need to understand the dire ramifications of trying to fly with frost-covered wings!

I received a very interesting article regarding the “Automation in the cockpit” issue following the Asiana Airlines 777 crash at SFO last year. While I may not necessarily agree with all the views or opinions presented, they are worth thinking about, and never the less, you may find it interesting:

### Letter of the Week: Fly the Airplane

The old saying of "I can type at 80 words a minute but I can't fly" applies, in my opinion, to a high percentage of airline pilots around the world.

Belatedly, in April of this year, the FAA issued a safety alert for operators, the purpose of which was to encourage operators to promote manual flight operations when appropriate. At least the FAA appears to be the first regulator to take action to tackle the world-wide pilot tendency for automation addiction. This addiction has seen many loss-of-control events that involved pilots

being so wedded to the automatic pilot that [pilots] have lost basic instrument flying skills, if they had any in the first place.

Manufacturers like Boeing and Airbus have long realized that pilots who fly their aircraft are not necessarily competent to do so, hence the chase for more automation to minimize the opportunities for pilots to fly by hand, where incompetents are more likely to cause accidents.

While it is easy to say this must be due to poor training, there will always be the politically sensitive issue of ethnic cultural mores. The manufacturers can never admit this since they wish to sell to all customers, including those well known for having a society culture that inevitably clashes with standard flight safety understanding that can lead to a culture of "Real Men Don't Go Around."

Until regulators are convinced that they must initiate firm action to address the ever-widening gap between automation dependency and airline pilots' basic instrument manual flying skills, the risk of loss of control in IMC is bound to continue.

Manufacturers are caught between a rock and a hard place. They have little or no control over individual company training standards or pilot selection criteria. Their flight crew operations manuals rightly assume their aircraft will be flown by competent crews using the most sophisticated automation available. In other words, crews will have a high standard of automation and manual flying skills. The accident record reveals otherwise.

Airline operations departments must in the future pay more than lip service to the need for manual flying skills. This is because a significant number of airline pilots remain apprehensive of anything other than full automation during line flying. Of course, there are occasions when manual flight is inappropriate during line flying. In that case, the skills gap has to be closed by the only other means [available], and that is in the simulator. Extra simulator training may be expensive but nothing like the cost of an accident.

The solution is to schedule a much greater percentage of manual flying on instruments during simulator training than now happens.

To counteract the insidious nature of automation dependency, regulators must lead the way and not assume operators will do it for them. If [a lack of] raw data manual skills are a growing problem, then properly targeted simulator training is essential to stop the rot. Cultural issues cannot be allowed to trump good airman-ship.

So, while not necessarily my, or APA's opinion, it is food for thought, and is becoming the issue of the day at FAA.

On a lighter side, here is a story that hits all of us GA pilots, and most of you should get a good laugh out of it:

### **One Pilot's Story**

The Pilot left home about 8:30 a.m. to do some work in his hanger at the airport with his friends. On the way out the door he answered his wife's "what time will you be home?" question with "probably about 1:30. I'll have lunch at the airport."

1:30 came went, 3:00 passed, 6:15, still not home, finally at about 7:00 pm he rolls in the driveway, and presents his wife with a pizza, and begins the apologetic story.

"I finished cleaning the plane about 11:30, had lunch, and started home, when alongside the road I saw this attractive girl with a flat tire on her car. I stopped to help, got the tire changed, and

looked around for a place to wash my hands. She offered money, but I refused, so she suggested that I at least allow her to buy me a beer. She said there's a tavern just up the road, and they have a restroom, you can clean up a bit. I agreed to stop, we had a beer, then another beer, then a couple more, and I realized that this girl was not only pretty, she was very friendly, and a good companion to spend time with. Before I knew it, we were in the motel next door having sex. And that is why I am so late getting home."

His wife looked him right in the eye and said "don't BS me . . ." **You went flying, didn't you?**

**Let me leave you with some other truisms we as pilots need to remember:**

Ever notice that the only experts who decree when the age of the pilot is over are people who have never flown anything?

There are certain aircraft sounds that can only be heard at night.

I've flown in both pilot seats. Can someone tell me why the other one is always occupied by an idiot?

An old pilot is one who can remember when flying was dangerous and sex was safe.

"If the Wright brothers were alive today, Wilbur would have to fire Orville to reduce costs."  
President, DELTA Airlines.

**And finally, with GAARMS in mind:**

Death is just nature's way of telling you to watch your airspeed!

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 at [fredgibbs@npgcable.com](mailto:fredgibbs@npgcable.com). 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.

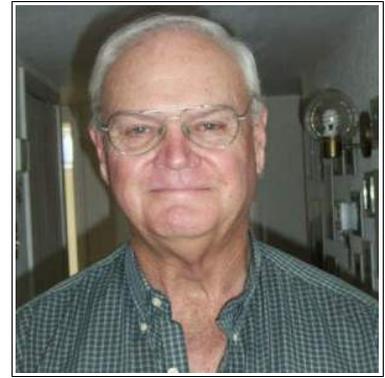
Statistics show that the folks having accidents are the ones who don't participate in the WINGS or safety programs, so help us reach out to those folks and pull them in.

I never complain when a program runs out of chairs!

# You Cannot Be Over Prepared

## Howard Deevers

Col. Chris Hadfield, the first Canadian Astronaut, wrote a book about his experiences and his desire to be an astronaut: **An Astronaut's Guide To Life On Earth**. My daughter gave me a copy of the book for Christmas.



We, as aviators, are not likely to ever make a trip into space. However we still are fascinated by space travel, and those that do make the trip. Col. Hadfield describes many of his adventures into space, some times in more detail than we want to know. But he does reveal the answers to some of the questions that I never asked, such as; do astronauts get airsick? Yes they do. And other bodily functions are talked about too. (if you want to know more, read his book.)

Most interesting to me was the amount of training that astronauts go through just for one short trip into space. A space flight might last a few days, few weeks, or even 6 months on the International Space Station (ISS). But the training for even a short ride may take years. He makes the statement in the book that “you cannot over prepare for a trip into space.” We all know that trips into space have cost the lives of several astronauts, in spite of the training and best efforts of all involved.

Every year, general aviation has losses too. On average about 550 people will die in aviation accidents every year in this country. We do lots of safety seminars and recurrent training to try to reduce that number. Coming up in March is Fred Gibb's annual program called GAARMS; General Aviation Accident Reduction and Mitigation Symposium. The goal of GAARMS is to reduce the number of fatal accidents in Arizona. Fred asks the question: “wouldn't it be nice to have zero fatal accidents in Arizona even for just one year?”

We can't all be over achievers like Chris Hatfield, but could we take just one example of his, and try to be “Over Prepared?” Maybe if we approach our G A flights as if they were space flights, we would have less accidents. Another statement in his book is: “Do sweat the small stuff.” The small stuff in space could kill you. The small stuff in general aviation at 8000 feet could also.

How about doing better preflights. Get weather briefings, and know what they mean. Pay more attention to maintenance on our aircraft. Keep current and fly with an instructor more often than just every 2 years as required for a BFR. Attend safety seminars, and “Bring your Wingman.” Sweat the small stuff. Maybe we could have a zero fatal year, if we all tried a little harder.

Check the Arizona Pilots Association website for the next safety seminar. See you there.



## A Vision of Learning, Wisdom and Inspiration... Philosophy in Aviation

**Barbara Harper, ATP CFII MEI LRJet**



Caution, one might experience dizziness from reading this. There are similarities and differences which can be compared and contrasted with culture and philosophy in aviation along with insight in the learning process. One of the functions in philosophy is to enlighten and also to confuse (flight instruction). Most early philosophers had studied mathematics in their search for truth, and transferred this trend into moral values (aeronautical information manual). Philosophy is about what one knows and how they did not have a single method for knowing (politicians). Greek philosopher Thales believed that changing how the Western world thought was the answer. Thales believed that natural questions have natural explanations (aviation charts). Philosophy provides questions (decision making). There are three major approaches to philosophy. Firstly, traditional is where one looks for evidence (meteorology, airport operations), secondly, analytical where one has to know meanings, definitions and what does it mean (safety of flight, pilot/controller glossary). Thirdly, existential, does the information have a positive or negative meaning (air navigation, airport visual aids, air traffic control)?

Pre-Socratic philosopher, Pythagoras believed that one should understand the terms one uses (situational awareness). When there is a problem that makes no sense there are two ways to approach an explanation, analytical, true by definition (traffic patterns), or synthetic, true or false (Federal Air Regulations). One of the oldest theories of knowledge was developed in the early days of Greek philosophy. In the 5th century B.C., a group of wise men appeared in Athens called the Sophists. They were extremely doubtful about the possibility of discovering anything that was really true (weather). Socrates, Plato and Aristotle are considered the pinnacles of philosophy. Socrates learned early in life how to argue from the Sophists. He was an excellent arguer and was interested in meaning. Listen and respond was the paramount strength of Socrates (pilot and controller communicating). He is also known for saying the beginning of wisdom is the recognition of ignorance. They, the philosophers, have been trying to identify the components of knowledge (AIM, FAR). A prominent traditional view suggested by Plato and Kant among others, is that propositional knowledge has three individual necessary and jointly sufficient components: justification, truth and belief (remember this when doing the preflight). Many purposes of life are connected to truth (air and space).

Descartes, a French philosopher and mathematician, set out to study the world for himself. He came to suspect all accepted views that claimed authority merely because they were ancient and honored. He was determined to test the knowledge that he like anyone else ordinarily would accept – knowledge derived from our sense of experience (pilots' owner handbook (POH) bold face knowledge). One of Descartes solutions for obtaining knowledge was that a person should never accept anything except clear and distinct ideas (ATC clearance). The actual receiving of ideas makes us notice the existence of other things. These things, through deduction give us knowledge (weight/balance). He also founded the whole conception of man's knowledge on the simple premise, "I think, therefore I exist." Remembering somewhere, Sir Francis Bacon once alluded to the fact that if one wants to find out about the world and the universe surrounding it and that includes everything, nothing is a taboo topic (class B airspace). After all, early philosophers addressed their issues, introduced something new and asked new questions (FAA Steam seminars). All of the above history makes for epistemology thinking (flying wisely).



# Luke AFB Air Show

## 2014 Open House and Air Show

Welcome to Luke Days 2014, Lightning in the Desert! The Open House and Air Show is open to the public and admission is free. We will update this website as more information is available. We look forward to seeing you **March 15 & 16!**

See their [website](#) for more.



## Ryan Fly-In

Submitted by Barbara Harper



**FLY-IN TO RYAN "KRYN"**

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## APA Social Hour - February 27, 2014

### Dave Fleming

Let's get away from the hangar and meet your fellow pilots and their spouses for the Arizona Pilots Association Social Hour on Thursday, February 27<sup>th</sup> at **McFadden's Restaurant and Saloon** in the Desert Ridge Marketplace, 21001 N. Tatum Blvd, beginning at 5:30 pm. Dress is casual.

We'll have a no host Happy Hour menu and a 'pilot' raffle where 50% of the proceeds will go to our APA Scholarship Fund. Prizes will include an adult beverage gift set, an autographed book by Richard Komm, and cash. More details to follow.



There will be plenty of food, beverages and flying stories, so please join us and bring your spouse. Meet fellow pilots in your area.

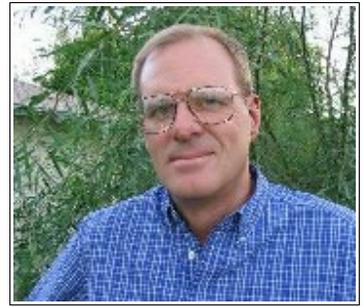
Contact Dave Fleming on [email](#) or his cell at 480-459-6366 if you are interested in attending.

Please RSVP by February 20, 2014. For more information, see our [website](#).

## HELP WANTED: Cactus Fly-In Volunteers

### Stephen Bass

As many of you know, I have volunteered to be the Fly-In Chairman for the upcoming Cactus Fly-In. After many years of service, Terry & Michelle Emig have retired from the Arizona Antique Aircraft Association as well as the Cactus Fly-In.



Arv Schultz, who is well known in Aviation circles around Arizona has stepped up to the plate to be the President of the Classic Airplane Association of Arizona. This new name replaces the Arizona Antique Aircraft Association. I have stepped up to the plate for this year, to manage the fly-in so it can continue to happen. What we now need are volunteers. There are many who will continue to volunteer for Cactus but I am sure we will require more. We need 112 volunteers a day to maintain the Cactus Fly-In staffing and I hope that I can count on all of you. I am utilizing some of you already to work in areas where you have helped us at Cactus but this letter is to inform all of our team that we need your help. Please invite your friends to join us too! We will reward you with a volunteer T-Shirt and daily lunch. Drop me a note and let me know you will be able to help or if there is anything specific you would like to do. By the way, our new dates for this year's event are February 28th & March 1st. Hope to see all of you at Cactus this year. Thanks in advance!

P.S. I am saddened to share with you that two long-time Copperstate volunteers have passed away; Will Horn & Dave Tornbom. Copperstate will never be the same without them!

Stephen Bass  
Fly-In Manager  
[flyinmanager@cactusflyin.org](mailto:flyinmanager@cactusflyin.org)  
480-609-4302



**Please note our new event dates: February 28th & March 1st**

Cactus Fly-In February 28th-March 1st, 2014

[www.cactusflyin.org](http://www.cactusflyin.org)

# NMPA Emergency Procedures Clinic in Douglas

**Cathy Myers, NMPA President**

The New Mexico Pilots Association is offering pilots an opportunity to participate in an Emergency Procedures Safety Clinic in Douglas, Arizona on February 28, March 1 and March 2 using the Cochise College Airport (P03) as the base airport. The clinic location will provide pilots varied topography,



airspace and airports to review Emergency Procedures while flying with a CFI. The clinic is Wings Approved and will provide simulated emergency scenarios for both high and low altitude events. Registration includes flight time with CFI, transportation, meals and clinic forum.

Registration is \$225 and includes 1.5 hour CFI time reviewing simulated emergency scenarios at both high and low altitude, breakfast on Saturday and Sunday, light lunch on Saturday, a group dinner on Saturday followed by ground school discussion led by the Flight Instructors. All transportation is provided to and from the airport and hotel, as well as for non-pilot guests on Saturday to visit Tombstone, AZ.

Hotel Reservations can be made at the Historic Gadsden Hotel - 520-364-4481 for February 28 and March 1-- and be sure to consider the newly redecorated Mezzanine Rooms. (King \$89 plus tax and double Queen \$99 plus tax. Other suites and the older hotel rooms are available.) NMPA visited the hotel and the 1900's atmosphere has been beautifully restored and maintained in the lobby, bar, coffee shop, restaurant area and mezzanine hotel rooms.

Registration is Open Now and Limited. Registration closes February 25. Click on "[Registration](#)" below OR copy and paste link into your browser.

Info: Cathy Myers 575-694-2136  
[nmpa@nmpilots.org](mailto:nmpa@nmpilots.org)

Registration: [http://www.nmpilots.org/registration.asp?event\\_id=emergency%20procedure](http://www.nmpilots.org/registration.asp?event_id=emergency%20procedure)

# New Mexico Wing Angel Flight Fly-In

Joyce Woods

**NEW MEXICO  
WING FLY-IN**  
February 22, 2014  
8:30am-12:30pm  
**Aspen Avionics  
Hangar**  
(Double Eagle Airport II – AEG)  
**Albuquerque, NM**  
*(space is being donated by Aspen Avionics)*

**Angel Flight West**  
**ANGEL FLIGHT SOUTH CENTRAL**

**Guest Speakers:**  
Dave Hirschman – senior editor of AOPA  
NM Senator Jack Schmitt – former astronaut for Apollo 17  
and Jerry Van Slambrook – Angel Flight pilot

**Door and raffle prizes:**  
Items donated by Sandia Aerospace, Shelton Jewelers and others.

**Food:**  
Breakfast and lunch will be provided!

# ARIZONA PILOTS ASSOCIATION

IN CONCERT WITH THE FAA'S FAAST PROGRAM,  
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At

**ARIZONA STATE UNIVERSITY'S  
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WILLIAMS-GATEWAY AIRPORT**

**Saturday morning, March 22, 2014  
8:30AM - NOON**



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Register at [FAASAFETY.GOV](http://FAASAFETY.GOV)

For further information, contact Fred Gibbs,  
Director, N. AZ (928) 266-0112 or (410) 206-3753  
email: [fredgibbs@npgcable.com](mailto:fredgibbs@npgcable.com)



**SPONSORED BY THE ARIZONA SAFETY ADVISORY GROUP (ASAG)**

# Pleasant Valley Fly-In

3rd Annual - P48 Pleasant Valley (Turf) Fly-In

Saturday February 22nd

8:30 am – noon

CTAF 122.9

Right traffic runways 14, 23R, 5C, and 5R

9 am - Accuracy Landing Practice & Duck Drop

10 am – Mountain Flying Lecture

Discount Glider Rides

Tethered Hot Air Balloon

Static Airplane Display



**11 am – Fly-out to Wayside Restaurant near Alamo Lake for lunch**

Noon – CJ6 formation flyby

**Driving Directions** – From I-17 take Carefree Highway west approximately 8 miles to the second traffic light. Turn left just past the big red wind sock.

**RSVP to Bernie Gross** [bernie88fd@aol.com](mailto:bernie88fd@aol.com), or Tommy Thomason [tethomason@cox.net](mailto:tethomason@cox.net)



# 2014 Buckeye Air Fair

Jennifer Rogers

# 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  
Kids Zone  
Lauridsen Aviation Museum  
Car Show  
Food Court, Vendors, Booths and More



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[www.buckeyeairfair.com](http://www.buckeyeairfair.com)



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Questions?  
Email: [airfair@buckeyeaz.gov](mailto:airfair@buckeyeaz.gov)



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# MEMBER DISCOUNTS



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## 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:  
[Newsletter\\_Editor@AZPilots.org](mailto:Newsletter_Editor@AZPilots.org)

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## Volunteer 501 c 3 Organization

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