



August 2015

APA NEWSLETTER

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Aviators and Aviation Enthusiasts,

Welcome once again to the Arizona Pilots Association monthly newsletter. August is upon us and the weather has been great. Yes, it is hot, but still great. The FAAS team continues to bring us a selection of safety seminars and the APA team is busy putting fly-ins and other miscellaneous events together for the upcoming season. We, along with the EAA, AOPA, and many of you, are supporting the 3rd Class Medical Reform effort. The Recreational Aviation Foundation continues to help us go forward to maintain and reopen closed airstrips and work closely with our fellow aviation organizations, states, and Washington DC to develop professional relationships which have already proven to help general aviation survive. Many of us were able to visit Oshkosh this year and witness the spectacular events, vendor displays, planes on display, and have fun. I hope to see many of you this flying season, and I hope you continue to be safe.

Have Fun, Fly Safe,

Tommy



Executive Director's Report

Jim Timm — July 2015

This month's report may be a bit brief because it was put together during the beginning of the EAA AirVenture event in Oshkosh. I flew in commercially and it appeared to be pretty much IFR all the way here. I hope that those of you who flew your own planes to OSH had suitable weather for the trip. However, it's good to be here, and it certainly is nice to have the cooler days and nice cool evenings for sleeping.

Last month I commented on the reauthorization legislation for the continued operation of the FAA and possible legislation being considered that would privatize ATC. Privatizing the Air Traffic Control system would most certainly usher in *user fees that would be devastating for general aviation*. We must make every effort possible to head off this type of legislation. **Your help as a pilot and aircraft owner is imperative**, we can't do it alone! Online there is an APA letter that was sent to our legislators outlining APA's position on the privatization issue. Use this letter or any portion of its contents to prepare a personal letter to your congressman.

Please do it now, and don't delay! [Click here for the sample letters...](#)



MISCELLANEOUS ITEMS

Glendale Airport manager Walt Fix retired the end of July and the new manager will be Ken Potts. Ken had been with the Arizona Department of Transportation (ADOT) Aeronautics Group and he assumed his new position with the City of Glendale on July 27. APA will look forward to working with Ken in his new position.

Laughlin/Bullhead International Airport (IFP) is having an event on **Saturday, August 22, honoring National Aviation Day**. The event is open to all aviation enthusiasts to celebrate the anniversary of Orville Wright's birthday. Pilots and aircraft owners interested in flying in to the event are encouraged to contact the Airport Administration ([928-754-2134](tel:928-754-2134)) to add your name and aircraft tail number to the guest list to enjoy a free breakfast. The event is scheduled to run from 8:00 AM to 11:00 AM. [Click here for more info...](#)

I suspect that most of you have heard that the FAA has published a "notice of policy" to discontinue the publication of the World Aeronautical Charts (WACs) without providing a public comment period. The pilots need to be heard on any charting changes that would have an impact on flight safety, and it's surprising that the FAA has circumvented the normal process for taking public comment before making the decision to discontinue these charts that are used in long range flight planning. The FAA needs to answer questions pilots may have and provide a public comment period before initiating any changes to the WAC series of charts. In the West, and also other parts of the country, WAC charts are routinely used for long-range flight planning and their elimination could pose a significant hazard to flight safety. We would encourage members to contact **Mr. Eric Freed**, *Aeronautical Information Services, Enroute and Visual Charting Group, Manager, Air Traffic Organization, AJV- 5200, Federal Aviation Administration, 1305 East-West HWY, Silver Spring, MD 20910*; or by email at eric.freed@faa.gov, and request continuance of the WAC charts, or at least provide a public comment period before considering discontinuance.

If you take a careful look at the sectional charts for Arizona you will see numerous military routes all over our state. Make a careful note of them and avoid flying a close parallel and attempt to cross them near perpendicular if possible so you can get clear of them quickly, and keep a close lookout when operating near them. You can expect to encounter jet fighters or even jet bombers at any altitude along or near these routes. With the intensive military activity and busy general aviation activity we have, we don't need to have a military - general aviation collision like they had last month in South Carolina. No one comes out a winner in an encounter like that. Please fly safe.



The past reporting period from mid-June thru late July has continued to be rather good from a flight safety standpoint in that the NTSB has only reported three accidents occurring in Arizona during this period and all have been minor in nature. See my [August Accident Summary](#) for the details. Airport construction is continuing around the state, including the Phoenix area this summer, so be sure to check for NOTAMS before departing so you don't have a nasty surprise upon your arrival at your destination. Don't forget to check for TFRs! The forest fire season is here, and if you see smoke or something suspicious, report it to ATC or FSS and avoid getting near any fires. APA is still working with various airports around the state, providing the pilot and aircraft owner perspective in the process of updating their Airport Master Plans. The Deer Valley Airport (DVT) master plan update is still in process.

THINGS TO DO - PLACES TO GO FOR BREAKFAST:

The first Saturday of the month fly in breakfast at Coolidge Municipal Airport (P08) has stopped until next October.

The second Saturday of the month, Ryan Field (RYN) fly in buffet breakfast has also stopped for the summer. Breakfast is available at the restaurant however.

The Falcon Field EAA Warbirds Squadron Breakfast on the third Saturday of the month has stopped until October.

The third Saturday of the month there is a fly in breakfast at Benson (E95) at Southwest Aviation. (There are special fuel prices for breakfast attendees.)

The last Saturday of the month there is still a fly in breakfast at Casa Grande Municipal Airport (CGZ). The Airport has a new restaurant, Foxtrot Cafe, operating in the Terminal Building. They are open 6:30am to 2:00pm Monday thru Saturday, but on the last Saturday of the month they have a "fly in breakfast special" on the menu; the price for adults is \$7 and kids \$5.



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

Jim



BLM Invites the RAF to Participate in Airstrip Project

By Mark Spencer

As RAF members already know, our recently signed Memo of Understanding (MOU) ushers in a new era of cooperation with our friends at the BLM, relating to airstrips. As a very positive first activity under the MOU, Outdoor Recreation Planner, Dennis Byrd, explained that with the current national interest in crowdsourced data (or the process of obtaining data from large user groups or stakeholders) and federal agencies, development of policy and procedure have taken a front seat here in his data world. With this, Dennis is pushing an Information Bulletin (IB) out to the states which will explain the relationship the BLM has with RAF, and the intent of the MOU. In this IB he plans to include a "Crowdsourced Data Pilot Project" of which the RAF is an integral part. The BLM uses this "Pilot Project" term for any new concept project they attempt for the first time. In Dennis's words, "It just makes it extra special that RAF is an aviation group."

So what is this project? Nothing less than the *identification, classification, and health assessment of all airstrips located on BLM lands!* This is a big undertaking that will no doubt call on many RAF members to complete. Why is this important to aviators? Dennis explained that by identifying the airstrips we can take further efforts to preserve them, and perhaps most importantly, exclude them from area closures, when they occur. Without knowledge of an airstrip in a closure area, it is automatically closed with the area.

It will take some time, as this is the first such project for the BLM, and a standard data format must be developed for the data collection and input into their system. While they work on this, RAF leadership will be developing a plan for mobilizing its state liaisons and members in becoming the "crowd" that will provide the vast majority of the data to the BLM. *Actual visits to each site will be necessary*, and this may be a challenge, requiring earthbound methods for those less maintained airstrips. Real GPS coordinates, dimensions, and on the ground conditions will need to be gathered and reported.

Stay tuned, and keep your eyes open for opportunities to be a part of this exciting BLM project!

Mark



AIRPARK NAME / CONTACT	CITY	Homes / sites	REALTOR
Big Springs Airpark	Prescott	12	
Mgr: Peter Hartman (928) 626-7207			
Castle Wells	Morristown	5/10	Pat Mindrup - WEST USA Realty 928-671-1597 pat@wickenburgpat.com
Mgr: Gerald DaFoe (810) 516-9122			
Eagle Roost Airpark	Aguila	85 / 115 (5 acre lots)	Pat Mindrup - WEST USA Realty 928-671-1597 pat@wickenburgpat.com
Mgr: John Greissing (928) 685-3433			
Flying Diamond Airpark	Tucson	20/97	
Mgr: Lou Cook (520) 399-3879			
Flying J Ranch	Pima	2/ 28	
Mgr: Howard Jenkins (928) 485-9201			
Hangar Haciendas	Laveen	39 lots w/sep taxi ways	Kevin Baker, Realtor® Realty ONE Group www.azaviationproperties.com
Mgr: Scott Johnson (602) 320-2382			
High Mesa Air Park	Safford	/19 (2.5 acre lots)	
Mgr: Phil DiBartola 928-428-6811			
Inde Motorsports Ranch Airport	Wilcox	4/9 (1 acre lots) on 100 acres w/race track	
Mgr: John Mabry (520) 384-0796			
Indian Hills Airpark	Salome	75	
Mgr: Gerry Breeyear (928) 916-0608			
La Cholla Airpark	Oro Valley	122	
Mgr: Larry Newman (520) 297-8096			
Mogollon Airpark	Overgaard	60	
Admin: Cheri Thomas (928) 535-3071			
Montezuma Heights Airpark	Camp Verde	43/44	
Mgr: Glen Tenniswood (928) 274-1233			
Moreton Airpark	Wickenburg	2	Pat Mindrup - WEST USA Realty 928-671-1597 pat@wickenburgpat.com
Mgr: Daniel Kropp (602) 315-0323			
Pegasus Airpark	Queen Creek	15/40	Kevin Baker, Realtor® Realty ONE Group www.azaviationproperties.com
Mgr: Jack @ 1st Svc Res (480) 987-9348			
Pilot's Rest Airpark	Paulden	4/25	
Resident: Dave Mansker 818-237-0008			
Ruby Star Airpark	Green Valley	13 / 74	
Mgr: Wendy Magras (520) 477-1534			
Valley of the Eagle (Sampley's) Airpark	Aguila	30	Pat Mindrup - WEST USA Realty 928-671-1597 pat@wickenburgpat.com
Mgr: Jerry Witsken (928) 685-4859			
Skyranch at Carefree	Carefree	20	Kevin Baker, Realtor® Realty ONE Group www.azaviationproperties.com
Mgr: Tommy Thomason (602) 708-2040			
Stellar Air Park	Chandler	95/105	Kevin Baker, Realtor® Realty ONE Group www.azaviationproperties.com
Mgr: SRUA, Inc. (480) 295-2683			
Sun Valley Airpark	Fort Mohave	55/107	
Mgr: Jim Lambert (928) 768-5096			
Thunder Ridge Airpark	Morristown	9/14 (on 160 acres)	Pat Mindrup - WEST USA Realty 928-671-1597 pat@wickenburgpat.com
Mgr: Craig Elg (623) 388-0001			
Triangle Airpark	White Hills	115 acres	
Mgr: Walt Stout (702) 202-9851			
Twin Hawks	Marana	2/40 (4 acre lots) on 155 acres	
Mgr: Tim Blowers (520) 349-7677			
Western Sky	Salome	all 200 acres for sale	Pat Mindrup - WEST USA Realty 928-671-1597 pat@wickenburgpat.com
Mgr: Mr. Hauer (877) 285-0662			
Whetstone Airpark	Whetstone	5 / 12	
Mgr: Brian Ulmer (520) 456-0483			

August Aviation Accident Summary

by Jim Timm

The following are the preliminary NTSB reports of aviation accidents that have occurred in Arizona from late June thru late July. When all detailed accident information becomes available, we will attempt to use the information to develop safety programs and briefings that will help pilots learn from the mistakes being made by others and hopefully take the necessary action to prevent similar accidents from happening to them. I would like to think this is actually happening, and from the last few months' reports, it appears that it might possibly be working.

From a flight safety standpoint, this reporting period has again been a good one in that the number of reported accidents are still down, and there were no serious injuries or fatalities this time.

Within the state of Arizona, in the past reporting period, again, there were only three accidents reported by the NTSB. A Beech Bonanza went off the side of the runway at La Cholla Airpark, a Mooney M20 landed short of the runway at Deer Valley airport, and a Long EZ had a problem at Show Low that had not had an NTSB report issued at the time of this writing. Based on the information available, no one was injured this reporting period. Only a few airplanes suffered damage. I only hope we can continue this trend for the rest of the year.

To the FAAST teams out there doing the safety meetings, keep up the good work. It appears that you are still winning.

Based on information available when this summary was prepared, the reported accidents this reporting period are as follows:

Accident Date: Thursday June 11, 2015

Report Dated (6/25/15)

Title 14 CFR Part 91

Location: Tucson

Aircraft Type: Beech E33A

Injuries: 1 Uninjured

LOSS OF CONTROL LANDING

On June 11, 2015, about 0840 MST, a Beech E33A exited the runway landing surface during the landing rollout at La Cholla Airpark, Tucson. The commercial pilot was not injured; the airplane sustained substantial damage. The local personal flight departed Tucson, about 0700. Visual meteorological conditions prevailed, and no flight plan had been filed.

The pilot reported that during the landing rollout he applied brakes to slow down; the left main brake locked up and he lost directional control of the airplane. The airplane departed the runway and traversed across a taxiway, over a dirt berm, and came to rest in a drainage ditch.

Accident Date: Friday June 26, 2015

Location: Show Low

Aircraft Type: Long EZ (Experimental)

NO INFORMATION AVAILABLE

Accident Date: Friday July 10, 2015

Report Dated (7/16/15)

Title 14 CFR Part 91

AUGUST AVIATION ACCIDENT SUMMARY

Continued

Location: Phoenix (DVT)
Aircraft Type: Mooney M20G
Injuries: 2 Uninjured

POWER LOSS ON SHORT FINAL

On July 10, 2015, about 0900 MST, a Mooney M20G experienced a partial loss of engine power while on short final to the Phoenix Deer Valley Airport (DVT), Phoenix, and subsequently landed short of the runway. The private pilot, undergoing instruction, and the certified flight instructor sustained no injuries; the airplane sustained substantial damage to the right wing.

The private pilot, undergoing instruction, reported that he was conducting a practice power off 180-degree landing. When the airplane was about 30 feet above the ground he realized that he was going to land short of the runway. He added power, but the airplane's engine sputtered and would not increase RPM. He kept the wings level and landed on the rocks just short of the runway. The airplane traversed onto the runway surface when the right landing gear collapsed and the airplane came to rest on the side of the runway.



APA GET-AWAY FLIGHT

AUGUST 22

Bryce Canyon, UT

If you haven't visited Bryce Canyon, this is the time to do it. It's one of the most picturesque national parks in the country. It's not really a canyon, but a multitude of amphitheaters composed of Hoodoos. Sightseeing, hiking, horseback riding and relaxing are the features; you can imagine the benefits. Call, text or email me with any questions and if your interest level is over 50%. Thank you.

602-460-4286

[Email link](#)

Brad Lawrence



KBCE - 100LL and Jet A on the field
Elevation 7,589' Rwy Length 7,395'
Distance from Phoenix area 250nm
Rotating beacon, REIL & PAPI 03/21
CAUTION: Density altitude and be aware that the Monsoon season for this area is Mid-August through Sept. Early in and early out will probably be the recipe for a pleasant VFR flight. However there are IFR approaches.

Hotels & Rental Cars are available now, but will be gone shortly. There over one million visitors every year and the summer is peak season. The main road into the park has several hotels, but are already booked. I highly advise looking for accommodations in Tropic, UT which is 7 miles from the park. Book a room now. Typically you can cancel within 2-7 days of the reservation date.

Hotels in Tropic, UT Check in Aug 22

Bryce Pioneer Village

Bryce Trails B&B

Bybee's Stepping Stone

Bryce Country Cabins

Stone Canyon Inn

[Link to hotels Click on TROPIC](#)



AVIATION SAFETY: Surviving the Unexpected

By Christopher Hope

How do you prepare for an event when you don't know what the event is, or when it will come? That's a tough one, so let's try something a little easier. How do you prepare for an event when you know what it is, but you don't know when it will come? We actually do it all the time. (There is even a name for these two groups of events – the known unknowns and the unknown unknowns.)



All pilots, probably by lesson number three or four, start hearing about things that can go wrong during their flying lives, and how they should properly and safely react. Some of these events are irritants, but some are true emergencies. (And sometimes the difference depends on the pilot or the timing of the event.)

We learn how to react to engines that quit at various points in flight; we learn how to react to smoke in the cabin; we learn how to react when the radios stop working. Many of these events never occur, but we practice and talk about them anyway. The common factor in all of these situations is that we never know when they will occur. So, how do you stay ready?

Here are some ideas:

- Read about how other pilots reacted to these situations, and how successful they were in dealing with them. For example, every flying magazine that crosses my desk has one or more columns dealing with the unexpected. In the last couple of months I have read about the effects of fuel starvation, TFR incursions, a forced landing in a parking lot, and icing, just to name a few. In some cases, the articles and columns describe a successful conclusion. Other times, an unsuccessful conclusion. But there are lessons in all.
- Another idea is to join some type of pilot community where you can talk to other pilots about their experiences. Some of the more obvious are local EAA Chapters, local IMC clubs, or state flying organizations. But, there is another possibility as well. Flying clubs have long been a great way to share the expense of owning an aircraft. But suppose for any number of reasons that you really don't want to share ownership a plane with others. Find a local club and ask if they have regular meetings and whether you can join in just to chat. Most will say yes.

Finally, look around for a flight instructor and ask to go fly for an hour or so and work on things that you don't normally do. And although you may like your regular CFI, step out of the box and find someone new with techniques and thoughts that you might not have previously considered. Here are some sites to get you started in your search for a highly qualified CFI:

http://www.nafinet.org/member_directory.aspx

<http://www.masterinstructors.org/resources/find-a-master-instructor/>

Surviving the Unexpected Continued

For Beechcraft pilots: <http://www.bonanza.org/pilot-training-bppp/2012-12-20-14-28-45?noredirect=true>

Coming back to the original question: How do you prepare for an event when you don't even know what the event might be? Two examples come to mind. One is recent and involves an unexpected passenger with a potential to cause significant damage. (www.youtube.com/watch?v=sT7LaSbkpcg).

The other example involves an aircraft at the other end of the size and complexity spectrum, and how the crew dealt with the loss of one engine and all flight controls. ([en.wikipedia.org/wiki/United Airlines Flight 232](http://en.wikipedia.org/wiki/United_Airlines_Flight_232))

In both cases, the pilots were faced with situations that they had never thought about. However, they discovered that their training for other emergencies helped form a basis for successfully dealing with the unexpected situation. Fly safe, have fun.

Christopher Hope 2015 FAAS Team Representative of the Year

To contact the author, go to: www.ChrisHopeFAAFlightInstructor.com

For more information on the GA Awards program go to www.generalaviationawards.org/

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GAARMS Report: August 2015

By Fred Gibbs



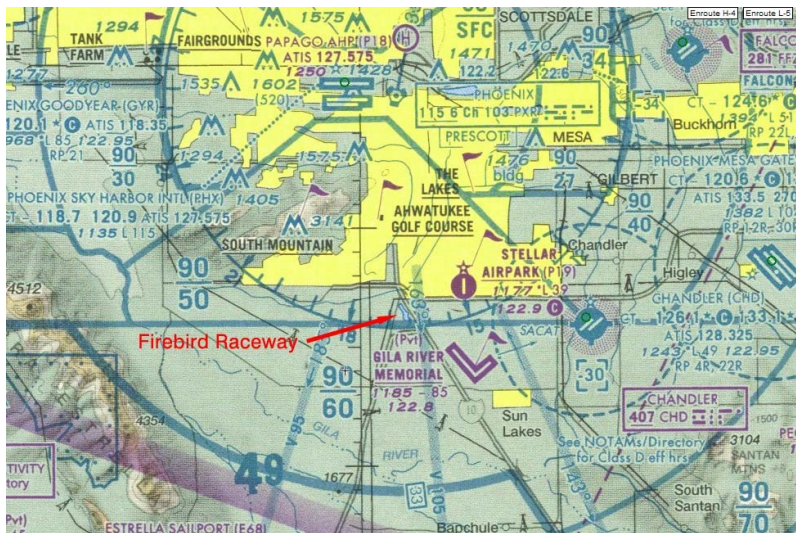
By the time you read this, we will have turned the corner into the 8th month of the year, and I am most pleased to report that we have only had 2 fatal accidents in Arizona during the first 7 months of the year. This is the best fatal accident record

I've seen in 10 years. ***You all are doing an outstanding job!***

And then someone asked me, "Why? How come? What are we/you doing this year to earn such a good safety record?" Well, if I really knew the answer to that question, I could bottle it, sell it, and retire a rich person. I'd like to think our membership, and the rest of the pilot community that attends our safety programs, are reaping the benefits and knowledge of the safety culture we are preaching every day. And perhaps Lady Luck is smiling on us for a change....

Charts and Automation

Over the past several months I've been having some interesting discussions about pilot training and the requirements as they exist today vs. the explosion of automation into the system. For example, with the FAA leaning towards a GPS-derived, ADS-B positioning airspace system, why do we still test VOR navigation, ground reference checkpoints for flight planning, top-of-climb and start-of-descent calculations, or even basic flight planning? GPS navigation is point to point, with distances, bearings time, ground speed, etc. already done for you. Flight planning programs are readily available, so you just plug in some pieces of information and the computer does it all for you. With GPS, all I have to do is follow the magenta line to my destination – some GPS's even tell me when I've arrived at my destination! Diversion to an alternate? Heck, just press "Nearest!" It automatically computes bearing, time and distance; plus, with the push of a button (or buttons), I can ascertain all the information on that airport, and it gives me options. If automation is the wave of the future, why do we insist on training/teaching the old ways??



How about charts? Seems like paper charts are harder to come by. This is a result of the FAA's decision to reduce paper charts. They want everyone to go electronic, to force you into automation so you spend the money and they can reduce their costs. FBO's that do not sell enough charts (volume) are dropped because they are seen as being not efficient enough. FBO's need to find another source of paper charts for their transient customer base. Me? I simply subscribe to mypilotstore.com for the charts I want, and they just show up a week or so before the effective date(s) of the new charts. And YES, I still carry, and use, paper charts even though I have an IFR certified GPS as well as my iPad with WingXpro7 and all the appropriate subscriptions. Some might ask why I do both. Simple answer -

Weather and IMC

If the FAA puts the responsibility for understanding weather entirely on the pilot – by eliminating access to a trained, professional weather briefer who could further explain the weather conditions – will this have an impact on flight safety? Could weather related accidents start to creep up if pilots, with less understanding of weather conditions that a professional weather briefer could have explained, decide to take-off... despite the fact that the trained weather briefer may have been convinced that pilot on the fence NOT to go? Who is going to train the new student pilot? Will it be the uneducated new flight instructor who grew up not really understanding weather conditions that he/she learned from *his* new uneducated flight instructor? Do we eventually end up with the blind leading the blind?

But, in my humble opinion, our state is both a great



place and a bad place to earn an instrument ticket. YUP, I can fly every day, into complex airspace, with almost any type of approach, arrival or departure procedure. I can read about low approaches, fly to minimums under the hood, but NEVER experience 1 minute of real IFR in IMC weather. Believe me, it is very different in other parts of the country. I learned to fly in the notorious northeast corridor, between Boston and Washington, DC/ Dulles, where every third day was IFR, and it hung around for a couple of days. Low ceilings, poor visibilities, fog, rain, snow – all that stuff you’ve read about but never experienced here in Arizona. It was routine flying – NOT the exception as it is here. You became good at reading and understanding weather and weather patterns, good at approaches down to minimums, and good at go-arounds and diversions, alternates, determining what was really a good alternate, including sometimes deciding there was NO good alternate – in which case you actually cancelled your flight, and you learned that fuel minimums WERE IMPORTANT, not just something you calculate. Student pilots learned that 1500 foot ceilings and 5 miles were VFR flyable, even on cross countries. We could take off and land at 5 different airports within a 50-mile trip. All types of airspace existed, such as the prohibited area around Camp David, restricted airspace over the Aberdeen Proving Grounds just north of Baltimore, and, of course, everyone knows about the FRZ airspace over Washington, DC, the class B airspace over Dulles/Washington, DC, and Baltimore airports, Class C down over Richmond, the TRSA up over the Harrisburg, PA area, and the list goes on... It was not, and is not, the wide open spaces of Arizona.

Flying Over the Grand Canyon

On an entirely different subject, recently I flew a tour over the Grand Canyon. Here in Flagstaff I get a fair amount of calls to do that for folks who have flown their airplanes out to Arizona and are interested in flying over the canyon but don’t understand the airspace. Almost all of them have very nice airplanes, most equipped with ADS-B “in” with TIS. It is amazing to see how much traffic there is over the canyon, mostly the tour operators right there at the Grand Canyon airport, and almost all of them well below the corridor-defined altitudes. They have pre-defined FAA-approved routes. Obviously, it is very important to monitor the appropriate frequencies while flying in the airspace and in the corridors. One of the critical things about flying the corridors is that without GPS it is almost impossible to define the corridors. You need to program in the latitude/longitude coordinates of the entry and exit points of each corridor to navigate (and stay in) the corridors. And you need to be

very aware of the airspace-required altitudes when transiting from one corridor to another – you CANNOT just go directly from one to the other! But once you figure out how to do it, the views are spectacular! PS – store the entry/exit points in the “user” waypoints section of your GPS database for future use. The Grand Canyon chart is old, or I



guess properly stated: has not been updated in quite a while (due, I think, to politics). So the entry/exit waypoints are not part of any GPS database as a visual checkpoint (VP) like Squaw Peak or Firebird Lake (part of the PHX transition routing).

So, in closing, I leave you with the following points to ponder –

Can V_x and V_y ever be the same speed?

If the POH states that 10 degrees of flaps are to be used for a short field takeoff, can I use 20 degrees (or even full flaps) because I feel like it?

How short is a short field landing?

How short is a short field landing for a Mooney?

If the runway is snow covered (you know, that white stuff), should I do a short field takeoff or a soft field takeoff?

Am I required to turn on my landing lights when landing at night?

When talking about CHT's, how hot is too hot?

When talking about oil temperatures, how hot is too hot?

In flight, at cruise speed, is it safe to pull the propeller control all the way out?

During a standard rate turn, who will get around faster - a Super Cub or a Turbo-prop powered Lancair?

And finally, on most airplanes, always keep the shiny side up, and the only time you can really have too much fuel on board is when you are on fire!!!

Fred

Should you desire a safety program at your local airport, simply contact APA via info@azpilots.org. 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. The Arizona Pilots Association provides the safety programs at no charge. We can also help you organize a program of your choice, and we can recommend programs that your pilot community might really like!



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

We need you to help us expand our audience, to expand our reach, and to expand that ocean of faces. Statistics show that the folks having accidents are the ones who don't participate in the WINGS or safety programs, so help us reach out to those folks and pull them in.

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

THE 3, 2, 1's of Safety

I'm sure you have noted that the sequence is out of order, and intentionally so to get your attention to read again about aviation safety! Nowadays, we pilots are flooded with articles, publications, and networks on how to be cognizant of safety. The FAA's motto is *Safer Skies through Education*. So, how many of this piloting culture go to their website *FAASafety.gov*? There is quite a bit of information available, plus it links one to all kinds of interesting subjects or situations. Their magazine, *FAA Safety Briefing* is chock full of pilot information.



Number 3 in safety I believe is **PROFICIENCY**. This relates to skills and competency. In other words, skill means are you current in flying, more than the required three takeoffs and landings. Competency means you understand what is happening in aircraft performance and your performance. Above all, do you have pilot awareness?

Number 2 in safety is **EXPERIENCE**. This can mean personal participation in a fly out or training. As we have seen, knowing the ropes of flying through all the different airspace types using your best communication and navigation skills.

Number 1 in safety is **KNOWLEDGE**. This can mean facts, data, and intelligence of your held certificate, aircraft, airspace, communication, and airports. Socrates, Plato, and Aristotle are considered the pinnacles of knowledge. The foundation for knowledge in aviation is the FARs and AIM.

The Pilot Lounge

Pilots like to share experiences with other pilots in their hangars or at the local pilot's lounge. They also like to fly to airports that have a restaurant, and if not, a pilots lounge with amenities such as a restroom, computers, and possibly a vending machine. Most of the public airports in Arizona, large and small, have a lounge to accommodate these needs. Many small airports like Bisbee, Douglas-Bisbee, Benson and Sierra Vista have lounges, as well as larger airports such as Sky Harbor, Gateway, Chandler, Goodyear, Deer Valley, and Falcon. The general aviation lounge for Tucson is located 15 miles away at Ryan Airfield because the airport authority eliminated the Executive Terminal at TUS which housed the lounge. Independently, there is Millionaire, Atlantic, Jet Center, Premier, and Double Eagle who provide services at Tucson International, some which charge for parking if not purchasing.

Large and small public airports receive most of their revenue, if it applies, from concessions, landing fees, ground and parking transportation fees, fuel, and leases such as hangars, buildings, and land use. General Aviation accounts for the majority of the airports total aircraft operations (takeoff and landings). Their needs, valued activities, and well-being of pilots are a must in general aviation. This is somewhat called human relations responsibilities. General Aviation is a commodity that is shareable.

Barbara

2015 Mountain Flying Familiarization Clinic

ground school registration is OPEN!

Oct 2nd, Sante Fe, NM

The Mountain Flying Familiarization Clinic will be held at the;
National Guard Armory at the **Santa Fe Airport - KSAF** - on Friday, October 2, 2015.

This event gives pilots the opportunity for ***intense ground school training*** to prepare them for safe and enjoyable mountain flying and also offers them an additional hands on opportunity to fly with a qualified mountain flying CFI over the beautiful rocky mountains and airports located there. Mountain flying can be a normal flight route for flying in New Mexico and surrounding states and this clinic will cover all aspects of flying that terrain.

Go to: www.nmpilots.org and on the Homepage see [Mt. Flying Notice](#) under the NewsFlash
OR go to the [Event Calendar](#) for detailed information.
[Click Here for the registration link.](#)



[Click here for complete event details in a PDF document.](#)

This is a great clinic and will help make pilots safer over the mountains as well as the flats.
If you have questions or need information, email me at: nmpa@nmpilots.org



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Please visit our website for the latest information.

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

APA is a completely voluntary organization. It survives on membership dues and sponsor revenue. One of the highlights of the organization is the Website. Stefanie Spencer manages the complete Website on a continuous basis. Leave email for Stefanie:

Webmaster@AZPilots.org



Stefanie Spencer— Webmaster

Newsletter Contributors

Article Deadline

20th Editor reminds "The Team" to submit articles

25th Authors submit articles and advertisements

Contact the newsletter editor:

Newsletter_Editor@AZPilots.org

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



New pilots welcomed!



Writers welcomed!



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