



Arizona Pilots Association

<http://www.azpilots.org>



APA NEWSLETTER

2012 January

Asa Dean, Editor



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Executive Director's Report, January, 2012

Jim Timm, Executive Director

I want to wish all of you Merry Christmas and a Happy New Year with clear skies and tailwinds.

The FAA appointed working committee, committed to finding non-regulatory solutions to the flight conflicts reported between general aviation aircraft and air carrier aircraft operating out of Williams Gateway Airport (IWA), is in the process of preparing a final report outlining its recommendations for minimizing flight conflicts in the vicinity of IWA. The suggestions arrived at have been coordinated with the flight schools operating in the area and after a brief trial period, appear to provide the desired results. After a trial period of several months, the conflict issue will be reexamined to verify that the action taken has adequately addressed the problem of flight conflicts between air carrier and general aviation aircraft. A Letter To Airmen depicting the recommendations was not available at press time, however, it should be available within a couple of days. Watch our website and we will place it there for your reference as soon as it is available. When it is available, we will also place the final report from the committee on the [APA website](#).



It's that time of the year that everyone should have received their notice in the mail from the Arizona Department Of Transportation for their 2012 aircraft registration. This year, when you register your airplane, you will be getting back a registration sticker similar in size to the one that is issued for your car license plate. We will no longer be asked to stick these on the tail of the airplane, but rather, they should be placed, "where visible from outside the aircraft, when door/hatches are open". "Tab can be on, but is not limited to: windows, interior walls, door frames and door jams". As a thought, your Aircraft Airworthiness Certificate is supposed to be placed in a visible location, so why not simply place the tag visibly in with the Airworthiness Certificate. Somebody finally listened to us and we are not being asked to have huge ugly stickers plastered on our airplanes.

In the way of miscellaneous notes;

A reminder, starting January 1, 2012, the Deer Valley Air Traffic Control Tower will be operating from 6am to midnight, daily.

Planning is in the final stages for the next "Aviation Day At The Capitol" event, scheduled for January 18, 2012. As you may recall, The event is intended to gather the state legislators together and inform them and impress on them the economic importance of general aviation and the airports in their districts. This event also gives us an opportunity to interact with and establish contacts with some of our legislators. One of the major goals will be to impress on them, the importance of keeping the State Aviation Fund intact in order to maintain our aviation infrastructure.

We are continuing to work with airports around the state in the process of updating their Airport Master Plans by providing the general aviation user input in the planning process. We will working next with the City of Gila Bend in their Municipal Airport Master Plan update which is being prepared by Coffman Associates, Inc.

APA Director, Fred Gibbs and his steering committee are moving forward with the planning of the General Aviation Accident Reduction and Mitigation Symposium (GAARMS). The program is being planned for March 14 & 15 of 2012 at the Mesa Public Safety Facility near Falcon field.

Since the last report, the NTSB has reported six aviation accidents in Arizona. Three of the accidents resulted in no injuries, one with serious injuries and two fatal accidents resulting in seven fatalities.

Three of the accidents were landing accidents with one of them possibly resulting from a mechanical problem. One fatal accident reported loss of control inflight, and the other fatal accident reported was controlled flight into terrain at night. This accident, unfortunately, illustrates that It is indeed crucial, that at night we must maintain a heightened situational awareness.

There also was one fatal accident that the NTSB had not yet issued a preliminary report for when this summary was being prepared.

The accident summaries are contained in my January Accident Report for your review.

For places to fly for breakfast on the weekend;

A new restaurant (The Left Seat West) is scheduled to open in the Glendale Airport (GEU) Terminal in January.

The first Saturday of the month is the Coolidge Airport Fly In Breakfast.

The last Saturday of the month is the fly in breakfast at Casa Grande Airport. Fuel prices during the Casa Grande breakfast are usually reduced below their normal posted prices.

The Casa Grande and Coolidge events are put on by Church or Service Groups to raise funds.

‘Till next time, please fly safely.

January Accident Report

Jim Timm

In this regular reporting of aviation accidents that have occurred in Arizona, it is hoped that we may be able to learn from mistakes being made and be able to prevent similar accidents from occurring in the future. We have gone from a low accident rate in the fall to a situation where we have had seven accidents with four of them being fatal within the span of about two months resulting in a total of eleven fatalities. We must all do what ever we can to stop this trend from continuing.

Since my last report, the NTSB has issued preliminary findings on six aviation accidents in Arizona. There was also one fatal accident that had not yet had a preliminary NTSB finding filed when this summary was prepared, a Cirrus SR22 landing at Scottsdale with one fatality. Of the six accidents reported by the NTSB, it would appear that three of them could have possibly been the result of a mechanical malfunction.

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

Accident Date; Thursday, September 8, 2011 (Reported 11/21)

Title 14 CFR Part 91 Operation

Location; Phoenix

Aircraft; Cessna 172

Injuries; 2 Uninjured

While in the pattern the pilot heard another pilot request a wind check and the control tower responded 190° at 10 knots. The pilot reported landing on all three landing gear with aileron input for wind correction. During roll out the airplane suddenly made a 90° turn and he was not able regain control of

the airplane. The airplane hit a runway sign and light resulting in damage to the left elevator. The pilot stated there were no mechanical problems with the airplane prior to the incident.

Accident Date; Tuesday, October 18, 2011

Title 14 CFR Part 91 Operation

Location; Phoenix

Aircraft; Beech D17S

Injuries; 1 Uninjured

Following a local area flight, the pilot unintentionally landed the airplane with the landing gear retracted. The airplane sustained wing rib damage. The pilot reported no pre impact mechanical malfunctions or failures that would have precluded normal operation.

Accident Date; Tuesday November 15, 2011

Title 14 CFR Part 91 Operation

Location; Grand Canyon

Aircraft; Williams Helicopter Corp. UH-1H

Injuries; 1 Serious Injury

On a business flight, the pilot was flying the restricted category Williams Helicopter about 500 feet AGL when the Master Caution warning light came on that was tripped by the "transmission low oil pressure". He set up an approach to land and as the helicopter descended, at altitudes of 50 and 30 feet the helicopter yawed approximately 30° to the right and left. At about 10 feet AGL and almost zero airspeed, the main rotor slowed and stopped. The helicopter fell the remaining distance to ground impact and came to rest on it's right side. The pilot sustained serious injuries and the helicopter was substantially damaged. The pilot cut himself out of his seat belt, crawled out of the helicopter and called 911 from his cell phone for help.

Accident Date; Wednesday November 23, 2011

Title 14 CFR Part 91 Operation

Location; Apache Junction

Aircraft; Rockwell 690A

Injuries; 6 Fatal

While being operated as a personal flight, the certified commercial pilot and five passengers, which included three children, were fatally injured and the airplane was substantially damaged when it impacted terrain in the Superstition Mountains near Apache Junction about five minutes after takeoff from Falcon Field (FFZ) with an intended destination of Safford Regional Airport (SAD).

According to an FBO line serviceman, when the airplane arrived and was marshaled into a parking spot, it was already dark. Recognized by the line serviceman, the father of the children was in the left front seat and operating the airplane and another individual was in the right front seat. After shutdown, the father and a third individual, whom the line serviceman had not seen before, exited the airplane. The individual in the right front seat did not exit the airplane. He remained in the cockpit with a flashlight, accomplishing unknown tasks, and subsequently repositioned himself to the left front seat. The father went into the FBO to escort the children to the airplane. The father and his three children and the third individual returned to the airplane. The individual in the left front seat remained in that seat, the third individual seated himself in the right front seat and the father and three children situated themselves in the rear of the airplane. Startup was normal and the airplane was marshaled out of it's parking spot.

The flight was cleared for takeoff on runway 4R and was instructed to maintain runway heading until advised, due to an inbound aircraft. About 90 seconds later, ATCT local controller issued a “right turn approved” clearance to the flight. Review of preliminary ground-based RADAR tracking data indicated the airplane began its right turn towards SAD when it was about 2 miles east of FFZ. The airplane reached an altitude of 4,500 feet msl where it remained and tracked in an essentially straight line until it impacted the terrain. The airplane's transponder was transmitting on a code of 1200 for the entire flight.

The impact site was located on steep rocky terrain at an elevation of about 4,650 feet, approximately 150 feet below the top of the local peak. Ground scars were consistent with impact in a wings level attitude. Terrain conditions and impact and fire damage precluded a thorough on-site wreckage examination. All propeller blades, both engines and most major flight surfaces were identified in the wreckage. Propeller and engine damage was consistent with the engines developing power at the time of impact. The pilot was current with multiple ratings including commercial pilot certificate with single engine, multi engine and instrument-airplane ratings.

Accident Date; Friday, November 25, 2011

Title 14 CFR Part 91 Operation

Location; Sedona

Aircraft; Cessna 310

Injuries; 4 Uninjured

On a personal cross country flight from Chandler, AZ to Sedona, the pilot said that during the landing roll, the right landing gear collapsed and the airplane departed the runway. The airplane's fuselage structure forward of the cockpit was bent and wrinkled. Neither the airline transport pilot nor the three passengers were injured. A flight plan had not been filed.

Accident Date; Saturday, December 10, 2011

Title 14 CFR Part 91 Operation

Location; Surprise

Aircraft; Van's RV-7A

Injuries; 1 Fatal

The pilot, flying a Van's RV-7A, departed Glendale Municipal Airport (GEU) on a personal flight. Four minutes after takeoff the GEU air traffic control tower controller instructed the pilot to contact Luke Air Force Base (LUF) approach control, and the pilot complied. The entire flight was captured on ground tracking radar data from LUF. While transmitting on a transponder code of 1200, the airplane flew about 25 miles to the northwest of GEU, maneuvered for a short time and then began tracking back towards GEU. The flight altitude varied irregularly between about 2,700 and 3,300 feet msl. When the airplane was about 9 miles northwest of GEU at an altitude of 2,500 feet, the first 7700 beacon code return was received. The pilot transmitted a “mayday” call to Luke approach about 25 seconds later and stated he was unable to control the airplane. The wreckage was located about 800 feet north of the final radar return on flat terrain at an elevation of 1,330 feet msl. Examination of the wreckage revealed ground scars and damage consistent with a left spin. All aerodynamic surfaces and controls were located in the wreckage. There was no post crash fire. A Garmin GPSMap 296 was recovered for data download.

Call for Work Party Volunteers

Bob Carter

AZ Backcountry Flyers & Enthusiasts

Mark and T2 (Tommy Thomason) will provide the latest in our efforts to open airstrips on US Forest Service lands for public use, which include Pleasant Valley, Grapevine and Eagle Creek. All the aforementioned airstrips will require Work Parties to restore the airstrips to a safe condition, including a maintenance plan for their continuing use. Your input and assistance is valued in the planning and implementation of the restoration and maintenance.



For your information, the following is brief outline of the potential work required to restore Grapevine, which was recently submitted to the Tonto National Forest – Roosevelt District Ranger for approval:

- **TIMELINE**
 - **CALL FOR VOLUNTEERS – DECEMBER**
 - Put out a call for Volunteers
 - Build our Team of Volunteers and organize the Work Parties
 - **PLANNING - JANUARY**
 - Fly-Outs/Drive-Outs to the airstrip for Site Investigations and Evaluations of the conditions
 - Prepare a draft of the Scope-Of-Work for the restoration of the airstrip including continuing maintenance for its safe use and submit to USFS for approval
 - Finalize the Scope-Of-Work and Continuing Maintenance Plan for USFS approval
 - **CONSTRUCTION – FEBRUARY**
 - Finalize Work Party duties and responsibilities
 - Prepare Construction Schedule
 - Mobilize
 - Complete the Work
 - **INAUGURAL FLY IN – MARCH OR APRIL**
- **SUGGESTED WORK PARTY OUTLINE OF DUTIES AND RESPONSIBILITIES**
 - **LOGISTICS**
 - Auto & Aircraft Parking
 - Food, Lodging, Camping
 - Entertainment
 - Clean-Up
 - **CONSTRUCTION CREWS & EQUIPMENT**
 - Grading & Drainage
 - Grubbing
 - Asphalt Sealing
 - Landscape Restoration
 - Trimming
 - Seeding
 - Contours
 - Airport Specialties
 - Wind Sock
 - Segmented Circle
 - Edge Reflectors
 - Striping including numbers, thresholds, parking, center line & etc.
 - Non-runway Items
 - Fence Repairs at the perimeter of the airstrip

- Existing Trail Restoration
 - Trail Markings, from the airstrip to points of interest and Trail Identification
 - Signage
 - “Leave No Trace”
 - Airstrip Safety Guidelines
 - Airport Identification Sign
- INAUGURAL FLY-IN
 - Flyer
 - Food, Lodging, Camping
 - Clean-Up
- CONTINUING MAINTENANCE PROGRAM
 - Regularly Scheduled Airstrip Maintenance
- MASTER PLANNING (RAF Models)
 - IMPROVEMENTS
 - Toilet Facilities
 - Campgrounds
 - Tie-Downs
 - Shade Structure

At this time, we are awaiting a response from the USFS.

Many have offered to volunteer their time and resources for the restoration of Grapevine and other airstrips. If you have an interest helping in any of the airstrip restoration projects, please let either T2, Mark or myself know.

We all look forward to seeing our family of AZ Backcountry Flyers & Enthusiasts and sharing the joys of flying at the Four Pillars Fly-In.

Fly Safe,
 Bob Carter
 (602) 818-8335
bobc@buildersguild.com

GA Accident Reduction & Mitigation Symposium

Fred Gibbs

GENERAL AVIATION ACCIDENT REDUCTION & MITIGATION SYMPOSIUM



March 14–15, 2012
MESA PUBLIC SAFETY TRAINING FACILITY
3260 N. 40TH ST, MESA, AZ 85215

Safety of flight is NOT a spectator sport!

Are you interested enough in safety of flight to help reduce the accident rate here in Arizona? Come participate in this symposium! The symposium is a joint pilot community/industry effort to reduce our fatal accident rate. Your participation and contributions are eagerly sought. For further information, contact Fred Gibbs at fredgibbs@npgcable.com or go to the Arizona Pilots Association web page at www.azpilots.org. Registration will open on Feb. 1, 2012 through both the Arizona Pilots Association web page and the FAA's www.faa.gov web site. WINGS credit available. Participating both days is not required for WINGS credit.

MARK YOUR CALENDAR – HELP MAKE A DIFFERENCE!!



An Arizona Pilots Association Safety Initiative

Resolutions -- And Winter Flying

Howard Deevers

Remember all of those New Years Resolutions we made about 12 months ago? How did you do? Well, to be honest, I hope that you did better than I did.

Now, I'm not talking about the resolutions that I seem to make every year; loose those extra 10 pounds, pay off those credit cards, eat healthier foods, end world hunger, and a host of others that seem to be there every year. But my flying resolutions didn't turn out as well as I wanted either; I did not earn a new rating. But I did follow some of the other resolutions. I do better preflights, I kept instrument current, and I spent a lot of time working on an airplane.



Now we are in winter time here in Arizona. Flying IS different in the winter, even in Arizona. I learned to fly in the great North East of the US, and when it is IFR weather there, you usually can't fly at all unless you have an aircraft with deice ability, and even then fly with a great deal of caution. The freezing level is to the ground and the base of the clouds is only 400 feet. You know that when you go into those clouds, you will pick up ice. If you have never picked up ice let me tell you that it is an experience that you will not forget. I have had serious ice a couple of times, and it gets your attention. Your only goal becomes getting out of the icing conditions NOW!

Here in Arizona we have great flying weather – most of the time. My friends in the North East think that it is great all of the time here. But, when the weather is IFR here, you might not want to fly at all. In the summer we have thunderstorms so severe that you don't want to be close to them. In the winter we have ice in the clouds and you don't want to get into that.

I watched the rain and some fog in the Tucson area this month and thought that it would be great to go out and do some approaches in actual conditions, until I called Flight Service and found that the freezing level was at 4000 feet. The approaches into Tucson start at 6000 feet. When the clouds lifted, the mountain tops were white and very beautiful. It may be beautiful on the mountains, but is not so beautiful on your airplane.

Winter weather does have some benefits for us. At least the density altitude problems are gone, for the most part, and planes fly better in the colder weather. Even my student pilots noticed that. They may fly better, but they don't start so good. You might have to preheat your engine, if your plane is not in a heated hangar.

Be sure to do a very good preflight before going out in colder weather. Check for any moisture in the fuel. Make sure there is no snow, ice, or even frost on the wing surfaces. We don't have to worry too much about that here in Southern Arizona, but in Flagstaff or Northern areas you may have to shovel the stuff. Take your time and don't miss anything. Being out in the cold doing a preflight makes one want to hurry up and get into a warmer airplane, but you might miss something that you should not miss. Take your time.

After getting the plane started, let it warm up a bit longer before take off. Use carburettor heat during the run up (if you have carburettor heat), and don't forget to use carburettor heat before landing.

Cross country flights in winter present even greater challenges. Start looking at weather patterns several days in advance of your departure. Check with Flight Service frequently. If you see weather that you really don't like, or are not equipped to fly in, change your plans. Take a commercial flight, or drive, or just stay home. Of course you could make a cross country flight and find that getting back home is the

challenge. If you have not left an airplane somewhere and rented a car to drive home for that special meeting, or activity now and then, you are not flying enough. Always have an alternate plan in mind.

And, don't forget to pack properly. The weather here might be nice and warm, but not so where you are going. And be prepared in case of emergency. In a forced landing in the winter keeping warm will keep you alive. Be ready for any emergency. "Failure to prepare, is preparing to fail." (a military quote).

Look for the safety seminars in Arizona presented by your Arizona Pilots Association. Check the [website](#). Work on that next phase of the WINGS program, and fly safely.

2012 Safety Program Schedule

Fred Gibbs, Safety Seminar Director



<div style="text-align: center;">  <p>CY - 2012</p> <p>SAFETY PROGRAM SCHEDULE</p> </div>			
	MONTH	LOCATION	POC
	JAN 14	GOODYEAR	CRAIG
	FEB 11	IWA	CRAIG
	FEB 18	FLG	FRED
	MAR 14-15	GAARMS/MESA	FRED
	APR 14	RYN	HOWARD
	MAY	ANNUAL MTG/GEU	NANCY
	JUN 9	SAN MANUEL	HOWARD
	JUN 16	FLG	FRED
	JUL 14	FFZ	FRED
	AUG 11	PAN	FRED
	SEPT 15	ST. JOHNS/SPRINGERVILLE	CRAIG
	OCT	COPPERSTATE	
	OCT 13	FLG or SEZ	FRED
	NOV 10	MARANA/CASA GRANDE	HOWARD
	DEC 8	SDL	CRAIG

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Back Country Fly-Ins for 2012

Tommy Thomason

The following are the fly-ins we tentatively have planned for the upcoming season. The destinations and dates may change. If you are interested in helping coordinate any of these events, please contact [Tommy Thomason](#) or the contact person(s) listed with each event.

We are also trying to 'rate' the various destinations according to runway conditions.

Level 1 – non paved, occasionally maintained, 50+ feet wide, more than 3000 feet long, firm surface, may have high density altitude.

Level 2 – non paved, not regularly maintained, narrow (less than 50 feet), usually at least 3000 feet long, firm surface, may have some ruts or wash outs, high density altitude.

Level 3 – non paved, not maintained, narrow, short (typically less than 2000 feet), rough, soft or sandy, ruts, wash outs, obstacles (rocks, bushes, trees, cactus, etc).

CANCELLED January 14, 2012 – Alamo Lake. Level 1, Contact - [Nancy Benscoter](#), or [Bernie Gross](#). Lunch at the restaurant. *The January Fly-in to Alamo Lake has been canceled due to personal schedule conflicts. Anyone still wishing to go and enjoy a great lunch at the restaurant is certainly encouraged to do so.*

February, 11, 2012 – Pleasant Valley (P48) Lake Pleasant. Level 1. Contact [Bernie Gross](#), or [Tommy Thomason](#). Back Country forums to include short and soft field techniques, survival, mountain flying, etc.

April 14, 2012 – Superior, AZ (E81) Level 1. Contact [Joe Monks](#) or [Tommy Thomason](#). Fly-out lunch to Kerny, campout, history lesson from town mayor.

May 12, 2012 – Grapevine, Level 1 We are still working on this one but have high hopes we will get authorization to have the fly-in, picnic, camping, fishing, etc.



Weekend Getaway Flight: Page, AZ Postponed

Craig Albright, Cirrus N857CD @ KCHD, CFI/II

On Saturday, Dec. 3rd, Mother Nature had the winning hand – and we folded. Since the weather looked very iffy for our Weekend Getaway to Page (and visiting Antelope Slot Canyon) on Saturday, I canceled the excursion on the preceding Thursday. Hopefully, that gave everyone a little time to make other plans.



Because of the holidays and general winter weather concerns for the northern part of AZ, our next Weekend Getaway will be in mid-to-late February. Winter weather makes advance scheduling of northbound flights problematic. So, I expect that we'll focus on destinations at our latitude or below. But, when spring arrives, let's stretch our legs a bit! I'd like to do an overnight trip in southern UT or CO. Plus, in early summer, I'd like to plan a long weekend in Paso Robles to sample the local wines.

If you're interested in joining us on any of our Weekend Getaway trips or simply have questions, feel free to contact me by [email](#) or 480-776-9358. Pilots who have already indicated their interest generally receive advance notice of trips via a separate email "blast". Just let me know, and I'll add you to the list!

Fun at Four Pillars

Tommy Thomason

On December 17th nine planes show up at Four Pillars (AZ21) between Benson and Sierra Vista for some fun flying activities and burgers.

The winds picked up and changed direction right after we had runway 17 marked and ready for some accuracy landing and flour sack drop demonstrations. We changed to runway 8 with no paint left to redo the markings so we improvised with a stack of tires to the side of the runway as our reference for the touchdown zone.

After the short briefing, four planes launched to demonstrate their skills. Soon after they landed, four more launched.

The professionalism demonstrated by each pilot with position announcements and situational awareness of each other was awesome to watch and listen to on the radio.

For the second time, Adam Rosenberg won the accuracy landing demonstration by touching down and staying down in his Cherokee 180 just eighteen feet long of the touchdown point.

Alexandra Siegel won the flour sack drop despite the winds by dropping her sack closest to the target. We aren't quite sure if it was her 500' drop or the low level drop that came close to the target but, it doesn't matter, she was still the closest and we all had fun.

After the last four planes returned, a few pilots headed back out to get some good practice in. We headed over to the picnic area for some burgers and hotdogs. Shortly after lunch most of us packed up and headed home. A few planes followed Mark Spencer for an aerial tour of the Dragoon Mountains and a landing for a photo op on the Wilcox Playa.





Fly Safe/Fly Legal

Paul S. Rowley, Aviation Attorney, AOPA Panel Attorney, FAA Safety Team Member, APA Member, Pilot and Aircraft Owner



Time to Protect your Net Worth and your Family

1. Aircraft owners are now required to register and re-register our aircraft every three years.
2. Now is a good time to consider protecting your aircraft value, your net worth and your family by doing the following asset protection tips:
3. Form a limited liability company (LLC) and make the LLC the owner of your aircraft.
4. Include your LLC as a named insured on your aviation insurance policy.
5. Create a Revocable Living Trust (RLT) and have the Trust own the LLC.
6. Make sure all your other assets are funded (owned) by the Trust, i.e. your house, vehicle, boat, investment property and brokerage accounts.
7. Have adequate life insurance to provide for an untimely death.

We at Rowley Chapman Barney & Buntrock can help you in all your legal needs.

As we begin this 2012 year lets be safe, secure and legal!

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Aviation Law Attorneys



ATTORNEY OF THE MONTH



Paul S. Rowley – Pilot
Aviation Lawyer – FAASTeam Member

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Enforcement usually begins with a violation in one of 3 categories.

- Aircraft Operations
- Airworthiness
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If you are a pilot or aircraft owner, our aviation and AOPA panel attorneys can help with the following:

- Estate Planning & Asset Protection
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- Limited Liability Company (LLC) protection
- Aircraft Damage and Aircraft Insurance claims. (we will help you get the maximum if your aircraft is damaged).

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ATTORNEYS AT LAW

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Back Country News

Mark Spencer, Recreational Aviation Foundation, Arizona Liaison

Momentum is building in the Arizona backcountry as pilots witnessing the progress we've made this last year are joining in on the work and efforts.

Forest Service airstrips - We have Pleasant Valley AZ21 open to use and two other airstrips in line for workdays necessary to begin their use. Grapevine, located just off the shores of Roosevelt Lake, is a prime location, but we'll be holding at least two full work days in order to clear trees that have overgrown its edges and small vegetation that is growing in the runway prior to its safe use. District Ranger Jardine shared with me this last week that he'll be issuing a letter reversing the Grapevine closure that has been in place for nearly a decade! Initial approvals have only been given for APA/RAF sponsored group fly-ins to Grapevine, and we are hopeful that success with these fly-ins will lead to more liberal rules for its use. Grapevine will continue to be used by the Air Force for training and this it will likely always be designated as restricted use.

Next on this list is the Eagle Creek airstrip located on the historic Double Circle Ranch north of Clifton and in the Apache Sitgreaves. Thanks To Bob and Tommy's efforts here, District Ranger Telles is eager to see volunteer work to clear and open this airstrip.

At the infamous Red Creek airstrip we have been able to avoid a full closure for now. Red Creek is a well known but uncharted airstrip, and has never been officially open. In a meeting between District Ranger Congdon, Tommy Thomason and myself last month, DR Congdon agreed to allow the APA and the RAF to author a safety pamphlet on Red Creek with the hope that dissemination of this information will improve safety and reduce the number of incidents at Red Creek. This pamphlet is complete and awaiting her review prior to publishing. Many pilots are unaware of the multiple incidents that take place here each year. Red Creek is not for the novice, and only after consultation with an experienced back country pilot, familiar with Red Creek, should one even consider a landing here. If we cannot reduce incidents through our own efforts, this little gem may be lost, so let's all work together to improve safety!

State Trust Lands - We are negotiating with the State Land Department to open several airstrips to recreational pilots. In a meeting in November between the Deputy Land Commissioner, AZ Representative Russ Jones, and myself a potential path forward was discussed. This would provide for an annual permit available to pilots wishing to land at certain trust land airstrips. Our next meeting will take place in late January or February on this plan.



Angel MedFlight Comments on NTSB Report, Sheds Light on Medical Aviation's Safety Practices

Kimberly Halloran, Director of Business Development

CEO of international air medical transportation innovator Angel MedFlight remarks on National Transportation and Safety Board report, discusses safety disparities among medical aviation operators

SCOTTSDALE, Ariz., Dec. 12, 2011 – With two deadly accidents making headlines in the same week, air ambulance safety is under scrutiny. And one international air medical transport company president thinks it should be.

The National Transportation and Safety Board recently issued its probable cause report for a July 2010 West Texas incident involving an air ambulance operator. The report concluded that pilot error and possible fatigue caused the Cessna 421 to plunge just minutes after takeoff, killing all five people on board. Just days after the findings were announced, a forced landing of another medical transport company's twin-engine plane claimed three more lives.

Although neither incident was related to Angel MedFlight, company CEO Jeremy Freer stresses that safety differences do exist and individuals seeking medical flights should know how to identify good – and bad – practices.

“We extend our deepest sympathies to the families of the people who died,” says Freer. “Avoidable incidents that result in loss of life just shouldn’t happen. Many people may not be aware of the enormous quality and safety discrepancies that can exist among air medical transport operators. We want to give people the tools to make informed decisions.”

Fixed-wing medical flights are predominantly facility-to-facility transfers for patients who are too ill or injured to fly commercially. Patients are flown on medically-equipped aircraft and cared for by medical personnel, but that’s where similarities among some operators end.

“Air medical transport isn’t like the airlines, where you can feel pretty confident that carriers are operating near the same levels of safety and excellence,” says Freer. “Sadly, there are some operators or brokers who cut corners. Individuals looking into medical flights should research the companies they’re calling and ask questions regarding operations, safety, aircraft, equipment and crew.”

Because of the highly-specialized nature of medical transportation, medical flights can cost thousands of dollars, leading many patients and families to base decisions on cost.

“Unfortunately, a lot of times it comes down to the dollar amount and cheapest doesn’t always mean safest,” says Freer. “We are not the cheapest in the industry and frankly, I’m proud of that. We invest in top-of-the-line aircraft, medical equipment and personnel and we truly feel that we have the best program out there.”

Angel MedFlight utilizes Learjet 35s and 60s equipped with advanced safety equipment including Global Positioning System navigation, weather radar, and the latest collision and terrain avoidance systems, including TCAS, TCAS-II and TAWS. Pilots have extensive flight experience and adhere to strict duty schedules to enhance safety and minimize fatigue. Critical care flight nurses and paramedics are highly-trained and flight-experienced and work in nurse/paramedic tandems on every flight. Angel MedFlight has an excellent safety record.

www.angelmedflight.com

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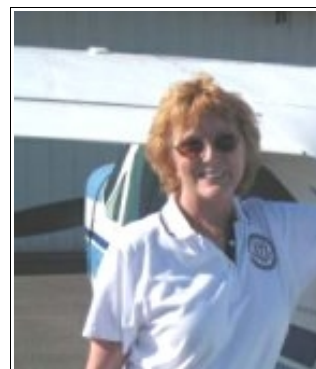
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- 14th Editor sends email to remind "The Team" to submit articles
- 19th Authors submit articles and advertisements
- 22nd Editor submits preliminary draft to President
- 25th President returns corrected draft to editor
- 27th Editor submits final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



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