



Arizona Pilots Association

<http://www.azpilots.org>



APA NEWSLETTER

2012 February

Asa Dean, Editor



Table of Contents

President's Report.....	3	Brigitte Howells (member ID 44408).....	21
Nancy Benscoter, APA President.....	3	Calling All Arizona Pilots!.....	21
Executive Director's Report, February, 2012.....	4	Aviation Law Attorneys.....	23
Jim Timm, Executive Director.....	4	Arizona Pilots Join Hands with USFS in Preserving the Grapevine Airstrip.....	24
February Accident Report.....	6	Mark Spencer, Recreational Aviation Foundation,	24
Jim Timm.....	6	Arizona Liaison.....	24
Phoenix TRACON Letter to Airmen.....	7	Prescott Airport Large Construction Project	26
Jim Timm.....	7	Benjamin Vardiman, ACE, Airport Manager, Prescott Municipal Airport.....	26
GA Accident Reduction & Mitigation Symposium...	12	APA Website.....	27
Fred Gibbs.....	12	Nancy Rogers.....	27
The Arizona Pilots Association GAARMS.....	13	Newsletter Authors.....	27
Howard Deevers.....	13	Monthly Deadlines.....	27
General Aviation Accident Reduction & Mitigation Symposium.....	13	Advertisements.....	27
2012 Safety Program Schedule.....	14	APA Membership.....	27
Fred Gibbs, Safety Seminar Director.....	14	Support APA with Stylish Merchandise.....	28
General Aviation Accident Reduction & Mitigation Symposium.....	15		
Fred L. Gibbs, 2nd V-P APA, GAARMS Program Director.....	15		
An Arizona Pilots Association Safety Initiative.....	15		
Aviation Security.....	17		
Bob Littlefield CFI, CFII, MEI, AIGI, A&P, Author of the book "Glass Cockpit Flying", flightskills.com.....	17		
Pleasant Valley (P48) (Turf) Event.....	19		
Tommy Thomason.....	19		
Weekend Getaway Flights: Heading for Havasu!.....	20		
Craig Albright, Cirrus N857CD @ KCHD, CFI/II.....	20		
Pound Rides Event At KRYN.....	21		

President's Report

Nancy Benscoter, APA President

January has been a busy but a rewarding start to the New Year. After more than a year of APA's coordinated backcountry efforts, fly-ins and collaborative team approach with the RAF (Recreational Aviation Foundation), we got the approval to renovate the over-growth on the **Restricted Grapevine Airstrip**. The APA extended this opportunity to help, both physically and monetarily, to all pilots & groups in order to demonstrate to the United States Forest Service (USFS) the interest in having this Restricted Grapevine Airstrip available for use. The interest and demonstration was resounding! With over 40 people from a number of groups and a great start in funding the needed renovations, the USFS District Ranger was more than impressed! I want to point out that **the Grapevine strip is STILL RESTRICTED and NOT open for General Aviation use at this time**. It is of the utmost importance in our efforts to get this strip open to NOT burden the District Ranger or the USFS office with calls for it's use or information. All communication for its use or information must go through our Arizona Liaison, **Mark Spencer**. Contact him at (520) 826-2112 or [mspencer@theRAF.org](mailto:m Spencer@theRAF.org).



Nancy Benscoter, President, Arizona Pilots Association

In other news, the APA played an integral part in Aviation Day at the Capital. This important day stresses to our Arizona legislators the many facets that General Aviation provides to communities and the economic impact through Aviation here in Arizona.

Effective February 18th 2012 to February 17, 2014, A Letter to Airman NO. 12-01 has been issued for Air Traffic Operations in the Vicinity of Phoenix-Mesa Gateway Airport (IWA). Contact Mr. Curt Faulk at (602) 306-2514 or curt.faulk@faa.gov for more information. See the article below, **Phoenix TRACON Letter to Airmen**.

Saturday, February 4th is the **Lake Mead Splash-in at Sandy Beach**. This was once an event just for albatrosses, but now all types of seaplanes attend. Its an all day event with planes departing the valley around 8:30 am to arrive at Lake Mead by 10:00 am depart about 3-4pm. Lots of seaplane flying can be seen right from the beach as the planes play in the water. Bring a lunch or potluck item to share.

Saturday, February 11th is **Lake Pleasant Seaplane day**. The seaplanes arrive around 9am at the lake and do some water work/play for 30 minutes before going to the Restaurant for brunch. After brunch, they head back out to play for another 30 minutes if the water is smooth. This is a great opportunity to just get out and enjoy watching some seaplane activity as well as join them in the Restaurant for brunch, and talk some seaplane shop! Contact tdickey@vmholdings.com with any questions.

Saturday, February 11th at the **Pleasant Valley Glider Port** just west of Deer Valley Airport, the APA is having a **Backcountry education & event day**. You can practice your dirt landings and listen to Wayne

Fisher talk about Mountain Flying tips. Watch a low level aerobatics performance by Sonny Weller and Tim Weber of GEICO. For more information contact **Bernie Gross** at bernie88fd@aol.com.

March 2nd & 3rd is the **Arizona Antique Airplane Associations Cactus fly-in**. There, you will find antique airplanes & warbirds making their way to the Casa Grande Municipal airport from all over the Southwest. In addition to the airplane displays, there will be workshops and forums to attend. One of these forums is the very popular APA's **Southwest Backcountry Alliance** forum at the cactus flyin. Watch for more details on this forum as special speakers are being finalized now.

March 14th & 15th is the First Annual General Aviation Accident Reduction & Mitigation Symposium (GAARMS). The goal of GAARMS is to reduce the fatal accident rate in Arizona. The APA is eagerly seeking all pilots and the aviation industry to participate. Additionally, if you or your business would like to become a sponsor or donate a silent auction item, contact **Fred Gibbs** at fredgibbs@npgcable.com. [ED: See more about GAARMS elsewhere in this newsletter.]

Fly Safe...



Executive Director's Report, February, 2012

Jim Timm, Executive Director

The flying weather is great and I hope everyone has been able to take advantage of it and go to one of the fly-in breakfasts or fly off to your favorite airport restaurant for the proverbial "\$100" hamburger lunch.

The Phoenix TRACON has issued a Letter To Airmen, included in this newsletter, outlining recommendations to minimize flight conflicts between transiting general aviation aircraft and air carrier aircraft operating out of Williams Gateway Airport (IWA). These recommendations had been coordinated with several of the flight schools operating in the area and after an initial test period, appeared to provide the desired level of safety. After a trial period of several months, the FAA and the working committee will re examine the issue to verify that the recommendations contained in the letter are adequately addressing the problem of flight conflicts between air carrier and general aviation aircraft. Hopefully, regulatory changes will not be needed in the near future.



By now, everyone should have received their notice in the mail from the Arizona Department Of Transportation for their 2012 aircraft registration and have registered their aircraft. Just a reminder, you will be getting back a registration sticker similar in size to the one that is issued for your car license plate and we no longer will be asked to stick these on the tail of the airplane. They can be placed in a visible location when the canopy, door or hatch is opened. The tag only, could be simply be placed in with the Aircraft Airworthiness Certificate which is supposed to be in a visible location.

In the way of aircraft registration, remember, in July of 2010, the FAA published a final rule that established FAA registration expiration dates over a three year period for all civil aircraft registered before October 1, 2010 and requires re-registration of those aircraft according to a specific schedule. Information on your aircraft and an FAQ and the complete re-registration schedule can be found at [FAA website](http://www.faa.gov).

In the way of miscellaneous notes

The “Aviation Day At The Capitol” event, on January 18, 2012, was a success. The weather was excellent and the legislative turnout was good. The event was intended to gather the state legislators together informally and inform them and impress on them the economic importance of general aviation and the airports in their district. Many contacts were made, and hopefully, the event may have been successful in impressing on them, the importance of keeping the State Aviation Fund intact in order to maintain our aviation infrastructure.

APA Director, Fred Gibbs and his steering committee are continuing to move 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. Be sure to put the date on your calendar. [ED: See more about GAARMS elsewhere in this newsletter.]

Some time around the end of February, there are numerous airport construction projects that will be taking place at Prescott Municipal Airport (PRC). Be sure to check NOTAMS before flying in to avoid any surprises.

Prescott tower is having a clearance delivery frequency installed in January and the frequency is 119.25. There will be a NOTAM generated when the frequency becomes usable for ATC. The clearance delivery will reduce frequency congestion on the ground control frequency and allow the ground controller to focus on the movement of aircraft and vehicles, thereby increasing safety and reducing delays. After getting the ATIS information, be prepared to contact clearance delivery before calling for taxi.

Mesa Falcon Field (FFZ) has the south runway closed for reconfiguration of the mid-field taxiway.

Phase I of the project will include replacement of the present mid-field taxiway with angled taxiway exits and installation of elevated runway guard lights. Construction may take eight weeks, started January 9 and should be completed by March 2, 2012.

Coolidge Municipal Airport (P08) has an AWOS operating in test mode at the present time on a frequency of 119.35. It is also available by phone at 520-723-4920. It is functioning accurately and should be “officially on line” soon.

Glendale Municipal Airport (GEU) has a new restaurant, Left Seat West, operating in the terminal. Another possible location to fly in for breakfast or lunch.

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.

Since my last report to you, the NTSB has reported two aviation accidents in Arizona. One had serious injuries and the other did not have injuries reported. Fortunately, this is an improvement over the two previous reports that contained far too many fatalities. The accident summaries are contained in my February Accident Report for your review.

Places to fly for breakfast on the weekend

The first Saturday of the month is the Coolidge Airport Fly-In Breakfast. The Coolidge event is put on by a Community Service Group to raise funds. ‘Till next time, please fly safely.



February 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. The past few months, the reports contained far too many fatal accidents without answers. I hope we have become more aware and careful in the decision making process as this month's report contains only two accidents reported by the NTSB. In one case the pilot sustained serious injuries during a hard landing after an engine failure and in the other case the pilot was uninjured after losing control and departing the runway during takeoff.

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; Wednesday, November 9, 2011 (Reported 1/10/12)

Title 14 CFR Part 91 Operation

Location; San Carlos

Aircraft; Casler Scott CX-4

Injuries; 1 Uninjured

During takeoff, the tail wheel equipped airplane experienced a gust of wind from the left and the pilot was able to correct for it. As the takeoff roll continued the airplane encountered another gust from the left and despite the pilot's control inputs, he was unable to maintain control and the aircraft exited the right side of the runway and impacted trees adjacent to the runway, resulting in structural damage to the fuselage. The pilot reported no pre-impact mechanical malfunctions or failures with the aircraft that would have precluded normal operation.

Accident Date; Wednesday, December 14, 2012 (Reported 1/10/12)

Title 14 CFR Part 91 Operation

Location; Tucson

Aircraft; Robinson Helicopter R22 BETA

Injuries; 1 Serious

The helicopter, operated by Raytheon Missile Systems, Tucson, had departed Tucson International airport (TUS) and was maneuvering about 1.5 miles southwest of the airport. After an engine failure, the commercial pilot entered an autorotative descent that terminated in a hard touchdown. The pilot was seriously injured and the helicopter was substantially damaged.

The pilot was in radio contact with a ground based participant in the testing of a Raytheon ground based system when the pilot was tasked to descend to within a few hundred feet of the ground, and while performing this maneuver, the pilot broadcast the statement to the TUS local air traffic controller: "Engine failure, Velocity one engine failure". There was no further communication with the pilot.

A few minutes later, the helicopter wreckage was found in an open field on Raytheon property. The helicopter was resting on its side, the helicopter's bubble and skids were broken, the belly was crushed upward, the main rotor blades were bent and the tail boom was severed. There was no fire.



Phoenix TRACON Letter to Airmen

Jim Timm

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
PHOENIX TERMINAL RADAR APPROACH CONTROL
3500 E SKY HARBOR BOULEVARD
PHOENIX, ARIZONA 85034-4400

ISSUED: January 18, 2012 EFFECTIVE: February 18, 2012

PHOENIX TERMINAL RADAR APPROACH CONTROL LETTER TO AIRMEN NO. 12-01

SUBJECT: Air Traffic Operations in the Vicinity of Phoenix-Mesa Gateway Airport (IWA)

CANCELLATION: February 17, 2014

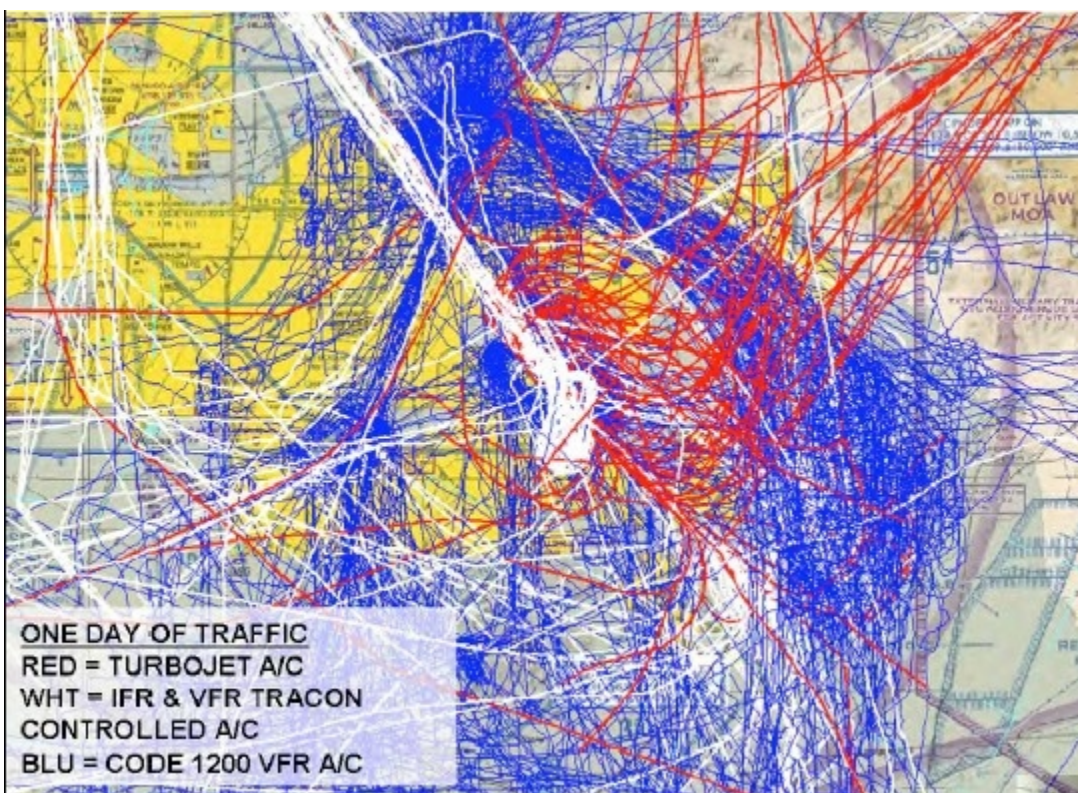
The Phoenix Terminal Area is home to a large general aviation community in addition to a large professional pilot flight training industry. During peak periods, the airspace surrounding Phoenix is some of the busiest in the nation, with several thousand aircraft movements per day in the terminal area.

Air traffic volume and complexity southwest of the Superstition Mountains, near Chandler, Arizona has increased markedly over the past several years. This airspace includes the Phoenix-Mesa Gateway Airport (IWA), several practice areas and areas known to contain acrobatic flight activity. IWA is a small hub commercial service airport. During calendar year 2010, approximately 400,000 passengers boarded commercial aircraft at IWA. In addition, general aviation flight training activity remains the larger percentage of aircraft operations.

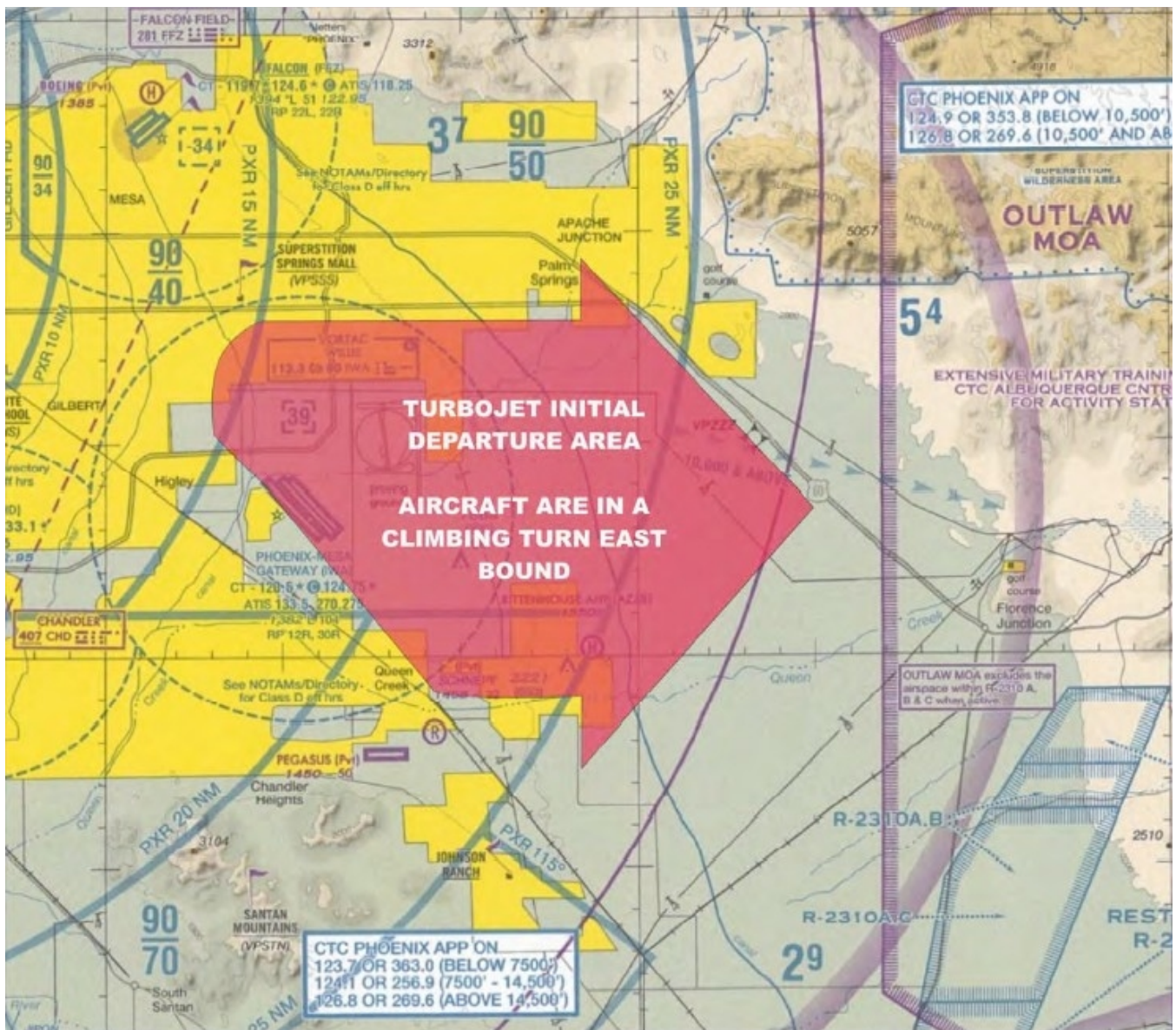
Recently, the Phoenix Airspace Users Working Group assigned an ad hoc work group to review activity and safety in this airspace, identify any safety issues and recommend mitigation strategies if possible. As one of the mitigation strategies, the ad hoc group has recommended the information on the following pages be disseminated to airmen.

Questions regarding the content of this Letter to Airmen may be directed to Mr. Curt Faulk, Operations Support Manager, Phoenix Terminal Radar Approach Control, (602) 306-2514 or by email to curt.faulk@faa.gov.

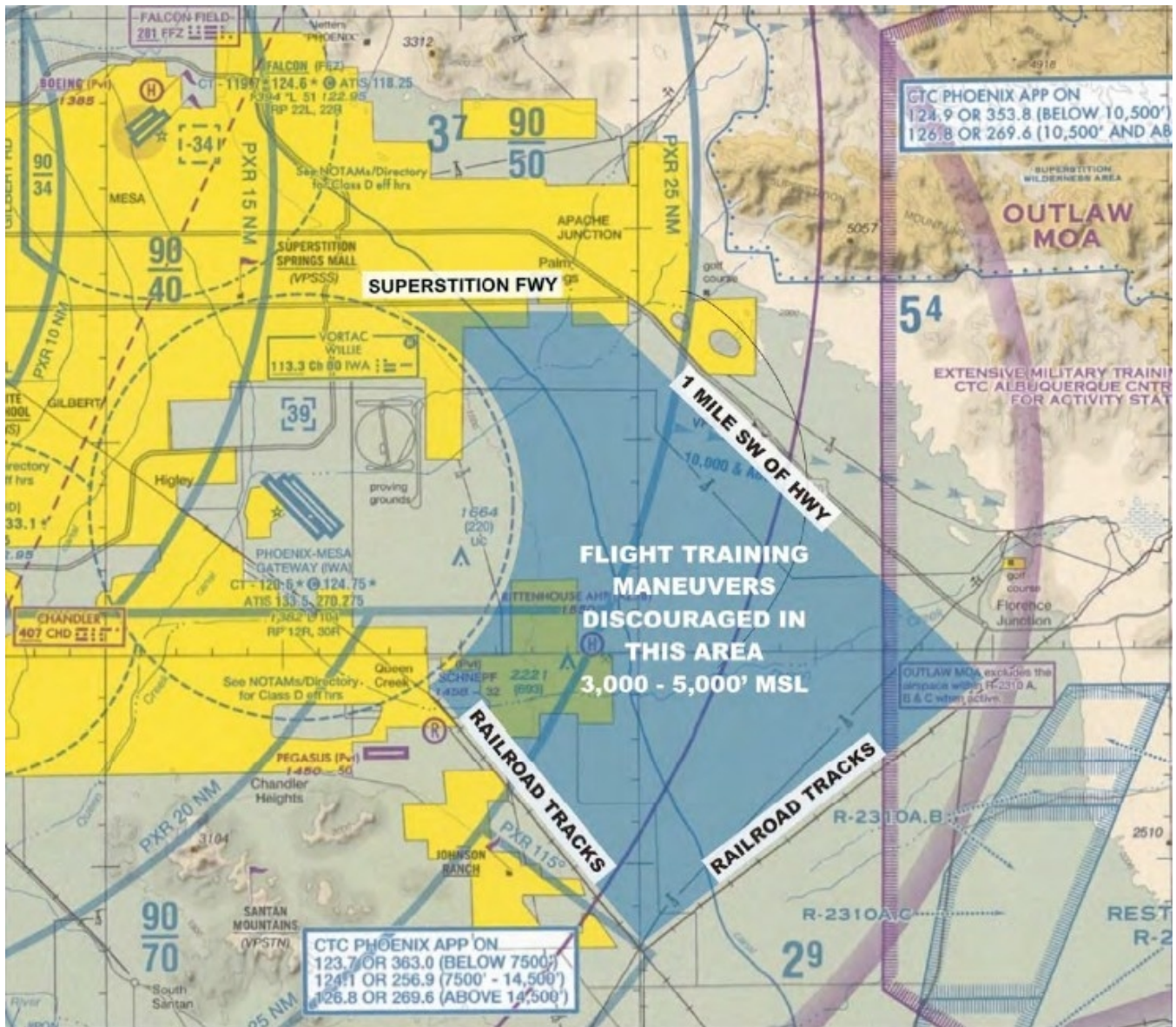
Phillip D. Thornton
Air Traffic Manager
Phoenix Terminal Radar Approach Control



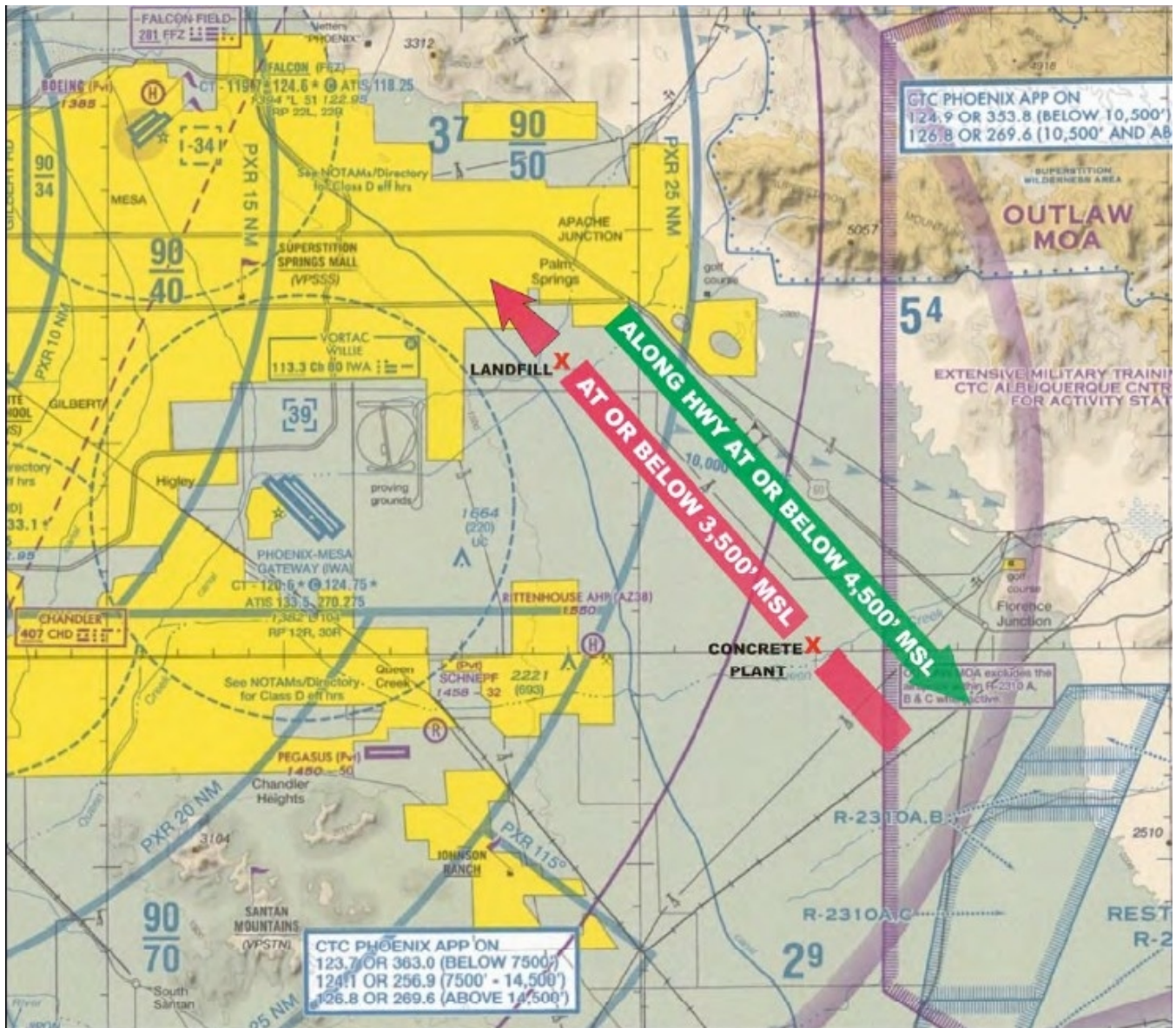
Pilots operating in the airspace near IWA should be aware of the density of air traffic operations in the area. Approximately 800 aircraft operations a day transit the airspace depicted above at or below 5,000' MSL (excluding Phoenix Sky Harbor traffic). The blue tracks indicate VFR aircraft squawking 1200, red tracks depict large turbine aircraft arriving or departing IWA, and white tracks represent other aircraft being provided air traffic services by Phoenix TRACON.



The area highlighted above depicts where VFR aircraft are most likely to encounter high performance aircraft arriving and departing IWA and other aircraft in the instrument approach traffic pattern controlled by Phoenix TRACON.



Analysis of air traffic activity in this area suggests that pilots on flight training missions should plan flights to avoid the shaded area depicted between the altitudes of 3,000' to 5,000' MSL.



Some members of the flight training community are now using specific routes to practice areas at altitudes that avoid large turbine-powered aircraft.

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

The Arizona Pilots Association GAARMS

Howard Deevers

General Aviation Accident Reduction & Mitigation Symposium

What is a "Symposium?" My Webster's said: A conference at which a particular topic is discussed by various speakers.

Probably most of us have been to some kind of "Symposium" at least once in our business life, or even aviation training. We also go to Seminars. Seminars are a bit different. They are brief and to the point on a subject. A Symposium will be longer and have various speakers, and probably be limited to one subject.



That subject for the coming Arizona Pilots Association GAARMS is defined in the name. GAARMS is a shorter way to say: General Aviation Accident Reduction & Mitigation Symposium. And, the name says it all.

The Arizona Pilots Association is fortunate to have a director like Fred Gibbs. Fred never stops thinking about aviation safety. In this past year Fred started thinking about how many GA accidents and fatal accidents there were just in Arizona. This is where we are. This is where we fly. Safety is everyone's business. So, how can we reduce the number of accidents, especially fatal accidents?

Fred's idea was GAARMS. It started as an idea and grew. Discussions with other pilots, flight instructors and the APA board lead to the program that will be presented in March. This will be the most significant aviation safety event in Arizona this year, and will become an annual event.

The Symposium will be March 14 and 15, 2012. Why two days? The first day will be speakers that can address aviation safety. Also an analysis of accidents in Arizona will be presented. We will focus on the fatal accidents and look for some common thread that may have caused that fatal accident. On day two, those that attend will break into workshop groups and then present ideas to the entire group that may have prevented those accidents. If this symposium can save one life, the efforts are worth it.

Who should attend? All flight schools, State wide, are encouraged to participate. We would like to have at least one representative from every flight school in the State. All pilots are urged to attend. We know that not all pilots can come to a mid week two day event, but we would like to see as many as possible. Flight Instructors should make it a priority to be there. Every rating begins with a flight instructor, and instructors should make aviation safety a culture and teach it that way.

The Symposium will be at the **Mesa Public Safety Training Facility**, located at **3260 N. 40th Street, Mesa, AZ 85215**. Be there before 8 AM and it will end at 4:30 PM. A catered lunch will be available both days, and you will need to indicate that you want that when you register. You will be able to see a map to find the location when you register at: www.FAASAFety.gov. You can also go to the **Arizona Pilots Association** website: www.azpilots.org and register there. If you already have an account on www.FAASAFety.gov you can get WINGS credit for attending. Attendance on both days is not required for WINGS credit. Registration will open February 1, 2012.

Every time there is a fatal accident anywhere in the State, we all hear about it on our local news, and it might be all over the country. Wouldn't it be nice if there were no such reports some year? Maybe this year. Your participation in this event could help to make that happen.

For further information contact Fred Gibbs at: fredgibbs@npgcable.com. Or go to the Arizona Pilots Association web page at: www.azpilots.org. Mark your calendar and plan to be there. Aviation safety is serious business. [ED: See more about GAARMS elsewhere in this newsletter.]

2012 Safety Program Schedule

Fred Gibbs, Safety Seminar Director



 CY - 2012 SAFETY PROGRAM SCHEDULE		
<u>MONTH</u>	<u>LOCATION</u>	<u>POC</u>
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

General Aviation Accident Reduction & Mitigation Symposium

Fred L. Gibbs, 2nd V-P APA, GAARMS Program Director



An Arizona Pilots Association Safety Initiative

The Arizona Pilots Association (APA) is pleased to announce the 1st Annual General Aviation Accident Reduction and Mitigation Symposium – **GAARMS** - planned for March 14th and 15th, 2012 at the Mesa Public Works/Police Training facility in Mesa, AZ.

The overall goal of GAARMS is to reduce the General Aviation fatal accident rate in the state of Arizona. To accomplish this, the symposium has multiple, related objectives:

- Identify and categorize the general causal factors of those accidents,
- determine which causal factors we, as APA, can impact,
- develop mitigation strategies for those areas, and
- implement pro-active programs in a state-wide effort to reduce the overall accident rate in Arizona by 10% within 2 years of implementation.

The GAARMS will become an annual event sponsored by APA, in conjunction with as many safety and educational entities across the state as are willing and able to participate. Anyone with a vested interest in aviation safety is invited to attend and participate.

On the 1st day of the event, we will have several prominent guest speakers, lead by none other than Bruce Landsberg of the AOPA Air Safety Foundation. Also speaking is Bob Wright of Wright Aviation Solutions LLC, and the chair of the SAFE Symposium held last year in Atlanta, and Jim Anderson of Starr Aviation, right here in the Phoenix area. Here are their short bios.

Bruce Landsberg: Bruce has led AOPA's safety initiatives more than 18 years. During his tenure, the organization has been nationally recognized with numerous awards for aviation safety leadership and educational program excellence. Now, as the President of the [AOPA Foundation](#) and the [Air Safety Institute](#), he is responsible for a broad range of foundation activities to preserve the freedom of flight including safety programs, preserving airports, the image of general aviation and growing the pilot population. Bruce writes the monthly "Safety Pilot" column in [AOPA Pilot](#) magazine, as well as a popular weekly blog in [AOPA ePilot](#). He represents general aviation interests with the FAA, NTSB, National Weather Service, collegiate aviation programs and various industry groups. A former U.S. Air Force officer, he holds a bachelor's degree in psychology and a master's degree in industrial technology from the University of Maryland.

Bruce has logged more than 6,000 hours as an Airline Transport Pilot (ATP) and holds gold seal flight instructor certificates. He has been an AOPA member for more than 40 years.



Bruce Landsberg

Robert A. Wright: Bob is President of Wright Aviation Solutions LLC. Mr. Wright formed his company in 2005 to provide specialized solutions for complex aviation safety, training, and regulatory problems for a variety of clients. From 2005 to 2008, Mr. Wright served as Director of Flight Training and later as Director of Regulatory Affairs at Eclipse Aviation. In early 2008, Mr. Wright returned to his consulting practice to pursue innovative safety, training, and regulatory solutions for other clients.

Prior to forming Wright Aviation Solutions, Mr. Wright had a distinguished 22 year career with the FAA, retiring in April 2005 as the chief FAA executive for general aviation flight standards. He also served as the FAA executive for developing new flight technologies and procedures and he held a variety of other field and headquarters positions in Flight Standards and in the FAA research and development organization.



Robert A. Wright

Jim Anderson: Jim is the Senior Vice President of Starr Aviation Insurance here in the Phoenix area.

Jim began his flying career at the age of 14 when he soloed a glider at Turf Soaring School. He then went on to secure a degree in Aviation Business Administration at Embry-Riddle's Prescott Campus and also obtained his Flight Instructor Airplane certificate with single engine, multi-engine and instrument ratings which he currently maintains. Jim has worked as a general aviation underwriter for over 20 years and has the privilege of flying his Cirrus SR20 to further the company's business. Currently Jim volunteers with the National Agricultural Aviation Association, the FAASafety team (Arizona FAAST Rep of the Year 2011), the Arizona Aviation Advisory Group (ASAG) and has served on the Industry Advisory Board for the Business department at ERAU 2007-2009. Jim has given various presentations relating to insurance and general aviation safety at events such as various AOPA trade shows, the Aviation Insurance Association, EAA AirVenture and the National Agricultural Aviation Association annual meeting.



Jim Anderson

APA is most pleased to have such distinguished speakers for our event.

Safety of flight is **not** a “spectator sport”. Your participation and support is both necessary and eagerly sought. The accident rate within the state of Arizona is currently *unacceptable*. And, all of us as stakeholders in aviation must take a proactive role in reducing this statistic. Presentations on the accidents within the state of Arizona are our focus, and from this information we intend to develop objectives, strategies and tactics in an effort to reduce this terrible statistic.

While it may be a cliché, in this case it is very true – If you are not part of the solution, you may well be part of the problem!

The Arizona Pilots Association is pleased to initiate this symposium, and we look forward to your participation. For further information, please contact Fred Gibbs at 928-266-0112 or 410-206-3753, or at fredgibbs@npgcable.com. You can also contact us through the Arizona Pilots Association [website](#), attention Nancy Benscoter, President. [ED: See more about GAARMS elsewhere in this newsletter.]

Aviation Security

Bob Littlefield CFI, CFII, MEI, AIGI, A&P, Author of the book “Glass Cockpit Flying”, flightskills.com



Normally I write articles about flight training for this newsletter. This month I want to touch on a different but equally timely subject, the contents of your wallet.

I'm not talking about money – if you are involved in general aviation money always seems to creep into your wallet and fly out of it! Rather, I'm talking about all those ID cards and access cards you have to carry with you when you fly. When I earned my Private Pilot license in 1973 all I needed was a paper medical certificate and a thin cardboard pilot license. I had a driver's license but I was not (in those days) required to have it on my person when I went flying. The airport was open and unfenced so I didn't need any kind of access card.

How times have changed. In the aftermath of the 9/11 terrorist attacks pilots have been subjected to a number of new personal security requirements. When I want to go flying today I must carry that same paper medical certificate, but I now also have two FAA-issued plastic pilot certificates (which would make great photo IDs if I looked like Wilbur or Orville), and a government-issued photo ID (usually a driver's license). In addition, I have to carry gate-access cards (some of which include my photo) for each of the airports from which I fly.

And there's more of this to come. In 2004 Congress passed a law mandating that airman certificates include a photo of the holder. The FAA has dragged their feet on implementing this requirement, but eventually Congress will force the issue and we will all find ourselves carrying another unflattering photo of ourselves around.

This is all part of a larger national trend toward more rigorous and intrusive personal ID requirements. Americans have always resisted (rightly, IMHO) a national ID card as an unwarranted intrusion on our civil liberties. [Pilots are especially conscious of this issue – remember the controversy over using social security numbers and pilot certificate numbers? At least we won that one!] But with employers being required to verify the citizenship of those they hire and the nationalization of health care, personal ID requirements are bound to increase.

Fortunately, in the aviation arena at least there is hope that these requirements can be implemented in a way that is actually less intrusive. I recently became part of a private-sector initiative to develop a secure pilot credential which would combine the functions of personal identification, physical access authorization and verification of pilot qualifications. The plan is to be able to combine these functions in a way that is convenient, accurate and secure. As a bonus, it would actually make a pilot's personal data more secure than the current way we implement these functions. Our goal is to use technology to enhance both security and privacy.

For most of my life I have watched technology erode our personal privacy and freedoms. It would be great to be part of reversing that trend.



Bob Littlefield, **Gold Seal** CFI, CFII, MEI

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- Columbia Factory Flight Instructor (Avidyne & Garmin 1000)
- FAA Master WINGS Holder
- Former Designated Pilot Examiner
- Author of the book *Glass Cockpit Flying*
- Advanced and Instrument Ground Instructor certificates
- Airframe and Powerplant Mechanic licenses

602-228-9145 • www.flightskills.com • bob@flightskills.com



54TH ANNUAL

Antique, classic Warbird, replica and homebuilt aircraft from across the country will be on display at the Cactus Fly-In. World War II Bombers, including a B-17 Flying Fortress and a B-25 Mitchell from the Commemorative Air Force Arizona Wing Aviation Museum, are scheduled to appear.

Admission: \$10.00 donation per person
Kids under 12 free!

CactusFlyIn.org

CACTUS FLY-IN
MARCH 2 & 3, 2012
CASA GRANDE, ARIZONA
8:00am to 5:00pm
City of Casa Grande Municipal Airport

The poster features a central illustration of a biplane flying over a desert landscape with saguaros. At the bottom, there are three small photographs: a B-17 Flying Fortress, a B-25 Mitchell, and a red and white biplane.

Pleasant Valley (P48) (Turf) Event

Tommy Thomason

Pleasant Valley (P48) (Turf) Event

February 11, 2012 - 8am to 3Pm

CTAF122.9

Right Traffic Runway 14

Caution: The Aerobatic Box at the approach end of runway 14 will be hot



RSVP to Bernie Gross (berNIE88FD@aol.com), Jeff Baber (jeff@flysuncountry.com), or Tommy Thomason (tethomason@cox.net).

Come out to Pleasant Valley (P48) courtesy of Roy Coulette and the Arizona Pilots Association for a full day of aviation activities. Our primary purpose is to educate back country pilots and wannabe's in the risks and rewards of back country type flyin'.

Wayne Fischer will be leading a discussion on mountain flying, Preston Westmoreland's "Desert Survival" and "Have Plane Will Travel" videos will be presented for our education and enjoyment.

There will be tethered balloons, discounted glider rides, and some aerobatic demonstrations by Tim Webber and Sony Weller.

Most importantly, runway 14 will be marked off with a 20' X 1200' simulated 'back country' airstrip for pilots to practice their skills at taking off and landing on a short, narrow gravel strip with plenty of space for those of us who haven't practiced in awhile.

The tentative schedule is as follows:

8:00am	Airplanes begin to arrive
8:50am	"Dave the "Gardenguy" begins his show
9:00am	Tim and Sonny aerial activities
10:00am	Wayne Fischer – Mountain Flying
11:00am	Tommy Thomason presenting for Preston Westmoreland – Desert Survival
12:00noon	Pilot Safety Briefing
12:00noon	lunch
12:15pm	Begin Takeoff and Landing practice with possible Turf North route.



Aerobatic Box Markers



P48 Runway 14

Weekend Getaway Flights: Heading for Havasu!

Craig Albright, Cirrus N857CD @ KCHD, CFI/II

How about flying up to Lake Havasu on Saturday, 2/25? Most Zonies realize that the London Bridge actually resides in Lake Havasu, AZ. But, did you know that you could kayak through a wildlife preserve area? Relax! I'm not talking about a "white water" experience! And, you don't have to start wilderness training in order to survive the outing. All you have to do is paddle for a few miles at a very leisurely pace. The kayak outfitter will drop us off; they'll pick us up. And, they'll even pack a lunch and deliver it to us at the turnaround point! Everyone wears life preservers (provided with the kayak rental). About the only thing that we have to provide is an adventurous spirit, a hat and sunscreen, and ... a credit card.



Unlike our previous trips, I haven't worked out the details ... yet. But, here's a loose outline of the idea:

- Prior to the trip, decide if you'd like to do a little kayaking or would prefer to do your sightseeing in town (i.e., London Bridge, etc.). That way, I can coordinate with the kayak outfitter and possibly secure a group discount on the kayak rentals.
- Depart from your home base early enough to arrive at Lake Havasu (KHII) by mid morning. After I return from an upcoming vacation, I'll determine a desired arrival time.
- At this point, I haven't worked out the transportation arrangements. However, I know that the outfitter is willing to pick up/drop off folks that want to "go aquatic". When I return from vacation, I'll work out something for the landlubbers amongst us!
- Folks that elect to do some kayaking will eat a "brown bag" lunch provided by the outfitter. Anyone preferring to stay in town will have lots of choices for a great lunch. And, after I do a little research, I'll offer a few suggestions.
- I expect to wrap things up by mid afternoon, in time to get folks home before dark. Sunset in Phoenix will be 6:21 PM on Feb. 25th.

If you are interested in this Weekend Getaway, please send me an email at fcalbrightAZ@gmail.com. And, like always, if you have friends or fellow pilots that might like to attend, invite them, too!

Blue skies & tailwinds,

Craig

PS -- I haven't forgotten about our trip to Page, AZ and the Slot Canyons! But, rather than suffer another possible weather postponement, I'd like to reschedule it for spring or summer.

PPS -- This type of kayaking takes **minimal** training – 5-10 min. and you'll be mobile! You do not have to be an athlete or an Olympic swimmer. And, everyone will wear life jackets. But, we **will** be floating on the water. So, having some level of personal comfort under those circumstances is certainly desirable!



Pound Rides Event At KRYN

Brigitte Howells (member ID 44408)

Calling All Arizona Pilots!

The Tucson Chapter of the Ninety-Nines is again planning a POUND RIDES event at KRYN on March 17th, 2012 with rain / wind date March 18th – just in case.

We are once again looking for pilots willing to join with their aircraft to fly local folks eager to experience the joy of flight and to see their area from the air.

It is always, especially now, important to possibly plant a seed in a young person's mind for the desire to learn how to fly.

We have again been assured that fuel will be donated by TAA to help defray the cost for the individual pilots. However, we cannot guarantee that all of the fuel consumed will be covered.

Requirements for pilot participation:

- 500 hours total time – copy of log page
- Copy of FAA private pilot certificate
- Current medical – copy of certificate
- Current biennial flight review – copy of review w/ date and signature of instructor / examiner
- Up-to-date and appropriate insurance coverage – form certified by insurer

Two ways to submit your documentation:

- Scan your documents to your computer and attach to an email to <bshowells@cox.net> Scan all four of your pilot's documents onto one sheet, please, if at all possible.
 - OR:
- Fax to Brigitte Howells – 520.207.5962 – but call (same number) or email for me to plug in the machine.

For additional information email or call:

Brigitte Howells (member ID 44408)

bshowells@cox.net

520.207.5962

Many thanks.

The Tucson Chapter of the Ninety-Nines





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March 17th, 2012

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March 18th**

Starts at 7:00am

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Arizona Pilots Join Hands with USFS in Preserving the Grapevine Airstrip

**Mark Spencer, Recreational Aviation Foundation,
Arizona Liaison**



In the words of one volunteer, “Do you realize we made history this weekend?” I honestly had not thought about it that way. Grapevine was officially closed by USFS Special Order 12-157 on June 27th, 1997, and not only did Arizona pilots lose an incredible aviation asset, but every Arizona citizen did. Government agencies and search & rescue personnel were exempt from this closure order, but with no budgets to take care of Grapevine, it slowly faded in usefulness for even these activities. Who would have ever thought that we’d see an SR22 land at Grapevine again, but that is exactly what we saw as volunteer Jeff Baber, of Suncountry Flight Services, asked one of his pilots to deliver 10 gallons of paint for the segmented circle on Sunday afternoon. Had the 35 volunteers not showed up Saturday morning, a dozen staying overnight, and another dozen showing up on Sunday, this would not have been possible!

By 9:00AM Saturday morning chainsaws were buzzing, clippers were clipping, and just about everyone was bleeding from the thorns of the roughly 50 Mesquite, Ironwood and Palo Verde trees removed from within 10 feet of the 40 foot asphalt airstrip. Two pilots also assisted the willing and helpful District Ranger, (DR) Jardine in making repairs to the perimeter fencing, while others prepared to feed the crews. It was truly amazing looking down the 3800’ airstrip with the “Safford Team,” as we called them, starting at the south end and another team working from the north end. Both teams met at mid-field about noon, leaving only tidy mounds of tree branches every 100 feet for the USFS to burn at a later date. Sunday crews cleared parking areas, cleaned up leftover debris and painted the segmented circle.





This event was the culmination of nearly a year of discussions between the RAF and the USFS, and the ready hands of the APA in planning, organizing the troops, food, tools, and getting the word out. I don't have space here to explain the many details, but the pleasant experiences the USFS and its DR Luhrson has had with pilots at the Pleasant Valley airstrip near Young, AZ, over the last two years also played a role in this progress at Grapevine.

The Special Order remains in place for now, and Grapevine remains **RESTRICTED**, but this order allows the DR to grant temporary exemptions for specific periods of time, and DR Jardine has stuck his neck out for us in offering to allow us to hold APA/RAF sanctioned fly-in events at Grapevine. Basically, this relationship will be ours to protect or destroy. I know there are some that feel it should just simply be open to public use, and yet there are others who say "No, public use is what ruined it in the past." As for me, I think I'll just appreciate the fact that we have saved Grapevine from the slow quiet effects of time and disuse. What the future holds, only time will tell, but with the pilot community working together and respecting the DR's vision and limitations for the airstrip, we can all celebrate and look forward to visits at a recreational airstrip that we did not have available yesterday.

Please keep in mind – Grapevine is not open for individual use, but only for pre-approved APA/RAF sanctioned events. This airstrip continues to be used by the USAF and use without

permission is not only dangerous, but will undermine the progress we've made here, and at other USFS strips we are working on. We want to be the friendliest group of recreators the USFS works with!

With a few successful fly-ins under our belt, we'll perfect our system of event organization and will try to accommodate the various aviation groups around the state through inclusion at the scheduled fly-ins. Your APA and RAF teams work for all Arizona Pilots!

The DR has requested that all communication regarding Grapevine, and its use, go through the RAF Liaison in order to minimize the time burden on his office. Managing Grapevine is not in the USFS budget, and additional burden will simply undermine what we have gained. You can reach me at (520) 826-2112 or msspencer@theRAF.org.

So did we make history? If one day, our children or grandchildren have the opportunity to visit a beautiful little airstrip at the shores of Roosevelt Lake, I would say we have indeed made history.

Prescott Airport Large Construction Project

Benjamin Vardiman, ACE, Airport Manager, Prescott Municipal Airport

Happy New Year!

As the Airport staff has been discussing over the past several months, a large construction project is getting ready to begin at the Prescott Airport. During the month of November and December, Airport staff held a series of public briefings to spread the word to the aviation community about the anticipated construction and impacts. During this presentation, Airport staff stated that we would be working to provide updated information via the Airport website for the duration of the project to help improve communication with the airport community.

I am pleased to announce that we have been able to get the website reconfigured and now you may find the most current information for this project the Airport Planning and Development web page at <http://www.prescott-az.gov/services/airport/plan.php> by clicking on the "Upcoming & Current Construction" expandable tab. You can also get to this expandable tab from our pilot briefing page at <http://www.prescott-az.gov/services/airport/pilot.php> by clicking the link. As we move into the future, we will attempt to use this area for posting all of our future construction projects.

Originally we had anticipated construction activities to begin during the middle of January, however due to a delay in the award of the construction contracts we are now anticipating construction to begin sometime around the end of February. We will strive to keep this information current and updated as the project gets started and progresses.

If you have any questions or would like more information, please feel free to contact me at the information listed below.

Happy Flying!

Office: (928)-777-1114

Fax: (928)-771-5861

Email: ben.vardiman@prescott-az.gov

APA Website

Nancy Rogers

Please visit our [website](http://www.AZPilots.org) for the latest information. Leave email for Nancy:
Webmaster@AZPilots.org.

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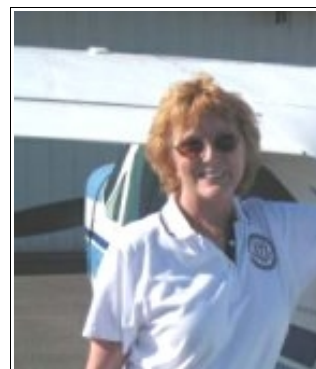
Monthly Deadlines

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

- 14th Editor 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



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



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