



Arizona Pilots Association

<http://www.azpilots.org>



APA NEWSLETTER

2012 March

Asa Dean, Editor



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President's Report

Nancy Benscoter, APA President

The month of March brings us more beautiful weather to get out and fly! I hope to see you at the Cactus Fly-In in Casa Grande on March 3rd and 4th. We will be hosting a backcountry forum on Saturday, the 4th at 9am.

Be sure to also join us for the GAARMS event on March 14th and 15th. See detailed information contained in this newsletter. Don't forget to register and buy your tickets for a chance to win the Zulu Lightspeed headset and Fuel Flow instrument meter.

As we look forward to our Annual May Members meeting, I would like to invite you to consider joining the APA Board of Directors. You only need to be a member in good standing and have the desire to promote and support our love of General Aviation. Contact me at nanbabi@aol.com for more details by March 18th to become a nominee.

Fly safe and enjoy our beautiful Arizona skies.



Nancy Benscoter, President, Arizona Pilots Association

Executive Director's Report, March, 2012

Jim Timm, Executive Director

The flying weather has been excellent and I hope everyone has been able to get out there and take advantage of it and go flying. If you haven't, let's go Flying!

There is a good possibility that Arizona could be the home for a national test range for unmanned aircraft. The federal government is planning to set aside airspace dedicated for the development of new drone technologies for commercial and nonmilitary security uses. The Benson Airport area is being considered as one of the prime locations for one of the test ranges. The U.S. Army's Fort Huachuca, home to perhaps the worlds busiest drone airport, also figures prominently in the plans.

Under the National Defense Authorization Act passed in December, The FAA must move to integrate unmanned aircraft into the National Airspace System. The FAA has until mid-2012 to establish a program to integrate unmanned aircraft into the national airspace at six test sites.

In the last quarterly airspace user's meeting, it was reported that there have been serious intrusions into the Goldwater Range restricted areas by general aviation aircraft. These intrusions have resulted in the interruption of live bomb and weapons training. The Air Force is taking these intrusions very seriously and are tracking and identifying intruders and referring the cases to the FAA for prosecution. I was



informed civil penalties are being imposed in one of the cases that are rather significant. Be extra vigilant when flying in the area of the Goldwater Range restricted areas and as a suggestion, use Interstate Highway 8 as a boundary and if you fly south of it, be very positive of your position relative to the restricted areas.

Also, the restricted areas R 2310 between Florence and Florence Junction are also experiencing general aviation aircraft intrusions. This restricted area is not only used for artillery firing, it is also in use almost daily for military UAV testing and training. Avoid flying thru it because the UAV's are using the entire volume of the restricted area.

A Special Airworthiness Information Bulletin (SAIB), SAIB-11-47R1, dated 1/30/12, has been issued on Goodyear butyl rubber inner tubes. Apparently the problem has not been significant enough to issue an Airworthiness Directive (AD), but there is a concern. Initially it was believed that only during low temperature operations the tubes had been failing after a short flight or even ground operations. Per the latest SAIB, Goodyear inner tube failures are not limited to only cold weather operations, additional failures have been reported. An improved compound has been successfully field tested and as of August 15, 2011, the modified compound has been used in the production of 5.00-5 inner tubes. The SAIB also makes the following recommendations:

“The FAA recommends you provide special attention during pre-flight to airplane tires with Goodyear butyl rubber inner tubes by:

- Checking to ensure that all tires are properly inflated and are holding pressure;
- Being prepared to compensate for a flat tire during landing as this might pull the aircraft to the affected side; and
- Provide extra awareness during cross wind landing conditions on narrow and on short runways.”

Off hand I'd say the recommendations are good for almost every time we fly. At least they are for me with a tail dragger.

The FAA has finally published a notice that later this year they will be canceling the TSO for 121.5 MHz ELTs. What this means is that no new models of 121.5 MHz ELTs could be manufactured. All existing units and normally functioning yellow tagged units and new units manufactured to current ELT TSO standards can continue to be used. While there have been discussions about setting a date for the transition to the new 406MHz ELTs, no date has yet been set. With the canceling of the 121.5 MHz TSO, there is a thought that the FAA may possibly allow attrition to slowly eliminate the 121.5 MHz ELTs over time.

In the way of miscellaneous notes;

Prescott tower now has a clearance delivery frequency in operation and the frequency is 119.25. 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) still has the south runway closed for reconfiguration of the mid-field taxiway.

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

when the south runway work is completed Phase 2 will begin which means the north runway will be closed for completion of a similar taxiway reconstruction project on the north side. The entire program should be wrapped up by very early May. Be extra alert when flying into or out of Falcon Field during this construction period because of the traffic density using a single runway.

Falcon Field is going to have their annual open house on March 31.

There are numerous airport construction projects that are taking place at Prescott Municipal Airport (PRC). Be sure to check NOTAMS before flying in to avoid surprises.

To celebrate the states centennial, the Arizona Airports Association is planning an Arizona Centennial Fly In at Ryan Field (RYN) on May 19. Plans include a pancake breakfast for early arrivals, a Military fly over, a wings safety seminar, manufacturer's displays and various aviation organizations will have displays. Tentatively, the event is planned to run from about 7:00 AM to noon.

APA Director, Fred Gibbs and his steering committee are finalizing the plans for the General Aviation Accident Reduction and Mitigation Symposium (GAARMS). The program is on March 14 & 15 at the Mesa Public Safety Facility near Falcon field. Get the date on your calendar and plan on attending.

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.

At Williams Gateway Airport (IWA), PAPI lights are now in service on runways 12R and 30L and also later this year they will have a compass rose available on the airport.

Gateway Airport is also having an open house on March 10. In addition to the other usual displays, it is anticipated they will have a Boeing 787 Dreamliner on display.

The ADOT Aviation Department has announced they plan to have an updated State Aeronautical Chart available late this spring or early summer.

We are continuing to work with airports around the state by providing the general aviation user input in the planning process of updating their Airport Master Plans.

Since my last report to you, the NTSB has reported five aviation accidents in Arizona. There were two accidents resulting in both fatalities and serious injuries. Some of these accidents really should not have happened. The accident summaries are contained in my March Accident Report for your review.

For places to fly for breakfast on the weekend.

The breakfast at Casa Grande Municipal Airport is once again being held on the last Saturday of the month. Worth noting, the breakfast is served inside the airport terminal.

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

Both events are put on by Community Service Groups to raise funds.

Please fly safe.



March Accident Report

Jim Timm

In this regular reporting of aviation accidents that have occurred in Arizona, the hope is that we may be able to learn from mistakes being made and be able to prevent similar accidents from occurring in the future. Somehow it seems that we continue to have serious accidents that should not be happening and I hope that we can find a way to stop them from occurring.

For the reporting period, the NTSB has issued reports for five aviation accidents in Arizona. Three of the accidents resulted in no injuries, and two accidents resulting in both fatalities and serious injuries. One of the accidents was loss of control during takeoff and one of the landing accidents resulted from a possible mechanical problem. One of the fatal accidents may have been a loss of control or disorientation during takeoff with night instrument conditions. The other fatal accident may have been the result of wake turbulence while landing.

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. If the NTSB has issued a probable cause finding for the accident, the NTSB findings are included at the end of the report, thus closing it.

Accident Date; Saturday, November 12, 2011 (Reported 2/6/12)

Title 14 CFR Part 91 Operation

Location; Phoenix

Aircraft; Cessna 172S

Injuries; 1 Uninjured

The student pilot reported that during a touch-and-go practice landing he applied power to takeoff and as the airplane accelerated, it began to veer to the left and despite the student pilot control inputs, the airplane continued to the left and exited the runway surface and entered a ditch and nosed over resulting in substantial damage to the vertical stabilizer and rudder. The pilot reported no pre-impact mechanical malfunctions or failures with the airplane that would have precluded normal operation.

NTSB determination of probable cause of this accident as follows: The student pilot's inadequate directional control during takeoff. Findings Completed.

Accident Date; Thursday, December 15, 2011 (Reported 12/22/11)

Title 14 CFR Part 91 Operation

Location; Scottsdale

Aircraft; Cirrus SR22

Injuries; 1 Fatal, 1 Serious

While on short final approach for landing at Scottsdale Airport (SDL), the airplane experienced a loss of control and descended into a Phoenix residential neighborhood.

The Cirrus entered the traffic pattern from the north and the SDL ATC sequenced the SR22 behind a Gulfstream G550 that was entering the pattern directly into the base leg for runway 3. The Gulfstream traffic was called out to the Cirrus and ultimately, the Cirrus reported the Gulfstream in sight. When the controller advised the Cirrus the Gulfstream was to his left and above him on final approach, the Cirrus turned onto the base leg. While on final, the controller advised the Cirrus pilot to standby for a possible go-around. Less than one minute later the Cirrus rolled into a steep bank and descended in a corkscrew like maneuver into the ground, according to a ground based witness who was monitoring the controllers

communications and watching the airplane. The airplane impacted the ground in a right wing, nose low attitude coming to rest approximately 0.9 miles from the landing threshold of SDL's runway 3. The fire-damaged components (multifunction electronic displays) that contain non-volatile memory were removed from the instrument panel and delivered to the Safety Board's Vehicle Recorder Division in Washington, D. C. for analysis.

Accident Date; Friday, January 6, 2012 (Reported 2/2/12)

Title 14 CFR Part 91 Operation

Location; Glendale

Aircraft; Czech Sportplanes SRO Dynamic WT9

Injuries; 1 Uninjured

While taxiing to the run-up area the pilot performed a brake check and used the brakes numerous times while taxiing. The pilot stated that the brakes failed as he approached the run-up area and the airplane continued to roll forward. To avoid an excursion onto the active runway, the pilot directed the airplane onto unprepared desert terrain. The airplane continued to accelerate and the pilot attempted to shut down the engine with the ignition switch but the engine continued to run and the airplane impacted the airport boundary chain link fence.

The pilot said that normal engine shut down is accomplished using two magneto switches on the instrument panel and that the ignition switch does not shut down the engine.

NTSB investigators examined the airplane and found the left wheel damaged by impact forces consistent with the airplane's collision with the airport fence. The brake system was inspected for fluid leaks and functionality. No preexisting condition was identified that would have precluded the normal operation of the brake system. Findings Completed.

Accident Date; Friday, January 6, 2012 (Reported 2/20/12)

Title 14 CFR Part 91 Operation

Location; Phoenix

Aircraft; Piper PA28-181

Injuries; 1 Uninjured

The TransPac student pilot was on a solo cross country flight, which was to go from Deer Valley (DVT) to Gila Bend Municipal (E63) to Wickenburg Municipal (E25) and back to DVT. The pilot stated that during the landing at E63 the airplane pulled to the right, but he did not experience a runway excursion. After slowing, the pilot exited the runway and the airplane taxied normally. After shutting down the engine he examined the airplane, but did not observe any anomalies. He re-boarded, taxied out and departed for E25, with the airplane performing normally. Upon arriving at E25 the pilot made a low pass to the runway, and based on the experience at E63, decided not to land and proceeded to his final destination, DVT. The pilot said his landing at DVT was normal, but once the nose gear touched down, the airplane veered right and departed the runway. The airplane struck a runway distance sign and then a berm. The nose landing gear, right main landing gear and right wing sustained substantial damage. The DVT automated weather observation at the time of the accident included calm winds, visibility 10 miles, clear skies.

Accident Date; Saturday, February 4, 2012

Title 14 CFR Part 91 Operation

Location; Show Low

Aircraft; Cessna T206H

Injuries; 2 Fatal, 2 Serious

The private pilot and one passenger were fatally injured and 2 passengers were seriously injured when the airplane collided with level terrain after takeoff from Show Low Municipal Airport (SOW). The airplane was substantially damaged and partially consumed by post impact fire. The flight departed SOW about 0627 with a planned destination of Boulder City, Nevada. Night instrument conditions prevailed at the time of the accident, and no flight plan had been filed.

A witness traveling in her auto north on Route 77 was about 1,000 feet southwest of the departure end of runway 24 when she observed an airplane to her right. The airplane appeared to be descending steeply at a high rate of speed. She stated she was familiar with operations at the airport and was concerned that the airplane was flying much higher and faster than appropriate and that it may overshoot the runway. She slowed down, concerned that the airplane may collide with her automobile. The airplane passed out of her view behind the elevated runway and she assumed it had landed. A few seconds later she observed an explosion beyond the runway. She immediately reported the accident to the airport fire station. She stated she could clearly see the airplane prior to the accident and could not see any smoke, fire or vapors trailing from the airplane at any time. Seven minutes after the accident, the area became enveloped with fog such that she could no longer see the fire.

An instrument rated pilot arrived at the airport at 0615 and after removing his airplane from the hangar, he noticed a haze forming around the street lamps. Concerned that the area may soon become enveloped in fog, he expedited his preflight checks and started the engine and began to taxi to runway 24. Part way there the runway lights went off and he turned them back on and lined up the airplane on runway 24 for departure. He stated he could see the runway lights clearly and observed clear skies ahead to the west. He began the takeoff roll and took off. Once he reached an altitude of between 100 and 200 feet, he entered a cloud layer and lost ground reference. He began to fly the airplane by reference to the instruments and just as he was about to engage the autopilot, the airplane broke out into clear skies. He continued the flight reporting that the skies were completely clear once he was about 1 mile west of the airport. He was unaware of the accident and did not see the fire on the ground, he stated his focus at that time was primarily with monitoring the airplanes flight instruments. The airplane did not accumulate any ice during the event. The SOW AWOS is located adjacent to the threshold of runway 24, 4,500 feet east of the accident site. An aviation METAR was recorded at 0615. It reported calm winds, visibility 10 miles, 300 feet broken ceiling, temperature -6°C, dew point -7°C. At 0635, the visibility had reduced to 8 miles and 200 feet overcast ceiling.

Raffle: JPI Fuel Flow Meter



JPI Instruments
Fs450 Fuel Flow
Meter -

*Would this be a great
addition to your
instrument panel, or
what?*



Winnings include Transducer apropos to
your aircraft plus up to 6 hours labor
towards Installation at Legend Aviation -
Arizona AirCraftsman in Prescott.

***Tickets are \$50.00,
Only 30 tickets will be sold.***

Contact Fred Gibbs at fredgibbs@npgcable.com or call 928-266-0112, or any other
APA Director on our web page @ WWW.AZPILOTS.ORG. All proceeds go
to support the GAARM Symposium. APA is a 501(c)3 non-profit organization.
Drawing March 15, 2012 at Symposium. Need not be present to win.



An Arizona Pilots Association Safety Initiative

Raffle: LightSpeed Zulu 2 Headset



**WELL....
DO YA?**



Go ahead, take a
chance
buy a raffle ticket.
Win a brand new
LightSpeed
Zulu 2 headset

Tickets are just
\$25.00.
Only 100 tickets
will be sold.

Contact Fred Gibbs at fredgibbs@npgcable.com or call 928-266-0112, or any other
APA Director on our web page @ WWW.AZPILOTS.ORG. All proceeds go
to support the GAARM Symposium. APA is a 501(c)3 non-profit organization.
Drawing March 15, 2012 at Symposium. Need not be present to win.



An Arizona Pilots Association Safety Initiative

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

MARK YOUR CALENDAR

Howard Deevers

Somewhere else in this news letter you will find a copy of the poster for the GAARMS Symposium. GAARMS is short for: General Aviation Accident Reduction & Mitigation Symposium. This Symposium will be March 14 & 15 at the Mesa Public Safety Training Facility, 3260 N 40th St, Mesa, AZ. 8:00 AM to 4:30 PM. Plan now to attend at least one day of this two day event. This will be the most important safety program in Arizona this year, and will be an annual event.



The first day keynote speakers are:

- Bruce Landsberg, president of the AOPA Foundation and Air Safety Institute. Bruce writes the monthly "Safety Pilot" column in AOPA Pilot Magazine.
- Robert Wright, president of Wright Aviation Solutions, LLC, and specializes in solutions for complex aviation safety, training and regulatory problems for a variety of clients.
- Jim Anderson, Senior Vice President of Starr Aviation Insurance in Phoenix. Jim is the Arizona FAASteam Rep of the year for 2011.

If you can't do anything else, at least come and listen to what these distinguished speakers have to say.

This is not a two hour safety seminar. This is a Symposium and it will take two days to complete. Why two days? We are not just talking about safety issues, we want to make a difference. In addition to the excellent speakers, we will also have an analysis of the fatal accidents in Arizona over the last 5 years. At the end of the first day, we will break into work groups to discuss an accident scenario. Each group will try to find some thing that could have prevented that accident. The work group will then present their ideas to the entire attendance on day 2.

The GAARMS symposium looks at the accidents in Arizona. The data base for the whole U S would be too much to look at, but there will be common elements to accidents anywhere. What can we do, here in Arizona, that would have saved a life or prevented an accident? The answer to that is what this symposium is all about. How can we, Arizona Pilots, make a difference? We can't make a difference if we don't try.

We know that this is a mid week event and that not everyone can attend. But, do what you can. Come for at least one day. You don't have to attend both days to get WINGS credit for this. You can register on-line at: www.faasafety.gov, or on the Arizona Pilots Association website at: www.azpilots.org. Or, if you don't register, just show up. We will have a way to sign you in and get you credit for attending.

We will have some items for raffle: A Lightspeed Zulu 2 Headset. Tickets are \$25.00 each with no more than 100 tickets sold. And a JPI Fuel Flow indicator for your airplane. Tickets are \$50.00 each with no more than 30 being sold. Great odds in any case, so contact any AZ Pilots Board member for tickets. or contact: fredgibbs@npgcable.com. He will make sure that you get a ticket.

Safety is everyone's business. This symposium wants to make a difference. Come to be part of something important. I hope to see you there.

2012 Safety Program Schedule

Fred Gibbs, Safety Seminar Director

ARIZONA PILOTS ASSOCIATION

CY - 2012

SAFETY PROGRAM SCHEDULE

MONTH

LOCATION

JAN 14

GOODYEAR

FEB 11

CHD

FEB 25

FLG

MAR 14-15 GAARMS/MESA

APR 7

RYN

MAY ANNUAL MEETING - GOODYEAR

JUNE 9

SAN MANUEL

JUNE 10 AIR RACE CLASSIC - LAKE HAVASU

JUNE 16

FLG

JULY 14

FFZ

AUG 11

PAN

SEPT 15

ST. JOHNS/SPRINGERVILLE

OCT

COPPERSTATE

OCT 13

FLG or SEZ

NOV 10

MARANA/CASA GRANDE

DEC 8

SDL

**Watch for the FAASAFETY.GOV announcements
to register for these programs, or go to
WWW.AZPILOTS.ORG , or just simply show up!!**

For more information, contact Fred Gibbs @ fredgibbs@npgcable.com or 928-266-0112

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.

A GAARMS working meeting was held on Friday afternoon, February 10, 2012 in the Chandler airport terminal conference room from 1:00 PM to 4:00 PM.

In attendance at this meeting were:

- Fred Gibbs – GAARMS LEAD
- Howard Deevers - GAARMS ASS'T LEAD
- Craig Albright – Nall Report Subject Matter Expert
- Jonathan Snowden-Santi – Accident Statistics research
- Barbara Harper – Critique Reports
- Nancy Benscoter - Registrations Coordinator
- Jim Timm - Political Support Coordinator
- Beth Applebee – Registration packet

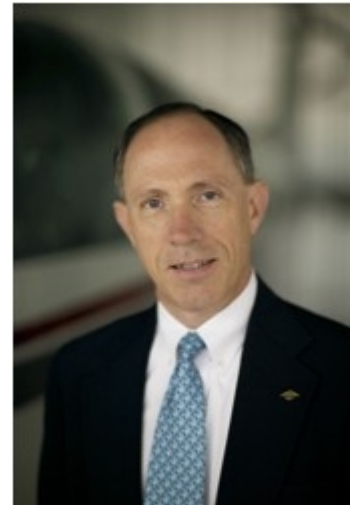
Unable to attend were:

- Robin Wactler - Sponsors & Fund Raising Coordinator
- Jim Speck - Transportation Coordinator –
- Shelby Hawkins – Silent Auction coordinator
- Al Banen - Exhibits Coordinator –
- Dominic Gallo - Facility Logistics Coordinator

Discussions were held on several aspects of the planning of the GAARMS, and Jonathan Snowden-Santi introduced his presentation on the accident statistics. He was very appreciative of the feedback on said presentation, and will continue to refine it in preparation for presentation at the 1st days morning session. It was determined that the APA panel will be led by Fred Gibbs, with Craig Albright, Howard Deevers, Jim Timm and Barbara Harper as the sitting panel members.

Wednesday morning's session was locked down to:

- 8:00AM – 9:00AM – Registration
- 9:00AM – 9:15AM – Welcome and logistics
- 9:15AM – 10:00AM – Introduction by Fred
- 10:00AM – 10:45AM – Nall report by Craig
- 10:45AM – 12:00PM – Arizona accident statistical report by Jonathan



Bruce Landsberg



Jim Anderson



Robert A. Wright

Wednesday afternoon session was locked down to:

- 1:00PM – 1:15PM – Introduction of guest speakers
- 1:15PM – 2:00PM – Bruce Landsberg of AOPA ASF
- 2:00PM – 2:45PM – bob Wright of Wright Aviation Solutions
- 2:45PM – 3:00PM - BREAK
- 3:00PM – 3:45PM – Jim Anderson of Starr Aviation Insurance
- 3:45PM – 4:15PM – determination of work groups and logistics for the morning
- 4:14PM – 4:30PM – Last minute questions, etc...

There will be a dinner for our guest speakers that evening, location TBD.

Progress reports:

1. fund raising efforts to support the symposium started Jan 1, 2012;
 - raffle tickets for the LightSpeed ZULU2 headset were provided to any one wanting to sell them. As of this date, 22 have been sold or committed to.
 - raffle tickets for the JPI Instruments fs450 fuel flow meter are now available, and as of this date, 5 have already been sold.
 - Information on hot air balloon rides for silent auction has been received.
2. publicity campaign effected Jan 1, 2012;
3. GAARMS was promoted at the Aviation Day event at the capital on Jan. 18th;
4. The collection of donations and contributions for the silent auction is under way;
5. Nancy Benscoter has the catering support in line;
6. flyers for both raffles have been posted on the APA web page and in the newsletter;
7. Fred and Dominic are developing the SPANS notice.
8. Lodging arrangements have been secured by Al Banan at the Arizona Resort and Golf Club in Mesa – room rates at \$109.00 plus tax per night, including transportation to & from the resort to the meeting location. As of this date, reservations have been made for the guest speakers.
9. Craig Albright will do a presentation on the Nall Report, tying the national report into Jonathan's Arizona report.
10. A registration packet will be developed for all attendees to receive at registration. Support for this comes from Beth Applebee of Northern Arizona University.

Actions taken so far include:

1. Fred continues working with Jonathan defining the accident statistics.
2. The tri-fold brochures were distributed at the Board of Directors meeting.
3. The 11X17 posters were all distributed at the Board of Directors meeting.
4. Dominic has distributed the flyer to all FAAST team Reps for distribution and promotion;
5. Ken Cada joined the team in a logistics support role. He will be responsible for providing airport transportation for our guest speakers.

Last major item remaining to be resolved –

APA web page to handle registrations – this is very close to being operational. A few last minute bugs need to be ironed out, and linking our registration web page with the FAASAFETY.GOV SPANS notice is being figured out as you read this.

Only one more meeting of the steering committee is planned, coming up the end of February, exact date targeted for Wednesday, FEB. 29th. Stay Tuned...

As noted above, on the afternoon of 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 Insurance, 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.

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.

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 (AZ 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.

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 web site at WWW.AZPILOTS.ORG: Nancy Benscoter, President.



Fly Safe Fly Legal – Avoid Runway Incursions

Paul Rowley

Runway incursions continue to plague General Aviation. If you analyze the quarterly safety reports and FAA runway incursions weekly reports as I do, you will see a trend of increased distractions due to our technology addiction.



In my aircraft during preflight, for example, prior to run up, there are three GPS databases to program, waypoints, taxi diagrams, traffic avoidance system, data link weather, heading bugs, barometric pressure, autopilot, just to name a few. Add to all this your normal checklist of oil pressure, temperature, fuel tanks, CHT and EGT, tower clearance and ground frequencies, doors, seat belts, suction, mag checks, instruments tests, sectional chart folding, etc.

There is a lot to concentrate on. And to make matters worse, pilots now have iPads, EFB's, iPhones, or get text messages or phone calls with blue tooth headsets and we **just have too many distractions!**

So let's get back to basics. Program as much as you can before run up, before you taxi and if you have passengers on board, practice sterile cockpits. Turn off your cell phones. Once you fire up the engine there is nothing more important than situational awareness.

The cockpit workload is heavy enough without all these distractions. Use a knee board and checklist every time. Write ATIS, taxi and takeoff instructions down. Don't rely on your memory.

Finally, if you have a runway incursion, taxiway incursion or any pilot deviation in a movement area, stop if you can. Contact ATC ground or tower. Request progressive taxi instructions. Take the time, do it right.

If you do get asked to "call the tower" be prompt and polite. Apologize and then hope you are not referred to the FSDO for enforcement. File a NASA report. Contact us before you do so or before you call or are interviewed by the FSDO.

Clarification: IFR Currency Requirements

FAA Safety Team – Safer Skies Through Education

Notice Number: NOTC3489

Technical Amendment to IFR Currency Requirements

14 CFR 61.57

(d) describes the requirements for an instrument proficiency check (IPC), and includes a description of when an IPC is necessary. While certain exceptions apply, a pilot may reestablish instrument currency that has been lapsed for more than 6 months only through obtaining an IPC. On December 16, 2011, the FAA issued a technical correction to section 61.57 (d) in order to clarify the meaning of the regulation. This clarification was simply just that, a clarification, and no change to the application of the rule was intended. As the FAA explained in that technical correction (emphasis added):

The revised language makes it clear that a pilot who has failed to maintain instrument currency for more than six calendar months may not serve as pilot in command under IFR or in weather conditions less than the minimums prescribed for VFR until completing an instrument proficiency check. A pilot whose instrument currency has been lapsed for less than six months may continue to reestablish instrument currency by performing the tasks and maneuvers required in paragraph (c).

Notwithstanding the exceptions on 61.57 (e), the following timeline illustrates the correct application of 61.57 (d):

January 31, 2012: A pilot is no longer instrument current because they no longer meet the recent experience requirements found in 61.57 (c). This pilot may no longer act as pilot-in-command (PIC) of an aircraft operating under IFR or in weather conditions less than the minimums prescribed for VFR.

February 1, 2012 to July 31, 2012: The pilot has between these dates in order to obtain the recent experience requirements found in 61.57 (c). This experience may be obtained through instruction, the use of a safety pilot, or through a simulator / training device.

August 1, 2012: If by this date the pilot had not regained instrument currency, the only method by which a pilot may become instrument current again is by obtaining an IPC.

The FAA has become aware of some recent blogs, emails, and website comments that contain confusion about the technical correction and the current meaning of the rule. This FAAST Blast will hopefully alleviate that confusion. For additional information, please review the latest technical correction to 61.57 at <http://www.gpo.gov/fdsys/pkg/FR-2011-12-16/pdf/2011-32333.pdf>

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Hand-Propping an Airplane

Introduction – A compendium of articles on this subject

One of the articles below goes over the procedures of hand propping an airplane and another covers important factors to consider when attempting this as well as some legal points of flying with an un-airworthy aircraft, such as a dead battery. This info comes from Dominick Gallo, the SDL FISDO FAAST team manager.

His message is that the FAA regulations do spell out that hand propping is not prohibited and specify the procedural steps of the process. However, he also wants to point out that the FAA clearly states it is a violation to fly with a known maintenance issue, and a dead battery is a maintenance issue. Therefore, don't be surprised if the FAA asks why you had to hand prop in the first place and that you can & will be violated for flying with a maintenance issue. In summary, the risk of personal injury and being in violation is not worth the risk of hand propping.

Ed Daror is a Lead FAASTeam Representative, an AI mechanic and a CFI. He presents FAA safety seminars at various locations. His message points out the difference in the type of airplane systems and engine power of most of today's planes and compares them to the type of airplane systems and engine power of planes when this technique originated.

Daniel Baxter

San Diego Pilot Killed While Hand Propping Aircraft Engine

Monday when he tried to manually restart his 1974 aircraft engine in a procedure known as hand-propping. At about 8:30 AM Gordon and a passenger who was also identified as a pilot were taxiing the Piper PA-28R-200 Cherokee Arrow II aircraft, registration N746R, out to the runway when the engine stopped running at Gillespie Airport (SEE), El Cajon, California. Gordon attempted to restart the engine but in his attempt the battery was drained. Gordon got out of the airplane and attempted to hand-prop the Lycoming IO-360 engine propeller. This is a procedure that must be acted upon with extreme caution. Hand-propping an engine requires the propeller to be swung by forcing the blade downward rapidly, pushing with the palms of both hands. Gordon got the aircraft engine started after being propped. Gordon was then struck in the head by the propeller knocking him to the ground and causing massive loss of blood. It is not clear if Gordon stepped away from the aircraft after he propped it or if the aircraft rolled into him.

Gordon, seriously injured, was taken by ambulance to Sharp Memorial Hospital where he died from his injury. There are no FAA regulations that ban pilots from hand propping an aircraft engine and nor would it be viewed as careless and or reckless behavior. However, due to the associated hazards, this method of starting an aircraft engine is only done when it absolutely necessary and when proper precautions have been taken.

Tom Hannawa, owner of American Aviation Academy stated "my flight instructor saw an individual grab the blade with both hands and initiated a motion downward. When he did that, the engine apparently caught and the rising propeller coming up struck the individual on the top of the head." FAA training manuals state that an aircraft engine should not be hand propped unless two people, both familiar with the airplane and hand propping techniques, are available to perform the procedure. The person turning the propeller blades directs all activity and is in charge of the procedure.

The other person, should be thoroughly familiar with the controls, must be seated in the airplane with the brakes set. A witness reported that both pilots exit the aircraft and it is not clear if the other pilot

returned back to the cockpit, remained seated, secure the aircraft and brakes and performed the correct hand propping procedures. The procedure and commands for hand propping are:

- Person out front says, "GAS ON, SWITCH OFF, THROTTLE CLOSED, BRAKES SET."
- Pilot seat occupant, after making sure the fuel is ON, mixture is RICH, ignition/magneto switch is OFF, throttle is CLOSED, and brakes SET, says, "GAS ON, SWITCH OFF, THROTTLE CLOSED, BRAKES SET."
- Person out front, after pulling the propeller through to prime the engine says, "BRAKES AND CONTACT."
- Pilot seat occupant checks the brakes SET and turns the ignition switch ON, then says, "BRAKES AND CONTACT."

When hand propping is necessary, the ground surface near the propeller should be stable and free of debris. Unless a firm footing is available, the aircraft should be relocated where there is no loose gravel, wet grass, mud, oil, ice, or snow that might cause the person turning the propeller to slip into the rotating blades as the engine starts. Gordon was married with children and Vice President and lead engineer for Southern California Soil and Testing Company in San Diego which provides consulting services in the areas of geotechnical engineering.

Dominick Gallo, Jr.

I know you're all tired of hearing me preach the past three years that being in compliance with all the regulations is good, but it does not assure you're safe because safety goes above and beyond our legal rules. An unfortunate and tragic example of this is found below. I see old timers in Payson do this paying no attention to the risk it creates. I would like everyone to give a quick five-minute reminder of the proper procedures during seminars on the Do's & Don'ts of this risk. We don't want a headline like this in Arizona!

Ed Daror

I fully intend to continue discussing in my seminars the dangers involved in "hand propping", without due strict precautions, as in this tragic accident. I have been doing so for years now in many of my seminars, having been aware of too many tragedies, when Pilots or Aircraft Mechanics have been victims of their own negligence.

This happens mostly to people, who desire to mimic the "Old Timers". I try to explain two basic differences from that era: Since most of the small aircraft had no electrical systems, Pilots and Mechanics were trained to follow the correct procedures, which most of today's ones are not. Also, these aircraft had mostly low power, low compression engines and were tail wheel type aircraft, with shorter propellers and it all amounted to a much easier starting and smaller forces needed and angles of approach for the hand propping person, that allowed a much safer retreat, when the engine started.

The absolute necessity for a knowledgeable partner inside the airplane and an established standard communication, could never be over emphasized. The horror stories about airplanes proceeding on an "excursion" with no pilot to control them were written by the blood of bystanders or terrified victims inside the airplane. Hand starting a 65 HP engine on a J3 Cub and 200 HP one on a PA-28R-200 is as different, as day and night. Most of engines over 160- 200 HP and above have different Ignitions and Fuel systems and much higher compression. As to the legality: An aircraft equipped with a battery is not

legal to fly without one or an un-airworthy one, when it does not have the prescribed reserve charge available in flight. Nor is it legal to fly with an inoperative starter.

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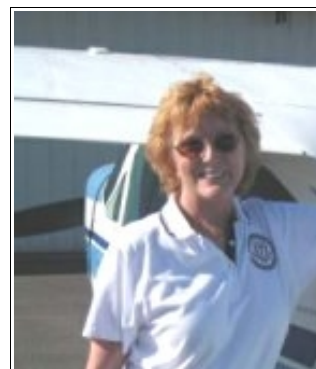
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APA Website

Nancy Rogers

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

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



Contact the editor, Asa Dean:
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