



Arizona Pilots Association

<http://www.azpilots.org>



APA NEWSLETTER

2012 April

Asa Dean, Editor



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President's Report

Nancy Benscoter, APA President

Since April is “tax” month, you should consider taking advantage of the great opportunities we have put together for you to get out and fly and write off the experience. When you attend our APA sponsored events, they are tax deductible since we are a 501c3 non-profit volunteer organization. Every month, we host a FAA safety seminar. This month's safety seminar is at Ryan Field on April 21st at 9am. If you enjoy backcountry flying, join us at Superior Airport. How about helping restore Grapevine airstrip? RSVP to info@azpilots.org to attend the fly-in work party for Grapevine Airport. Join us on our Get-away-flight to Page Airport to tour Antelope Canyon! See more details on all these events contained in this newsletter.

Supporting General Aviation has never been so full of fun and adventure with the opportunity to write off your flying... No April fooling!

Here are some other aviation events outside of the APA that are worthwhile to attend. On March 31st, Falcon field hosts its open house. On April 14th at Goodyear Airport the skykids.org group will be hosting a benefit for special needs kids. They are looking to give special-needs kids an airplane ride at no cost. Pilots and planes are needed to participate in this terrific event. Please consider volunteering. For more info go to skykids.org to register or become a volunteer.

Calling all APA Members... Mark your calendars for Saturday, May 26th, 2012! We will have our APA Annual Members meeting. The Air Force's Glendale Civil Air Patrol unit at Glendale Airport will host this event in their new building. Our guest speaker is Col. Bob Ashby, a Tuskegee Airman. He is the recipient of the Presidential Master Pilot Award & the 50 Year Master Pilot Award. He graduated from flight training at the Tuskegee Institute (1945) and was assigned to Japan as part of the US occupying force. Later he flew the B-26's in combat during the Korean conflict (1952). Col. Ashby then began his commercial aviation career as a Flight Operations Instructor with United Airlines and helped write the training program for the Boeing 747 aircraft. Ashby went on to become the first black pilot for Frontier Airlines and retired as a Captain with over 30,000 flying hours (1986). Come meet this legend and hear his amazing story!

There is still time for you to become a nominee for the Board of Directors (BOD) of the APA. If you are a member in good standing and have the desire to promote and support our love of General Aviation in AZ, then you have the “right stuff” to be a director. There are many areas that your skills and individual talents can be utilized. Contact me, Nancy at nanbabi@aol.com if you are interested in serving on the Board of Directors. All nominees will be presented to our membership via the May newsletter. Elections will be held at the Annual Members meeting on May 26, 2012. Our group is experiencing fantastic growth due to the many exciting things we are involved in. Come join the team and help us continue our efforts to promote and preserve General Aviation in AZ. Fly safe and enjoy our beautiful Arizona skies.



Nancy Benscoter, President, Arizona Pilots Association

Sky Kids

Thank You to Our Partners:



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FLY DAY FOR SPECIAL KIDS

Goodyear Municipal Airport

April 14, 2012

THE MAIN EVENT

All participating children will experience the fun and excitement of flight in a general aviation aircraft. Kid Pilots who are capable may even be allowed to handle the controls.

MORE FUN FOR THE KIDS

- Sky Kids has arranged for a fun day on the ground too:
- Face Painters
- Goodyear Police K9 Unit
- Clowns
- A fun BBQ lunch
- Some interesting aircraft displays
- A Goodyear Fire Engine
- The Goodyear Police "Big Bear Cat" SWAT Vehicle

And more fun in the making...

For more information visit <http://www.SkyKidsAZ.org>

or

Email: Info@SkyKidsAZ.org

Sky Kids, Inc. is an Arizona 501c(3) Public Charity
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Executive Director's Report, April, 2012

Jim Timm, Executive Director

I hope everyone has been taking advantage of the good flying weather, and based on this month's safety report, you have been doing it safely.

The Back Country Airport division of APA received the good news this past month, that the US Forest Service planners must now consider aviation uses in their plans, whether it be preserving or maintaining backcountry air strips. In considering recreational opportunities in their plans, the new definition of recreational opportunities includes "non-motorized, motorized, developed and dispersed recreation on land, water, and in the air." The rule provides guidance for every national forest plan and planner in the United States. Unfortunately, aviation use wasn't even acknowledged in the previous planning rules. Hopefully, with this new ruling, we may see access to some more back country air strips.



The FAA must move to integrate unmanned aircraft systems (UAS) into the National Airspace System and they have until mid-2012 to establish a program to integrate unmanned aircraft into the national airspace at six test sites. The FAA is seeking input for the location of the test sites for integrating the UAS, and Arizona may have one of those sites. The Benson Airport area is being considered as one of the prime locations for one of the test ranges. The notice for comments has been published in the Federal Register and public comments will be accepted until May 8, 2012. If you have concerns, you may submit comments identified by Docket Number FAA-2012-0252 using any of the following methods:

Federal eRulemaking Portal: Go to <http://www.regulations.gov> and follow the online instructions for sending your comments electronically.

Mail: Send comments to Docket Operations, M-30; U.S. Department of Transportation, 1200 New Jersey Avenue SE., Room W12-140, West Building Ground Floor, Washington, DC 20590-0001.

The document title is: Unmanned Aircraft Test sites.

Vintage aircraft owners got a big win with the recent FAA Authorization Bill signed by the President. The measure included a provision that authorizes the FAA to release certain type certificate and design data for aircraft no longer supported by a manufacturer.

The specific element of the bill (section 302) provides that the FAA can release "abandoned" data that is essential to safely maintain and operate vintage aircraft. That includes data for aircraft such as those built by long-defunct companies whose type certificates were not acquired or maintained. It also gives the FAA the authority to declare that data as abandoned, and releasable to the public if aviation safety will be enhanced by the information for aircraft, engines, propellers, and other aircraft appliances. An additional amendment to the Re-authorization Bill (section 816) requires the FAA to maintain engineering data relating to aircraft that were certificated between 1927 and 1939, and precludes the destruction of any airworthiness and historically significant documentation.

In the way of miscellaneous notes:

This past month there was GPS testing that had occurred at Fort Irwin, CA and at Beatty, NV that could have impacted GPS use in portions of Arizona. Unfortunately, when we get notification of these tests, the time is so short that it is not possible to alert our membership. Again, we would like to request, when you are flying, if you note a problem with the GPS navigation signal, please note the time, location and altitude and advise us.

The Phoenix 99's are having a Flying Companion Seminar on April 21st at Scottsdale Airport. It will be held in the Business Center Conference room. Check in time is 8:45 am and the program runs to 4:00 pm. The program is "For the flying companion that wants to know more about being in the air". Call 623-486-7255 for more details or to make reservations.

Mesa Falcon Field (FFZ) has completed the Phase I mid-field taxiway reconfiguration for the south runway and the runway is now open for use. Phase 2 has begun, which means the north runway will now be closed for completion of a similar mid-field taxiway reconstruction project with the construction of angled taxiway exits and installation of elevated runway guard lights. The entire program should be wrapped up by very early May. In the meantime, be extra alert when flying into or out of Falcon Field during this construction project because of the high traffic density using the single runway.

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

To celebrate Arizona's 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.

The General Aviation Accident Reduction and Mitigation Symposium (GAARMS), was held on March 14 & 15 at the Mesa Public Safety Facility near Falcon field. The program was well attended and I'm certain, all who attended found the outstanding speakers to be very informative. The results of the symposium are being summarized and hopefully, a report can be made available for the next newsletter.

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.

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 not reported any aviation accidents or incidents in Arizona. After the past few months, when we have had some rather bad accidents with fatalities that didn't need to happen, it's a big relief to be able to skip the monthly summarizing of NTSB accident reports. I hope we can continue the trend.

For places to fly for breakfast on the weekend.

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

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.

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

Please continue to fly safe.

Jim Timm
Executive Director



April Accident Report

Jim Timm

In the 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. For the past reporting period, the NTSB has not issued any reports for aviation accidents in Arizona. I hope this means that everyone has been flying and have done so safely as the lack of reports would indicate.



Col Bob Ashby

At the APA's Annual Members meeting, Saturday, May 26th, 2012, our guest speaker is Col. Bob Ashby, a Tuskegee Airman. He is the recipient of the Presidential Master Pilot Award & the 50 Year Master Pilot Award.



Grapevine at Roosevelt Lake

Tommy Thomason

The inaugural fly-in and camp-out to Grapevine at Roosevelt Lake was another great fly-in success.



We had over 30 planes with no less than 70 folks safely flew or drove in and join us for this historical event. The airstrip has been closed since June of 1997. With lots of work by a lot of volunteers and a very positive relationship developed by Mark Spencer of both the Recreational Aviation Foundation and the Arizona Pilots Association, Grapevine is now available for use by pre-approved, group fly-in events.

As was the Pleasant Valley (Turf) fly-in, all the pilots demonstrated exceptional communication skills, courtesy, and professionalism when arriving and departing from this paved 'back country' airstrip.



Planes were parked at both ends at the turn around areas with most of the campers parked at the mid field area we cleared during the last work weekend. There were about 10 planes packed with camp gear and campers.



On Saturday a hand full of volunteers got busy with a little bit of runway maintenance and setting up the base camp. 10 year old James Nebrig and his dad got busy with outlining and painting the original restricted markings on the south end of the runway. It took twice as much paint

as calculated and turned out great. James certainly met the community service required for his next level in the Cub Scout ranks.



A few of the fishermen and ladies in the group headed down to the lake to try their luck. 12 year old Mason and her dad caught a nice bass they were able to cook for dinner. Chuck Fryer had some pretty good luck with a couple of bass of his own.

Stephanie Spencer and Nancy Bencoter manned the sign-in table while Jay Bencoter prepared hamburgers and hot dogs for all the workers, fishermen, and recreators.



Dinner was potluck consisting of a number of delicious dishes including chilli, frito pie, brattwurst, kielbasa, chicken wings, macaroni salad, Thai chicken soup, dutch oven venison enchiladas, salad, cheese cake cookies, pumpkin bread and more. I was fortunate to get to share some of Chucks perfectly seasoned and cooked fish. Talk about stuffed. I don't think anyone went hungry.

After dinner everyone headed to the fire ring where we were entertained by a group of musicians consisting of District Ranger Kelly Jardine and his fiddle, Dianne Wisda's harmonica,

Steve Mehta on acoustic bass guitar, and Will Waller on his backpackers guitar. We sat around the fire and had nothing less than a great time well into the night.

Sometime late that night, campers started retiring to their sleeping bags out under the stars, in tents, planes, and some drove into Tonto Basin to a hotel room. It got pretty cool that night but most of us stayed nice and warm in our sleeping bags. A couple campers weren't so lucky and got to experience the night time temperature drop.



On Sunday we got busy doing some more runway maintenance, repairing a few cracks, killing weeds, and trimming the edges of the runway. A few fisher-people headed back to the waters edge to wet their hooks again while a few pilots hit the skies to do a little sight seeing.

As planes departed back to their home base, a few more came in to savor a burger or hot dog prepared by Adam.

By early afternoon, the place had been well policed and cleaned up thanks to everyone. With the area clean, the gates closed and the gates locked, the last two remaining planes headed home.

Good times were had by all.

[Ed: Thanks to Jim Hefner for his permission to view some of his [stunning photographs](#) – 2012-02-25 Grapevine Fly-in.]

Pleasant Valley (P48)

Tommy Thomason

The Pleasant Valley P48 (Turf Soaring School) Fly-In near Lake Pleasant held on Saturday February 11, was a huge success thanks to the help of the volunteers who put in time to help coordinate parking, direct traffic, help with sign-in, etc.

A very special thanks goes to Roy Coulliette, the Pleasant Valley Airport Manager for allowing us to hold this event at the last of the Phoenix areas 'grass roots' airstrips.



The aerial demonstrations were canceled due to the media touting it as an air show when in fact this was just an APA fly-in.

We had a tethered balloon, seaplanes, tail draggers, a biplane, nose draggers, light sports, a turbo prop, perfect weather and lots of aviation enthusiasts.

Nancy counted 26 planes on the ramp before she headed out to have fun in Tod Dickey's Widgeon at Lake Pleasant. We had 40+ folks sign in with probably at least half again that many who didn't sign in. Wayne Fischer's Mountain Flying lecture was well attended with standing room only. Unfortunately several folks weren't able to attend. We hope to do this one again sometime soon.



There was just so much positive energy. We had 3 new members sign up at the event with several others planning on signing up on-line.

Several pilots took advantage of the gravel runways to practice their short field techniques. The winds changed throughout the day causing us to change the active a few times. We had 2 runways marked off with 20'x1100' parameters to simulate a back country type airstrip. The pilots that flew in all demonstrated professional communication skills and were great at reporting positions and spotting other aircraft. It was awesome to see so many planes converge in a short period of time with so much respect for each other.



We had enough donations to help pay for the lunch supplies and 'Turf Tom' for his helping Bernie Gross on Thursday to mark runways and cook lunch. These donations will be applied to the general/backcountry fund to help with future events.



Back Country Schedule

Tommy Thomason

Here's the Back Country Schedule for the next couple of months.

April 14 – Superior AZ (E81) Drop in to Superior on this Saturday morning for a cup of coffee and a doughnut and then take a hike into the historic old mining town where a couple of movies have actually been filmed. You may also want to hike down to the stream and relax for awhile. While walking around the airstrip, watch the ground closely and you may find an Apache tear or two.

April 14 - Grapevine work party – We still have plenty of work to do along the edges of the airstrip with getting the mesquite branches cut down to ground level and then grinding the stumps down. Bring a chain saw, or a fishing pole, a tent and sleeping bag if you are up for some camping. You may want to drop into Superior for that coffee before heading over the hill to Grapevine on this day.

May 12 – Young / Pleasant Valley (AZ) We have another work party and camp out scheduled for this weekend. We will be setting up some steel posts for a shade canopy and installing a fire ring. Plan on bringing a dish for one of our fun potluck dinners and sing around the campfire events.

For more information, contact Tommy Thomason at tethomason@cox.net or Mark Spencer at mspencer@theraf.org



Bob Littlefield, Gold Seal CFI, CFII, MEI

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GAARMS, Revisited

Howard Deevers

The March 14 and 15, 2012 symposium, called: GAARMS (General Aviation Accident Reduction and Mitigation Symposium) is now in the history books for Arizona Pilots Association. This symposium was a vision of Fred Gibbs, and he really put a lot of work, and resources into bringing this to life.

"Safety is a never ending goal."

Arizona has the distinction of being the lead in fatal accidents for number of flight hours. I didn't know that. Arizona Pilots Association hopes to be able to develop some actions or strategies to drive down that accident rate, and this symposium had the focus on how do we do that.

When the NTSB investigates an accident they ask the question: "did this pilot attend or participate in any safety programs or in the WINGS program?" Unfortunately, most of the time the answer is NO. So, how do we reach those pilots that never come to any seminars or program? Lots of discussion on that subject was part of this symposium.



Fred Gibbs opened the symposium by outlining the goals of GAARMS. Then Craig Albright presented the Nall Report for 2010 (the latest year for complete data). It breaks down accidents nationwide into categories and shows trends.

Johnathan Snowden followed by giving a report on accidents in Arizona. Johnathan had done extensive research on accidents in Arizona over the last five years and broke down the categories and causal factors. This research was no small task and took months. His research revealed four main areas that we need to work on: Decision Making, Pilot Judgment, Physiological, and Aircraft Control.

Afternoon was kicked off by Bruce Lansberg, from AOPA Air Safety Foundation. Bruce writes a monthly article for AOPA Pilot Magazine, and I'm sure that you have read many of his SAFETY Pilot articles. Bruce asked: "Are you data driven?" He pointed out that with all of the information we have, we still do the same things over and over. The AOPA Air Safety Foundation presents safety seminars all over the country several times a year.

Bob Wright, from Wright Aviation Solutions followed Bruce. Bob has a focus on Risk Management as the key to avoiding fatal accidents. Risk management should be taught by instructors as part of basic training. He pointed out that the GA accident rate has been flat for the last 10 years and challenges us to drive that rate down. He gave some NTSB data, and some case studies of Arizona accidents and suggested ways to improve training to prevent accidents.

Jim Anderson from Starr Aviation Insurance presented even a different view of accidents. What does your insurance company think about aviation safety? He pointed out that no amount of money can replace those lives that are lost in an accident. The NTSB is not the only one looking into accidents. Your insurance company does too, and they have developed a "most wanted" list that Jim presented to the group.

On day two, 24 people showed up to review the presentation of day 1, and to put their collective brains together to present ideas that might make a difference. Bob Wright talked about SAFE, the program held



in Atlanta in May of 2011, and the results of that symposium. The attendance broke into work groups to discuss ideas, and later presented those ideas to the collective attendance.

This was not the end but only the beginning. This should become an annual event for the Arizona Pilots Association and every year it will get better. Not all of the people that showed up are still flying, but expressed an interest in aviation safety and wanted to see what we have to offer.

Even if you did not attend this symposium, but have ideas or suggestions that might prevent accidents of any kind, we want to hear them. We are all in this together. So, if you have some input send it to any Arizona Pilots Association board member, or send it to me at this email address: deeversjones@msn.com, and I will get it to Fred, or anyone else that might be able to use the data and information.

So, the next time you are talking to another pilot about Arizona Pilots Association, and they ask "what do you guys do?" You can tell them that you are proud to be a member of a State Organization that promotes aviation safety to this level and is interested in safety and having fun.

The Arizona Pilots Association wants to thank the many sponsors of this event. Their generous contributions made it possible to bring in important speakers and present this important subject. Remember, FAA requirements for any rating are "minimum standards." We want to be better than that.



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@npqcable.com or 928-266-0112	

NOTE: Disregard the May Annual Meeting at Goodyear line. The meeting will be in Glendale at the APA annual mtg.

FAAST Blast — Week of Mar 19 – Mar 25, 2012

Biweekly FAA Safety Briefing News Update

FAA Safety Standdown - Coming to a City Near You!

We're now just days away from the FAA's 3rd annual Safety Standdown, a nationwide safety and training effort to help reduce the GA accident rate. The launch for the Standdown will be at the Sun 'n Fun International Fly-In and Expo in Lakeland, FL, on Saturday, March 31. Not able to make it in person? No problem. You can watch—via webinar—all of the Standdown presentations as well as any of the FAA safety forums scheduled that week at Sun 'n Fun. There's a great lineup of speakers including representatives from FAA, NTSB, AOPA, and other government and commercial aviation organizations. For the complete forum list and links to register for their associated webinars, go to <http://qrs.ly/471nfnz>.

You can also find Safety Standdown events in your area by searching the seminar map on the Safety Standdown website available next week. FAASite members at more than 100 locations will host events, so you'll be sure to find something nearby. The website will also feature information and video clips on each of the three core topics of the Safety Standdown: Loss of control, aeronautical decision-making, and advanced preflight. Stayed tuned to www.faasafety.gov/ for more information.

Revised Practical Test Standards Released

The FAA's Airman Testing Standards Branch released the following revised Practical Test Standards (PTS) and new aviation training handbooks: FAA-S-8081-14B, Private PTS for Airplane (effective June 1, 2012); FAA-S-8081-12C, Commercial Pilot PTS for Airplane (effective June 1, 2012); FAA-S-8081-25B, Parachute Rigger PTS (effective July 1, 2012); FAA-H-8083-31, Aviation Maintenance Technician Handbook—Powerplant, Volumes 1 and 2; FAA-H-8083-32, Aviation Maintenance Technician Handbook—Airframe, Volumes 1 and 2; FAA-H-8083-18, Flight Navigator Handbook.

All publications are available on www.faa.gov under the Training and Testing menu. For PTS guides, select Airman Testing, and for handbooks, select Training Resources and Guides. Printed copies should be available through the Government Printing Office (GPO) in May 2012.

Pilot-in-Control

According to recent data prepared by the General Aviation Joint Steering Committee (GAJSC), loss of control-inflight (LOC-I) is the dominant cause of fatal GA accident in the past 10 years. "We need to get better at maneuvering our aircraft," says Rich Stowell, seven-time Master Flight Instructor and author of "Pilot-in-Control" in the March/April 2012 FAA Safety Briefing. "LOC-I happens to low-time and high time pilots, to student pilots and ATPs alike." Stowell suggests pilots build a multi-layered defense against LOC-I through better training in the mental skills needed to avoid LOC-I, coupled with better training in the stick-and-rudder skills needed to prevent and recover from LOC-I scenarios.

For more tips on how to prevent LOC-I, be sure to read the current of FAA Safety Briefing at: <http://bit.ly/SPANS>.



Is Safety A Communication Survival Technique?

Barbara Harper, ATP CFII MEI Lear

One of the basic checks and balances in the air traffic control system is the read back/hear back process between the controller and pilot. To improve communication efficiency and the safety of air operations, voice communications must be standardized.

Pilot training and evaluation need the inclusion of cognitive skills. Aircraft accident investigators highlight the importance of radio communication.

Broader training aimed at increasing the awareness of pilots and air traffic controllers of the seriousness of miscommunication is crucial.

It is reasonable to assume developing the ability to detect and correct ineffective communication patterns in a training environment will likely affect a pilot's communication performance during normal and, particularly, emergency conditions.

In fact, a pilot must understand and speak English in U. S. airspace. Most days in Arizona one hears foreign speaking pilots. It is a great place to learn to fly, but do you understand what they are saying, initially? The intonation one hears is mostly vowels which are disjointed, or a poor attempt to pronounce phonetically a standard communication phrase.

They sometimes put more emphasis on the consonants – then, one does not understand the communication at all!

Is the controller responsible for making sure the pilot understands the instruction/clearance or the CFI? Remember CFIs, if the foreign speaking pilot is marginal in English comprehension, and shows limited improvement after instruction, the CFI is responsible to report this limitation (for this area) to Western Region FAA.

In a culture of aviation safety, why do we put up with this behavior? As CFIs do we correct their phraseology, understandability and execution? Teaching English to pilots is dangerous and deadly unless of course you are an English or Linguistic instructor. Training is absolute and the cornerstone to improving safety.

On the whole, as a benefit, why not have the foreign pilot watch TV English cartoons and sing Karoke – then just maybe their English would improve in the aviation community.



Pogo Was Right

Bob Littlefield, CFI, CFII, MEI, AIGI, A&P

Recently I instructed at a Cirrus Pilot Proficiency Program (CPPP) held at the North Las Vegas Airport. CPPP is a weekend of intensive flight, ground and simulator training for pilots of Cirrus airplanes, designed to make them safer and better pilots.



One of the hot topics of discussion during the weekend was the use of the Cirrus Airframe Parachute System (CAPS). When Cirrus introduced CAPS in 1998 as the first recovery parachute system to be used on a type certified aircraft (the Cirrus SR20) many in the general aviation community (myself included) were skeptical of the value of this idea.

However, the experience with CAPS on Cirrus airplanes has been unequivocal – CAPS saves lives! Since the first Cirrus CAPS deployment in 2002 there have been 28 successful deployments that saved 53 lives. That includes saving pilots and their passengers who were unfortunate enough to find themselves in emergencies (such as VFR flight into IMC, severe icing, pilot incapacitation, even airframe failure) which before CAPS would have been a death sentence for everyone in the airplane.

As startling as these numbers are, even more startling is the fact that there were 52 fatal Cirrus accidents (in which 105 people died) where CAPS would have saved most of the people involved if only it had been deployed! This includes one terrifying crash where the pilot and his family endured a 15-turn spin before impacting the ground, killing them all. If at almost any point in this spin any occupant of this airplane had deployed CAPS these folks would be alive today, but no one did, and they all perished.

It's not as if deploying CAPS in a Cirrus is difficult – in fact only two motions are absolutely necessary, moving the mixture to idle cutoff and pulling the big red CAPS handle in the cabin roof. How to deploy CAPS is part of the passenger briefing in a Cirrus, and there have been accidents where non-pilot passengers have successfully deployed CAPS. Yet there are 105 people who should be alive today, who are not, because no one in their airplane thought to take advantage of this life-saving device. And testing in Cirrus simulators shows that pilots of all experience levels often neglect to consider pulling CAPS, even when confronted with extreme scenarios (such as a wing departing the airplane) where no other option exists! This despite the fact that CAPS deployment scenarios and procedures are a mandatory items in the Cirrus transition and recurrent training curricula.

Naturally we in the Cirrus community want to know why this unnecessary loss of life is occurring and how it can be prevented. It turns out there are several factors involved. One big problem (which Cirrus vows to correct) is some instructors who still cling to the outdated notion that “only a poor pilot needs a parachute” and pass this potentially fatal attitude on to their students. Another major factor is pilots who get only the minimum required recurrent training and let their decision-making skills (including when to deploy CAPS) and ability to deal with emergencies atrophy.

Poor instruction, bad pilot decision-making and lack of training and practice – do these all sound depressingly familiar? They should, because they are common threads in not only Cirrus accidents but in accidents in all kinds of general aviation aircraft. The cartoon character Pogo must have been thinking of general aviation pilots when he said “we have met the enemy, and he is us.” In all types of aircraft the pilot continues to be the most dangerous piece of equipment involved.

So, what can we learn from these statistics? Cirrus pilots should learn that CAPS can be a lifesaver and they should make considering CAPS deployment a part of every emergency scenario. Pilots of all

aircraft should re-learn the most basic lesson in flying, which is that knowledge, training, practice and good decision making are the most effective tools for preventing aircraft accidents and saving lives.

Author of the book "Glass Cockpit Flying"
www.hightechflying.com

Weekend Getaway Flights

Craig Albright, Cirrus N857CD @ KCHD, CFI/II

Bullhead City PIREP & our next Getaway: Page, AZ

Here's a quick report on our previous Weekend Getaway flight to Bullhead City, AZ and an opportunity to join us in Page, AZ for an excursion to Antelope Slot Canyon on Saturday, 4/28.



PIREP: Bullhead City, AZ

On Saturday, 2/25, eight folks climbed into three aircraft and enjoyed the day at Bullhead City, AZ. What's in Bullhead City? Besides an array of gambling resorts, the Colorado River offers some easy-going kayaking. Six of us took to the water, and one couple explored the casinos on shore.



While paddling leisurely down the river, we spotted a couple of big-horned sheep, about a zillion ducks and various aquatic birds and...a few tourists donating to the local economy.

Next Weekend Getaway: Page, AZ on April 28th for a (rescheduled) trip to Antelope Slot Canyon

Back in December, Mother Nature's winter weather prompted us to cancel our sight-seeing trip to Page, AZ and their famous slot canyons. However, April holds promise -- let's head north! I'll contact Chief Tsosie's again to arrange for an afternoon tour of Antelope Slot Canyon. For folks who may be unfamiliar with the picturesque beauty of this area, you can check out their [website](#). The canyons are on the Navajo reservation, and guided tours are conducted by Native Americans. By all means, bring a camera on this "getaway"!

Here's a rough itinerary; I'll provide a few more details as we near our departure date:

- Plan to land at Page, AZ (KPGA) by 10:30 AM (or 1730 Zulu) on Saturday, 4/28. Shortly after our 10:30 AM arrival, I'll call for transportation.

- Using Express Shuttle (928-645-9596), a local taxi service, we will head downtown for an 11:30 AM lunch. The 1-way cost from the airport is \$3/person.
- I'm considering a couple of different locations for lunch. Chief Tsosie (the T is silent, by the way) recommended a place named Cherry 7 which is practically next door. On the other hand, I recently received a recommendation for a local Mexican restaurant in downtown Page. So, the jury is still out on a lunch location... However, I plan to make lunch reservations for our group prior to our arrival.
- After lunch, we can walk over to Chief Tsosie's in time for their 1:00 PM tour -- they'll be expecting us. This time of year, the slot canyon lighting is about the same for morning and afternoon tours. And, there are usually fewer people in the afternoon. So, the 1:00 PM tour looks like our best choice. After everyone pays for their tour, we head to the canyon!
 - Chief Tsosie has several types of tours. (Again, look at their website for details.) To keep costs down, I'm planning on the 1.5 hr. "scenic" tour. Normally, the price is \$32.25/person. Previously, they were willing to give us a 10% group discount. I'll reconfirm...
 - They provide transportation to/from Antelope Canyon from their office in downtown Page. And, they have several different vehicles, depending upon group size.
- After returning from the slot canyon tour, I'll contact Express Shuttle again for a ride back to the airport.

If you're interested in joining us, please send me an [email](#). (To minimize last-minute phone calls to Tsosie, etc., early responses would be appreciated!) If you have questions, don't hesitate to [contact me](#) or 480-776-9358. (My wife and I are flying to California with friends and will be gone for a couple of weeks. However, I expect to have internet access during the trip. And, we will return to AZ by the end of March.)

Small caveat... As is the case on all of our Weekend Getaway Flights, you are PIC and responsible for all aspects of flight planning, including (but not limited to) weather, routing, and aircraft performance. The go/no-go decision is entirely yours! As volunteer trip leader, I've selected a destination and will arrange a few details like transportation and possible restaurant (or lodging) reservations that do not involve money.

An aside... Remember that APA events like this are tax-deductible! And, membership is only \$25/year! So, if you have a pilot friend who would also like to join us, have him/her become a member prior to the trip. They will save more than their membership fee on the very first flight!

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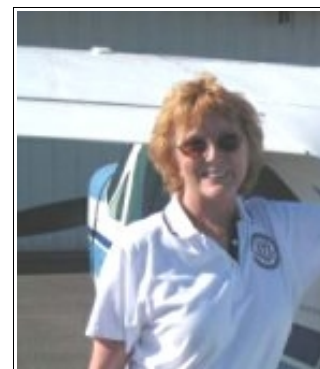
Monthly Deadlines

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 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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