



Arizona Pilots Association

<http://www.azpilots.org>



APA NEWSLETTER

2012 May
Asa Dean, Editor



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President's Report

Nancy Benscoter, APA President

[ED: Three small pictures of Nancy's experience of jumping out of a perfectly good airplane!]

APA ANNUAL MEETING

by Jim Timm for Nancy

Be sure to mark your calendars for the APA annual meeting on May 26 at Glendale Municipal Airport (GEU). The meeting this year will be hosted by the Civil Air Patrol in their facility at the south end of the airport.

If you want to fly in, ground control will be able to direct you to the CAP facility. If you are driving in, from the airport entrance, drive south to gate 15 for the CAP facility. Parking will be outside the gate and someone will be stationed at the gate to let you in and direct you to the nearby CAP building entrance.

The meeting is scheduled from 9:00 to 11:00 AM and a Continental Breakfast will be available to get the meeting started. We have a well rounded out program planned that will be both informative and entertaining. Our guest speaker will be Col. Bob Ashby (Ret.), 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. 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. Come meet this legend and hear his amazing story!

A small part of the meeting will be devoted to the election of directors of your association for the coming year. This year there are six director's positions up for election. At this point, the candidates that we have for these positions are as follows;

- Craig Burch
- Fred Gibbs
- Toby Pulsipher
- Mark Spenser
- Tommy Thomason

We will be taking additional nominations from the floor at the meeting. If you would like to volunteer as a candidate or submit a name before the meeting, please contact the President, Executive Director or any



Nancy Benscoter, President, Arizona Pilots Association



of the directors with your suggestion. This is an excellent opportunity to work with a dedicated group of individuals working to preserve and promote general aviation and serve their fellow pilots in Arizona.

We have collected a number of door prizes for those that attend. Here are some of the door prizes we have so far. There are many more that we are planning on receiving

- 1st, 2nd, or 3rd Class Airman Medical by Dr. Bryman
- 1st, 2nd, or 3rd Class Airman Medical by Dr. Raniolo
- Anzio's Landing Restaurant gift certificate
- Deer Valley Restaurant gift certificate
- Lorenzo's Pizza gift certificate
- Zipp's Sports Bar & Grill gift certificate
- Goldie's Sports Bar & Grill gift certificate

This is just the start of all the exciting door prizes we will have for you. Be sure to come out for the annual meeting, we will be looking forward to seeing you there.



SATURDAY, MAY 19, 2012

7 a.m. - Noon

7 a.m. **Welcome Kickoff**
7-10 a.m. **Pancake Breakfast**
10 a.m. **FAA WINGS Seminar**
Tours
Control Tower
Conducted by The Ninety-Nines
International Organization of Women Pilots
Airfield
Bus seating limited to 30, sign up early

Exhibits and Static Displays

Contact

Scott Driver, TAA Ryan Airfield, 520-883-9800
Viki Matthews, TAA Public Information, 520-573-8187



The Ryan Airfield Fly-In is an Arizona Centennial Commission "Designated Event" and will kick off the 2012 Arizona Airports Association Spring Conference hosted this year by the Tucson Airport Authority.



Executive Director's Report, May, 2012

Jim Timm, Executive Director

Temperatures are going to be going up only too soon, so make sure you get out and get some comfortable flying in before it gets too hot and bumpy.

As a final reminder to submit comments, 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 is being considered for 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:

Click the [Federal eRulemaking Portal](#) 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.

An AOPA/EAA exemption request to the FAA is moving forward that proposes to expand the driver's license medical beyond the sport pilot to those pilots flying recreationally. Flying recreationally would be defined as flight in an aircraft with an engine of 180-horsepower or less, four seats or fewer, and fixed landing gear. Operations would be limited to a maximum of one passenger and flight during day-VFR conditions. The request also seeks to boost safety by creating an educational online course that pilots would be required to complete and that would address medical self-assessment. Both AOPA and EAA have also discussed the numerous safety benefits of allowing pilots to continue flying aircraft with which they are most familiar.

From some reports that I have seen, the FAA is supposedly giving the proposal serious consideration. Therefore, it will be interesting to see what the FAA administrator will have to say about the proposal at the meeting with the administrator at the EAA Airventure in Oshkosh this summer.

In the way of miscellaneous notes:

This is unbelievable, but GPS testing is still going on. I wish I knew when they would quit. Now they will be conducting GPS testing at Alamogordo, New Mexico on April 4, 2012 from 1900-2300Z. According to the notice, most of Arizona could be impacted effectively from the surface and above and the western quarter of the state from 4000 feet and above. Once again, we would like to request, when you are flying, if you note a problem with your GPS navigation signal during the test period, Pilots are strongly encouraged to report anomalies during testing to the appropriate ARTCC to assist in the



determination of the extent of GPS degradation during tests. Also, please advise us, noting the time, location and altitude.

Mesa Falcon Field (FFZ) is now in Phase 2 of it's mid-field taxiway reconstruction project, which means the north runway will be closed for 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.

The City of Prescott has awarded the construction contract for the planned runway 21L - 3R Runway Safety Area Improvement Project. An effort is being made to coordinate and prepare for the start of construction anticipated for the week of May 8th. Be aware of the NOTAM's for Prescott as they will be the official source of information for airfield impacts.

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.

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 three aviation accidents in Arizona. Two of the accidents resulted in injuries and one of the accidents resulted in two fatalities. See my May Accident Report for a summary of the details.

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 being held on the last Saturday of the month. Worth noting, the breakfast is served inside the comfortable airport terminal.

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

Don't miss the APA Annual meeting on May 26th. There will be early arrival treats, an outstanding program and lots of great door prizes. So, until next time, please fly safe and we will be looking forward to seeing you all soon.

Jim Timm

Executive Director



May Accident Report

Jim Timm

In this regular reporting of aviation accidents that have occurred in Arizona, we hope we may be able to learn from the mistakes being made and be proactive in preventing similar accidents from occurring.

For the reporting period, the NTSB had issued reports for three aviation accidents in Arizona. Two of the accidents resulted in injuries and one accident resulted in two fatalities. The two injury accidents possibly resulted from mechanical problems. The fatal accident appears to have been a loss of control after an engine malfunction.

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

Accident Date; Thursday, March 1, 2012 (Reported 3/23/12)

Title 14 CFR Part 91 Operation

Location; Coolidge

Aircraft; Bell AH-1F (Cobra)

Injuries; 2 Minor injuries

The experimental exhibition helicopter experienced a flight control malfunction while maneuvering and impacted the ground at Coolidge Municipal Airport (P08). The helicopter was operated by the Army Aviation Heritage Foundation and Museum Inc. The pilot and mechanic received minor injuries and the aircraft received substantial damage. The purpose of the flight was to film a segment for the Korean Top Gear television series. The accident occurred during a filming sequence that was to consist of a racing sequence with a Corvette. At the start/finish line the pilot initiated a right 150° to 180° turn reaching about 200 feet above the ground. He was attempting to neutralize the controls in preparation to land when he realized the controls were "locked and unmovable in any direction." The helicopter remained in the same turn condition as when the turn was initiated and it remained in the same arc through the turn and decent until it impacted the ground. The pilot was reaching to activate the emergency hydraulic switch at impact.

Accident Date; Tuesday, March 13, 2012 (Reported 3/21/12)

Title 14 CFR Part 91 Operation

Location; St. Johns

Aircraft; Cook Smith AVN Replica SU

Injuries; 1 Minor, 1 Uninjured

The replica SU went off the runway during landing on a flight from Arizona to Texas. The private pilot owner sustained minor injuries and the CFI accompanying him was not injured. The airplane was substantially damaged. During the initial landing for fuel at St. Johns, the pilot discovered that the left brake was less responsive than the right and the airplane veered off the runway, but did not incur damage. The pilot indicated the brakes were not working on either the right or the left side. The pilot and CFI decided to bleed the brakes and after the brakes were bled and tested, they decided to remain overnight in St Johns. The following morning, the brakes were tested again and found to be operational. The pilot and CFI departed to make touch-and-go takeoffs and landings. During the fourth landing the left brake was not responsive and the pilot reported the right brake locked up and the airplane swerved to the right, skidding off the runway and came to rest inverted.

Accident Date; Tuesday, April 3, 2012

Title 14 CFR Part 91 Operation

Location; Mesa

Aircraft; NELSON WILLIAM F Rans S-12

Injuries; 2 Fatal

The Rans S-12 impacted terrain shortly after takeoff from Falcon Field (FFZ), Mesa for a local personal flight. The commercial pilot and non-certificated pilot / owner were fatally injured and the aircraft was substantially damaged. Witnesses reported that shortly after takeoff and when the airplane was about 200 - 300 feet above the ground, they heard the engine lose power. The airplane made a sharp right hand turn, which appeared to the witnesses, as if the pilot was attempting to return to the airport, and the airplane's nose suddenly dropped and the airplane descended straight down and impacted the terrain.



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.



Col Bob Ashby



Payson Aero Fair & Car Show

Beth Myers, Payson Airport Coordinator



The poster features a vibrant background of orange and yellow rays. At the top left is the 'Payson Arizona Cool Mountain Town' logo. The main title 'Payson Aero Fair & Car Show' is in large, bold, black letters with a yellow outline. Below it, the date and time 'May 19, 2012 7:30-2:00 PM' are displayed. A large purple star is positioned to the right of the time. The text 'FREE Admission' is written in large, bold, blue letters with a yellow outline. In the center, there is a cartoon illustration of a yellow biplane with a red car on its wing. To the left of the plane is a cowboy playing a guitar, and to the right is a chef holding a spatula. A large red and white striped cup is in the foreground. In the top right corner, there is a circular logo for the 'EAA Country Classic Auto Club Payson, Arizona' featuring a classic car. At the bottom left, there is a 'CUBCRAFTERS Certified Sales Center' logo. The bottom section contains text about 'FLY-IN Breakfast 7:30 - 10:30', 'Airplane rides \$30 per person Offered by EAA Chapter #810', and 'Building Projects for Kids!' with an illustration of three children. The bottom-most text reads 'Fly in airplane traffic all day, booths to browse, food and fun'.

Payson
Arizona Cool Mountain Town

Payson Aero Fair & Car Show

May 19, 2012
7:30-2:00 PM

FREE Admission

EAA COUNTRY CLASSIC AUTO CLUB
PAYSON, ARIZONA

CUBCRAFTERS
Certified
Sales Center

FLY-IN Breakfast
7:30 - 10:30

Airplane rides
\$30 per person
Offered by EAA Chapter #810

Building Projects for Kids!

Fly in airplane traffic all day, booths to browse, food and fun

How Long Do Airplanes Last?

Howard Deevers

People ask me that a lot. How long can an airplane last? Naturally, the answer depends on the airplane, how it is used, how it is maintained, and many other factors.

Unlike automobiles, airplanes don't change in outward appearance much even over a very long time. To the casual observer, a Cessna 172 that was built in 1965 looks pretty much like the one built in 2005. If that 1965 Cessna has a new paint job, the observer might not know the difference at all. After all, the wings are still in the same position, the wheels, the engine, the prop, the doors and windows, etc. Some exterior cosmetic changes might exist, but unless you are an airplane buff, you might not even notice them.

My brother can glance at any car built in the 50's, 60's, and even later, and tell me what model and year it is, and what the differences are from the previous year, or later year for that make and model. Could he do that on Cessnas or Pipers? Nope. And neither can I.

I have to look pretty close at an airplane to tell its age. Paint styles have changed over the years, and that might be a clue to the age of some airplanes, but not a dead give away. After all, many airplanes get custom paint jobs over time anyway. Some are quite attractive, others just plain and simple. So, we can't judge a plane by its "cover."

There are many other factors to consider. For example; the total number of hours on the airframe, and on the engine. Most cars will go to the scrap yard with the original engine that came with the car. Most airplanes will have engine overhauls, or outright engine changes over their life time. When we look to purchase a used air plane, one of the first items of interest is the number of hours on the engine. The same with the panel. Only customized cars have different panels in them. Airplanes get avionics upgrades all the time. And the interiors can be upgraded as well.

So, how long will an airplane last? The answer is: as long as someone wants to maintain it, and can find or make the needed parts, and can afford to do all that is required to keep the airplane flying.

A ten year old automobile is generally considered to be well past its prime and will be sold or traded for a newer one. A ten year old airplane is generally not old at all, unless it has been a trainer, or charter aircraft and in constant use for those ten years. A flight school airplane that is ten years old, could easily have close to 10,000 or more hours on it, where as the same aircraft purchased for personal use would likely have less than 2000 hours on it and if hangared and well maintained would look pretty much like the day it was delivered. The average private pilot flies less than 200 hours per year and if he maintains the airplane well, it will last a very long time and give the owner very good service.

Can you do your own maintenance? Sure. Most of it anyway. The FAR's list all of the items that an owner/pilot can do on his airplane. The list is probably longer than most people want to follow. If you do your own maintenance, it will certainly reduce your cost of ownership. Make friends with a good A & P mechanic, and pay him for inspections and advise. You can do anything to your airplane if you can find a mechanic that will inspect the work, and sign off on it. And don't forget that you can still build your own airplane too. For more information on that contact the EAA (Experimental Aircraft Association). Building your own airplane is a completely different subject.



The only place we see the WW I aircraft is now in aviation museums. There are some replicas of WW I aircraft flying, but I don't think that any originals are still flying. Now, the WW II airplanes are still of great interest to most of us. Although getting to be rare, there are still many flying and are well maintained by those that love them. Who wouldn't love to find a P-51 stashed away in a barn somewhere that has not flown in 40 years or more?

Some airplanes simply "time out." The airline aircraft do have life limits on number of hours, and cycles (a take off and landing is a cycle), and when they finally come to the end of those limits they have to be retired. There are several places in Arizona that can disassemble retired aircraft. The metal can be recycled and eventually rolled into new sheets of aluminum and possibly made into new airplanes. I don't know what will happen to the newer materials, such as carbon fiber built aircraft. I don't know how they recycle that material.

Some airplanes are just abandoned after their last flight. The Manila airport in the Philippines has some 30 abandoned airplanes just sitting there. Ranging from a Cessna 150 to DC 9 jets, including a Constellation and a couple of DC 3's, these airplanes have not flown in years and are "becoming an eyesore" according to the airport manager. If not claimed and moved, they will be sold at auction. So, if you are looking for a deal, go to Manila. Of course, it might cost you more to get the airplane back to Arizona than it is worth, but who knows?

Whatever airplane you fly, or maintain, come on out to the next Arizona Pilots Association event and join in the fun, or safety seminar. The weather is just about perfect, and you just can't beat these beautiful Arizona skies.



Foot Launch Glider

Asa Dean

Prefer to WEAR your glider? Use your legs as the retractable landing gear? See the [YouTube video](#).



24AZ Pleasant Valley Fly-In Camp Out

Mark Spencer

Mark your calendar on May 12th & 13th

Don't miss this year's first cool country fly-in camp-out at the Pleasant Valley airstrip (aka Young International) located just outside of Young, AZ in the Tonto National Forest. Those who attended last year's spring fly-in were treated to potluck dishes and fireside music by District Ranger, Don Luhrson, and local residents. Stay tuned to our [Facebook page](#) for up-to-the-minute details and the go/no-go for the weather that will be posted the week of the event. On the [Facebook page](#), click on the events header, then the Pleasant Valley work party. This airstrip is a level 2 airstrip, narrow, two track, but plenty long at 3,800 feet.

Contact [Tommy](#) or [Mark](#).



Back Country Schedule

Tommy Thomason

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

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



RAF President Visits Grand Gulch, AZ

Mark Spencer

Not many folks, actually I am not sure if anyone in AZ knew that RAF President John McKenna, visited AZ this last month. Really, it was only one morning, and at a remote airstrip located on BLM land next to the historic Grand Gulch Mine, 40 miles west of Tuweep. Long time RAF supporter Gordon Rock had been in St George Utah the entire week, and made several visits to the Grand Gulch in the process of evaluating the site for RAF involvement.

It all started with a call I received from Arv Schultz several weeks ago, where he explained the situation at the mine, and the current owner's desire to sell the 20 acre claim next to the old runway. Arv thought it might be a perfect project for the RAF, with their involvement with the BLM, and the National Park Service in other states. I had several conversations with the Grand Gulch claim owner, one with Scott Florence, District Manager with the BLM, and, Hal Hilburn of Utah. I passed along the information to John McKenna, who jumped right in, and also involved Gordon, who picked up the ball and ran full speed with it. John McKenna, and his wife Tricia, have been considering a home in St George, and the Arizona Plateau has been of interest to the RAF since the Tuweep closure back in 2005. By the way, the Tuweep situation is still moving forward, but the legislative session has had everyone overwhelmed at the capital. Anyway, John teamed up with Gordon on his visit to St George, visiting the site, and the BLM office in St George, where they discussed options for the Grand Gulch airstrip with Mr. Florence. More to follow on this little gem of the Arizona Plateau!



RAF supporter, Gordon at the Grand Gulch Smelter and John McKenna driving!

Sun-n-Fun 2012

Mark Spencer

It was a whole different scene at this year's Sun-n-Fun in Lakeland, Florida. You may recall last year's event was ravaged by a brief tornado ripping through the airport. Stefanie and I stood there in the RAF tent with disbelief, and a little fear to be honest. Aircraft were being flipped over and strewn about all around us, and in a matter of minutes we were standing in ankle deep water. We watched as the Aviat Husky, tied down in the RAF display, ripped its tie downs out and rolled away in the wind. The storm passed as quickly as it came, and that Husky is this year's "Tougher Than a Tornado" Sweepstakes aircraft for AOPA. This year's mostly calm, 80 degree weather was only briefly punctuated by a brief and small thunderstorm one afternoon, and to everyone's surprise, Friday's attendance broke a record!



Mark Spencer, RAF President John McKenna, and Tricia McKenna enjoying a little shade in front of the Sun-n-Fun RAF tent

Stefanie and I tagged along with the Recreational Aviation Foundation (RAF) again this year to help man the tent. We had another Husky tied up out front, and a Red Bird simulator in the tent opposite the fire ring display. We had plenty of interest in back country flying, and the Editor in Chief of FLYING magazine, Robert Goyer, stopped by to hand over this 2011's "Best New Product Award" to the RAF team. You may say "What's their product?" Actually, the editor defined it as a service, the service the RAF has provided to the backcountry aviator in working with local pilot organizations, like the APA, across the country, and with federal agencies in Washington DC to further the causes of the backcountry aviation community. He asked if I'd be interested in writing an article for them entitled "Opening the Backcountry of Arizona."

AOPA president Craig Fuller stopped by several times, and even came for dinner with the RAF team on Friday evening. Sitting next to Craig, I explained the progress we've been making in the AZ

backcountry, and showed him photos of our soon to be announce APA/RAF project in the Apache Sitgrieves National Forest. He was so excited that he started looking for this new airstrip on his Google Maps, and hinted that it may be a good place for the Tougher Than a Tornado Husky to stop for a photo session.

Of course the air show was incredible, the Thunderbirds, and all the usual acrobatic displays, but for Stef and I, it was the folks we met, and sitting around the newly installed RAF fire ring in the campground area, talking aviation with old and new friends, and sharing all the great things the Arizona team has accomplished in this last year, that topped the cake.



Team RAF accepting FLYING Magazine's Best New Product 2011 Award

RAF Dedicates Fire Hub at Sun-n-Fun

Mark Spencer

The first, of what the Recreational Aviation Foundation (RAF) hopes to build at airstrips across the country, was constructed and dedicated at this year's Sun-n-Fun at the Lakeland Linder Regional, in the Sun-n-Fun campground area.

The RAF mission was formulated around a campfire some years ago, and these campfire conversations continue to be the place where friendships are made, and the backcountry aviator's challenges, hopes, and dreams are discussed.

The RAF hopes to construct these fire hubs, or circles, in every state, in order to promote awareness, and funding of backcountry airstrips. The initial fire ring is constructed through local sponsors, and then, one by one, the paver bricks surrounding the fire circle are replaced with new bricks bearing the names or personal message of donors, who for a \$100 donation, earn their place at their choice of fire ring location, and in the national effort to preserve, re-open, and construct backcountry airstrips for the backcountry and recreational pilot.

Sun-n-Fun's fire ring sponsor was none other than the AOPA. Each night, folks from all around the campground, and even nearby hotels, sat around the fire, making new friends, and discussing their aviation dreams.

See AOPA [Website](#) for a complete article and photos!



Dedication of RAF "Fire Hub" at this year's Sun-n-Fun

2012 Safety Program Schedule

Fred Gibbs, Safety Seminar Director

ARIZONA PILOTS ASSOCIATION	
SAFETY PROGRAM SCHEDULE FOR REST OF 2012	
MONTH	LOCATION
MAY	ANNUAL MEETING – GLENDALE CIVIL AIR PATROL BUILDING
JUNE 9	SAN MANUEL
JUNE 16	FLG
JUNE 18	AIR RACE CLASSIC – LAKE HAVASU
JULY 14	FFZ
AUG 11	PAN
SEPT 15	ST. JOHNS/SPRINGVILLE
OCT	COPPERSTATE
OCT 13	FLG or SEZ
NOV 10	MARANA/CASA GRANDE
DEC 8	SDL
<p>Watch for the FAASAFETY.GOV announcements to register for these programs, or go to WWW.AZPILOTS.ORG , or just simply show up!!</p> <p><i>For more information, contact Fred Gibbs @ fredgibbs@npqcable.com or 928-266-0112</i></p>	

Communication, Does It Really Work?

Barbara Harper, ATP CFII MEI LRJet

Decisions by pilots and air traffic controllers often have to be made in extremely compressed time frames and must be concisely expressed for the sake of safety.

In the context of aircraft operation, communication clarity is the chief factor when determining the soundness of pilots and air traffic controller decisions. Air safety reports provided by pilots have demonstrated misunderstandings in air-ground communication due to the use of nonstandard phraseology have been a contributing factor in aircraft accidents and incidents. There appears to be a knowledge gap in the area of pilot communication. The ongoing practice of relying on experience to compensate for training in radio communication skills may be inadequate. The requirement to use standard phraseology is fundamental to the success of an aircraft flight.



Communication competence is the ability to choose a communication behavior that is both appropriate and effective for a given situation. A competent communicator is someone who is procedural knowledgeable, and has the skill to perform. Proper communication is the core for developing of a safety culture. The trend around safety culture originated after the Chernobyl disaster brought attention to the importance of safety culture and the impact of human factors on the outcome of safety performance. Communication was one of the main elements of understanding the operational risk of this catastrophe.

Safety culture is a term used to describe the way in which safety is managed in the workplace, and often reflects the attitudes, beliefs, perceptions and values that employees share in relation to safety. There is a trend for safety culture to be expressed in terms of attitudes or behavior. Specifically, safe aviation practices depend upon two intrinsic components: technology and the human factor.

The two components form what has been called a socio-technical system. The socio-technical system has tightly bound and interconnected aspects. The technical system includes machinery, processes, and procedures. The social system includes people and their habitual attitudes, values, behavioral styles, and relationships. The socio-technical quality of communication is critical in aviation. Any ineffectiveness poses threats to the safe operation of aircraft and can endanger lives. Effective communication in the socio-technical environment is essential to the promotion of aviation safety and for this reason greater scrutiny is warranted. Airplanes simply are not operated safely without clear, concise, and unambiguous voice communications. The elements to remember for safety survival in communication are listen, focus on problem or task, effective communication, and following directions.

Weekend Getaway Flights May-July

Craig Albright, Cirrus N857CD @ KCHD, CFI/II

Looking ahead, summer is already upon us. And, although we can look forward to many days of cloudless blue skies, we all know that Mother Nature is about to turn up the heat! So, I've tentatively scheduled a short trip as well as a couple of "escape the heat" flights:



- May has turned out to be a busy month! I try to hold our Getaway Flights on the 4th weekend of the month to avoid schedule conflicts with Flying Samaritans Arizona; their monthly medical clinics are usually held on the 2nd and 3rd weekends. However, our annual APA membership meeting is Saturday, May 26th. So, that leaves **Sunday, May 27th**. Let's head down to **Bisbee, AZ (P04)** and enjoy the Copper Queen mine tour. Distance (direct) from Chandler is only 152 nm.
- In **June 16-17**, let's head for **Bryce Canyon, UT (KBCE)**. This will be an overnight trip – up on Saturday AM and return on Sunday. Walking along the canyon rim is incredibly scenic. Adventuresome folks can hike down into the canyon, as well. We'll probably stay at Ruby's Inn (Best Western) which is just outside the park, itself. They provide an airport shuttle. And, a bus into the park is conveniently available. Another lodging option is the Bryce Canyon Lodge, which is actually in the park. Distance (direct) from Chandler is 267 nm.
- How about flying west to **Catalina Island, CA (LAVX) on July 28-29**? Again, I anticipate an overnight trip. I haven't been to Catalina, and it has been quite awhile since I looked at their website. But, I know that there are a myriad of land- and water-based activities available – something for everyone! And, the over-the-water distance is quite short – the island is only 34 nm. off-shore. Distance (direct) from Chandler is 333 nm.

After our upcoming trip to Page, AZ to visit the nearby slot canyons, I'll start working on trip details. However, any of us are already formulating summer travel plans! So, consider capitalizing on these Getaway opportunities. Admittedly, our trips are normally a little more impromptu. But, I'm looking further ahead for these next three events since they may compete with your summer activity schedule. If any (or all!) of these catch your attention, please let me know ASAP. I'll be starting trip lists well in advance. And, I expect to arrange discounted lodging rates. (I'll negotiate a group rate; all participants will actually make their own room reservations.) So, please contact me: **Craig Albright, 480-776-9358, fcabrightAZ@gmail.com**.

The usual 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 ground transportation and possible restaurant (or lodging) reservations that do not involve money.

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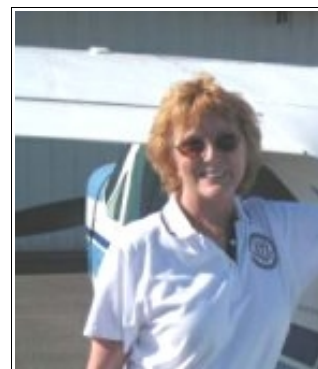
Monthly Deadlines

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:
Newsletter_Editor@AZPilots.org



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