



Arizona Pilots Association

<http://www.azpilots.org>



APA NEWSLETTER

2012 June

Asa Dean, Editor



Table of Contents

| | | | |
|--|----|---|----|
| President's Report..... | 3 | Craig Albright, Cirrus N857CD @ KCHD, CFI/II..... | 20 |
| Nancy Bencoter, APA President..... | 3 | Highest Airshow Record Attempt..... | 21 |
| Executive Director's Report, Jun, 2012..... | 5 | Karen Meyer..... | 21 |
| Jim Timm, Executive Director..... | 5 | EAA Show Low Chapter 586 Breakfast..... | 22 |
| Tucson International Airport - Operational Special Notice..... | 7 | Safety in the Backcountry..... | 23 |
| Notice Number: NOTC3729 – May 2012..... | 7 | Mark Spencer..... | 23 |
| June Accident Report..... | 8 | Weekend Getaway Flights – Jun..... | 25 |
| Jim Timm..... | 8 | Craig Albright, Cirrus N857CD @ KCHD, CFI/II..... | 25 |
| Larry Newby, R.I.P..... | 10 | Grand Gulch Airstrip..... | 26 |
| Adam Rosenberg..... | 10 | Mark Spencer, Arizona RAF Liaison..... | 26 |
| Mogollon Fly-In..... | 11 | Support APA with Stylish Merchandise..... | 27 |
| Fly Like An Airline Pilot..... | 12 | APA Website..... | 28 |
| Howard Deevers | 12 | Stefanie Spencer..... | 28 |
| NMPA Backcountry Flying Clinic in Truth or Consequences, NM..... | 13 | Newsletter Authors..... | 28 |
| Mark Spencer..... | 13 | Monthly Deadlines..... | 28 |
| Back Country Schedule..... | 14 | Advertisements..... | 28 |
| Tommy Thomason..... | 14 | APA Membership..... | 28 |
| 2012 Safety Program Schedule..... | 15 | | |
| Fred Gibbs, Safety Seminar Director..... | 15 | | |
| Everyman Needs A Wingman..... | 16 | | |
| Are You Hebetudinous?..... | 17 | | |
| Barbara Harper, ATP CFII MEI LRJet..... | 17 | | |
| GAARMS Update..... | 18 | | |
| Fred Gibbs, GAARMS Project Lead..... | 18 | | |
| Weekend Getaway Flights – Antelope Canyon PIREP | 20 | | |

President's Report

Nancy Benscoter, APA President

It's been several months in the making, but the new Arizona Pilot's Association website is now on line! They say information is power, and web based information is the fastest way to stay up to date in our fast paced world. With this in mind, our new website sports several features aimed at keeping Arizona pilots up to date on events, legislative issues, and calls to action to the aviation community. Membership information can be updated by each APA member, including your own photo, contact information, and your area of aviation interest. This dynamic web based system is an important and powerful tool that helps us make timely contact with you when an event or need relating to your area of interest arises. Be looking for an e-mail



Nancy Benscoter, President, Arizona Pilots Association

A screenshot of the Arizona Pilot's Association website. The header includes the APA logo and navigation links: HOME, ABOUT US, NEWS, EVENTS, RESOURCES, MY ACCOUNT, SHOP, GALLERY, and SEARCH. The main content area features a 'Join Today!' button, a 'YOUR VOICE FOR GENERAL AVIATION IN ARIZONA!' section, and a 'CALENDAR' section. The calendar shows events for May 2012, including the 'APA Annual Meeting - Tuskegee' on May 26 and the 'Weekend Getaway to Bisbee, Copper Queen Mine Tour' on May 27. The 'UPCOMING EVENTS' section lists events for June, including the 'NMPA Backcountry Flying Clinic in Truth or Consequences, NM' and the 'Idaho Backcountry 2012 Annual Summer Fly-in at Johnson Creek, ID'. The footer includes links for 'Backcountry Airstrip Safety Information' and 'Newsletters'.

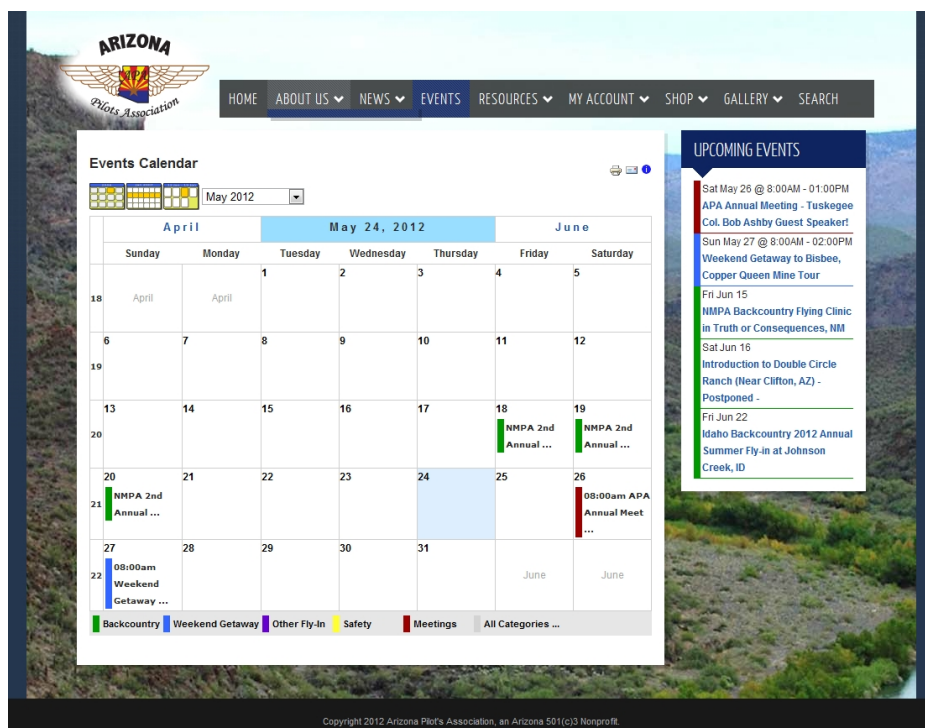
from our webmaster with instructions on making your first login and updating your information!

Some other features of our new web site include photo galleries of recent or upcoming events, or of that backcountry airstrip you've been wondering about. An up to date events calendar, news, member classifieds, a resource page, links to other valuable web sites related to your areas of interest and, of course, merchandise available are all on the new website. With the ability of our various board members and directors to update their areas of the

website, live, we'll ensure that up to the minute and accurate information is available to Arizona pilots.

Let's take a test drive of the events information for a starter: Just go to www.AZPilots.org, be certain that you are at the new site, and not on the cached page in your local system. Notice there are several areas of event information, including a Calendar in the upper right column, the Upcoming Events section, and below that, Latest News.

For more detailed information, just click on the specific event Calendar date, a specific event under Upcoming Events, or just click on the Events tab at the top of the page. You can also Like our [Facebook page](#) in the left column if you'd like to receive news feeds on events.



I personally like the calendar that comes up after clicking on the Events Tab at the top of the web page.

Notice the category colors so you can quickly identify events of interest to you, for example, Weekend Getaway Events are in Blue. Click on a specific event, and the most up to date information appears. You can also short cut to this detailed information by clicking on the event under Upcoming Events on this page or on the home page where we started.

On the Resources tab you'll find specific information links, such as Backcountry airstrip information, including links to

our newly published backcountry information pamphlets, or you can jump to newsletters to check out current or old newsletters.

Let's not forget the News tab, where you'll find links to news items specific to your area of interest, as well as Executive reports from your APA officers and Directors.

Last, but not least, I'd like to introduce our new Webmaster, Stefanie Spencer, and say a big thank you to Nancy Rogers for her years of fulfilling this challenging role for the APA.



Executive Director's Report, Jun, 2012

Jim Timm, Executive Director

There is a lot of discussion going on regarding the introduction of UAV's into the National Airspace system, including the question, "what to call these things". The term RPV for remotely pilot vehicle hung around for years. More recently the term UAV for unmanned aerial vehicle became common. More recently the FAA seems to favor the term UAS for unmanned aircraft systems. The UAS has been around for many years in various forms.



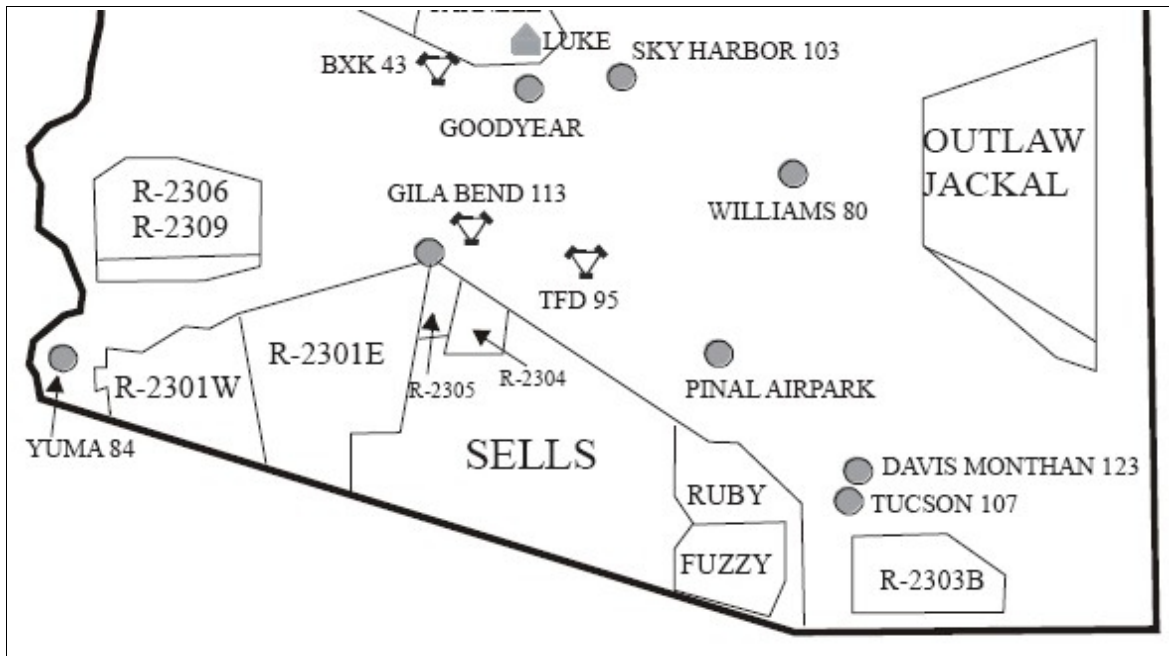
The latest military versions are impressive in the missions they can accomplish. The UAS has evolved to the point that there are systems that range in size of a baseball to very large aircraft. Initially they most likely will be used by police or public safety organizations, Homeland Security and ultimately evolve into use for commercial purposes such as traffic watch, pipeline patrol, mapping, photography and various observation tasks. Apparently, dozens of universities and law-enforcement agencies have been given approval by federal aviation regulators to use unmanned aircraft.

I think we all share the concern of collision with one of these UAS. The waivers the FAA is proposing to issue in the shorter term will restrict UAS flights to altitudes below 400 feet agl, away from airports, and the UAS must remain within sight of the operator on the ground. Initially the UAS weight will be limited to 4.4 pounds. The waivers the FAA is talking about issuing now, in the short term, are really not much different from radio controlled model airplanes. Under a law President Obama signed in February, the FAA was required to write rules by May 14 on how it will license police, fire department and other public safety agencies eager to fly lightweight UAS at low altitudes. The FAA is supposed to develop plans by the end of this year to integrate UAS operated by individuals or corporations into U.S. airspace by 2015.

I hope you got your comments in before the May 8 deadline. It will be interesting to see how this UAS issue develops. Frankly, I'm already having enough of a problem seeing and avoiding other airplanes my own size without worrying about something even smaller.

I hope everyone has submitted their comments in support of the AOPA / EAA Medical Exemption. The exemption request 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, limitation of a maximum of one passenger and flight during day-VFR conditions. The request would also seek to boost safety by having an educational online course that pilots would be required to complete that would address medical self-assessment.

From time to time the subject of the legality of using a cellphone in a general aviation airplane in flight comes up. FAA Advisory Circular 91-21.1B provides the answer. "The Federal Communications Commission (FCC) currently prohibits the use of cell phones while airborne. Its primary concern is that a cell phone, used while airborne, would have a much greater transmitting range than a land mobile unit. Their use could result in unwanted interference to transmissions at other cell locations since the system uses the same frequency several times within a market or given operating area. Since a cell phone is capable of operating on various cellular frequencies, unwanted interference may also affect cellular systems in adjacent markets or operating areas. The FAA supports this airborne restriction for other reasons of potential interference to aircraft systems and equipment. Currently, the FAA does not prohibit the use of certain cell phones in aircraft while on the ground."



There continues to be a serious problem with intrusions into the Goldwater Restricted areas **R-2301W, R-2301E, R-2304 and R-2305**. We once again suggest, if you fly south of Interstate Highway 8 be very aware of your position. You will most likely be very close to the restricted airspace boundary. The military is extremely concerned that there is a significant potential for a serious incident occurring with the current rate of intrusions. You have to remember, the fighters using these restricted areas are firing live ammunition and simulating air to air combat and cannot be looking for G/A airplanes. The Air Force is tracking intruders and filing pilot deviations on restricted area violators. Unfortunately, the number of intrusions have been increasing. Please pass this concern to other pilots you know, we do need to get the word out. It is believed that some of these intrusions may have been the result of confusion in entering the identifier for the Gila Bend VORTAC (GBN) and entering the Air Force Auxiliary Field (KGBN) identifier in error. As a result, consideration is being given to changing the identifier for the GBN VORTAC.

Luke AFB reported the LAFB TRACON has recorded over 90,000 operations since the Luke SATR has been in effect with only one NMAC reported. Prior to implementation, there were several NMAC reports each quarter reporting period.

In the way of miscellaneous notes:

Good News! During the last legislative session budget fights, the Aviation Fund escaped having funds swept from it. With an intact aviation fund, ADOT Aviation Department is undertaking numerous airport improvement projects around the state.

I can't believe it, but GPS testing is still continuing. I wish they would hang it up. Now they were conducting GPS testing at Las Cruces, New Mexico during most of May. According to the notice, the eastern portion of Arizona would have been impacted. Also during the same time frame, testing at Nellis AFB, Nevada was being undertaken that could have impacted northern and central Arizona. 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 to the appropriate ARTCC to assist in the determination of the extent of GPS degradation during the tests. Also, please advise us, noting the time, location and altitude.

Expansion of approach control services to northern Arizona is still on track. The Phoenix TRACON has nearly completed the work necessary to assume the airspace. With an automation update at Albuquerque ARTCC in progress, the projected completion date is March of 2013.

Mesa Falcon Field (FFZ) has completed it's mid-field taxiway reconstruction project. Sometime this summer they are planning on doing an overlay on the south runway, thus closing it for a short time. We'll keep you posted on the dates.

Beginning May 20th, Falcon tower expanded operating hours from 0530 to 2100 local time. It was also mentioned that CAE will be adding flights with the signing of another training contract.

The ILS at Casa Grande Municipal Airport (CGZ) has been going off the air from 7 PM to 7 AM for maintenance and is scheduled, at this time to go down for 5 to 6 weeks in August for an upgrade. This date may be amended to minimize the impact on the flight training community.

We are continuing to work with airports around the state, presently Gila Bend and Wickenburg, 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 seven aviation accidents in Arizona. Five of the accidents did not result in injuries, one accident resulted in a serious and minor injury the other resulted in a minor injury. See my June Accident Report for a summary of the details.

For places to fly for breakfast on the weekend.

The Coolidge Airport Fly In Breakfast has been suspended for the summer as usual. The breakfast at Casa Grande Municipal Airport is still being held on the last Saturday of the month. Worth noting, the breakfast is served inside the comfortable airport terminal. The event is put on by a Community Service Group to raise funds.

Tucson International Airport - Operational Special Notice

Notice Number: NOTC3729 – May 2012

There have been several incidents where incoming aircraft were aligned with the wrong runway; 29L or 29R and even Taxiway Alpha.

Runway 29R is being confused for runway 29L due to the recent resurfacing of Taxiway A.

From a distance, while on left base to final and on final, Taxiway Alpha appears to be a runway. Taxiway Alpha's length and the new Taxiway Golf give it the appearance of being Runway 29R. Pilots are confusing 29R for 29L, and making approaches and landing on the wrong runway.

Vigilance is required for operations both day and night. It would be prudent in the best interest of safety to familiarize yourself with the airport environment.

To assist in finding Runway 29L, pilots should look for a threshold to the left of and approximately 2,500 feet past Runway 29R threshold and with bunkers with white/light gray roofs leading up to the threshold of Runway 29L.



June 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 mistakes being made and take action to prevent similar accidents from occurring in the future.

For the past reporting period, the NTSB had issued reports for seven aviation accidents in Arizona. Five of the accidents did not result in injuries, one accident resulted in a serious and minor injury, the other resulted in a minor injury. The serious injury accident may possibly have resulted from a mechanical problem. The minor injury accident appeared to have been a loss of control during take off.

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; Friday, March 16, 2012 (Reported 4/17/12)

Title 14 CFR Part 91 Operation

Location; Avra Valley

Aircraft; Raven Industries Inc. S-66A (Balloon)

Injuries; 9 Uninjured

At about 0800 MST the Raven Industries Balloon was substantially damaged when it's envelope contacted electrical transmission lines during landing near Avra Valley. The balloon was operated by Southern Arizona Balloon Excursions. The commercial pilot and eight passengers were uninjured.

Accident Date; Friday, March 30, 2012 (Reported 5/11/12)

Title 14 CFR Part 91 Operation

Location; Casa Grande

Aircraft; ARADO-FLUGZEUGWERKE GMBH FW 190 A-5 (Replica WWII Fighter)

Injuries; 1 Uninjured

After the first flight of the experimental category airplane, during the landing roll, as the tail came down the pilot applied the brakes. The airplane veered to the right and departed the runway, collapsing the left landing gear and substantially damaging the wings, Post accident examination of the brake system did not reveal evidence of mechanical malfunction or failure that would have precluded normal operation.

(Factual Report)

Accident Date; Sunday, April 1, 2012 (Reported 4/19/12)

Title 14 CFR Part 91 Operation

Location; Lake Havasu City

Aircraft; Lake LA -4-200 (Amphibian)

Injuries; 2 Uninjured

The ATP Sea Plane pilot stated that during a water landing he believed the left sponson contacted the water about the same time as the hull. The airplane water looped, bending both sponsons and the left wing tip. Also, the left side of the airplane's nose and left fuselage at the pilot entry station were wrinkled and bent.

(Factual Report)

Accident Date; Thursday, April 12, 2012 (Reported 5/7/12)

Title 14 CFR Part 91 Operation

Location; Prescott

Aircraft; Cessna 172S

Injuries; 1 Uninjured

The Private pilot was practicing touch and go take off and landings in a cross wind. The pilot stated the landing was uneventful, however, as the airplane accelerated for take off it veered to the left. Despite the pilots control inputs, the airplane continued to veer to the left, exited the runway, and struck a runway sign. The airplane sustained damage to the fuselage, firewall and empennage. There were no mechanical anomalies that would have precluded normal operation.

(Factual Report)

Accident Date; Friday, April 13, 2012 (Reported 4/19/12)

Title 14 CFR Part 91 Operation

Location; San Manuel

Aircraft; Piper PA-28-140

Injuries; 1 Minor, 1 Uninjured

Piloted by a private pilot, the rental airplane departing for a local area flight, experienced a loss of control during take off. It was reported that immediately after the airplane lifted off the runway, it entered a left bank and veered diagonally away from the runway. The airplane bounced on the ground and crossed a median and a taxiway. As the accident airplane came to a stop, it impacted an unoccupied parked airplane. The airplane was substantially damaged. The pilot was not injured and the passenger sustained a minor injury.

Accident Date; Monday, April 16, 2012 (Reported 4/30/12)

Title 14 CFR Part 91 Operation

Location; Winslow

Aircraft; Luscombe 8E

Injuries; 2 Uninjured

While landing for fuel on a cross country flight, the commercial pilot stated the wind was variable at 3 to 6 knots and generally from the right. During landing he over corrected with rudder and the airplane ground looped to the right. The left main gear failed and the left wing was bent and wrinkled.

(Factual Report)

Accident Date; Wednesday, May 2, 2012

Title 14 CFR Part 91 Operation

Location; Phoenix

Aircraft; Hughes 269C

Injuries; 1 Serious, 1 Minor Injury

The Hughes 269 helicopter was substantially damaged after colliding with a residential home in Phoenix. The reported photo flight had departed Deer Valley Airport (DVT) shortly before the accident. A witness reported the helicopter appeared to be flying erratically prior to impacting the roof of a house and a brick fence. The helicopter came to rest upright in the backyard of an adjoining house. The commercial pilot sustained serious injuries and the passenger sustained minor injuries.



Larry Newby, R.I.P.

Adam Rosenberg

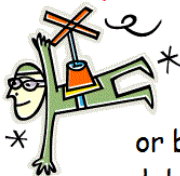
Here is [the link](#) to a short tribute that I wrote about Larry Newby, Chief Pilot at Redtail Aviation and one of the finest, most enthusiastic, most-careful back-country pilots out there. Click on the pictures to see full-size images of Larry, the crash site (with citation), and the Dark Canyon area of Utah.

Here is a link to a BackCountryPilot [forum](#).

Larry Newby, chief pilot at Redtail Aviation in Canyonlands (CNY) went down with two passengers, three fatalities, near Dark Canyon, Utah. It was a blustery day and Larry was as good as they come. He flew the back country around Moab and Canyonlands all the time.

Here is a link to part of a [sectional](#). Click on it to blow it up to full size.





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THE ANNUAL
MOGOLLON AIRPARK



PANCAKE FLY-IN BREAKFAST

when:
June 16th, 2012
7am - 11am

It's a bird,
It's a plane,
It's a...

Flying pancake?!
Whoa man, this
is serious.

Public Welcome
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DON'T FORGET TO CHECK YOUR DENSITY ALTITUDE

Fly Like An Airline Pilot

Howard Deevers

General Aviation (GA) actually flies more hours per year than the Airlines do. The Airlines have a better safety record than General Aviation. The airlines safety record is so good that **any** airline accident or incident will get immediate media attention. GA accidents make news headlines as well, but maybe more locally.



The GA accident rate has been about the same for the last several years. According to NTSB statistics, there were (approximately) 250 fatal accidents with (approximately) 450 fatalities in 2011, down just a few from the year before. Many more people were injured in aviation accidents. The NTSB says that there are 4.6 GA accidents per day. If there were 4.6 Airline accidents per day I'm sure you would hear a lot more about it.

So, what makes the difference? A lot of factors actually – but things we, as General Aviation pilots, should look at and pay attention to.

Firstly, let's look at those air line pilots. They weren't born as airline pilots. They had to work their way up to it. They started out just like most GA pilots, by earning their Private Pilots license first. Then adding ratings, like an instrument rating, Commercial pilot, multiengine, and more. Maybe they had a goal to become an airline pilot. If so, they had to work at it and have enough hours and experience to get that ATP rating. Then they had to sit in the right seat for some time before becoming a Captain and moving to the left seat.

It doesn't end there. They must have a type rating for each aircraft they can fly. And they go in for recurrent training in the simulators every 6 months. Does that sound like a lot of work and expensive training? It is – but it pays off in the great safety record, and public confidence in the airlines.

I am not saying that every GA pilot should go out and add a new rating every year. Maybe the type of flying you do does not require an instrument rating, or Commercial Pilots license. But what about that recurrent training? The FAR's require us to have a flight review every 24 months. And that consists of a minimum of only 2 hours. Note: I said minimum. That might meet the regulation, but certainly not the intent of the regulation. The Flight Review, formerly called the BFR, is intended to promote aviation safety. But, does it?

Some things that make the airlines safer: There are two pilots. They use check lists for everything! They fly the same routes over and over, for the most part. They fly almost every day. They are very structured by their companies, and by the FAA. They study the route and the weather before departing on any flight. They get recurrent training every 6 months.

Some of the wonderful things about general aviation are: we don't fly the same route over and over. We can go when we want. We have flexibility. But, that freedom comes at a price. The price is the higher accident rate. We need to change that. How can we do that?

Fly like an airline pilot!! Fly with another pilot, if you can. Certainly we won't do that all of the time, but we should look for opportunities to fly with a friend that is also a pilot. When there is another pilot on board, share the flight; the right seat pilot should be reading the check lists for the pilot, and double checking everything. Any person on board can be searching for other traffic, and notice things that the pilots might miss. Be careful that you are not talking too much and miss an ATC call or instruction. We call this Cockpit Resource Management (CRM). Use check lists. Spend more time on the ground

planning your flight. Become "Weather Wise" (See Fred Gibbs program on weather). Don't launch into weather that you or your airplane are not equipped to handle.

And, why not get recurrent training every 6 months? The FAA Wings program is designed just for that. You can get recurrent training every 6 months, get a new phase of the Wings, and never have to do a Flight Review again. There are many free on line courses at FAASafety.gov. Just do one of those every 6 months, and fly some time with an instructor and get signed off for your Wings. It will pay back as a safer pilot, and help reduce GA accidents and thus pay back the entire GA community. Remember that we can replace airplanes, but we can't replace you. Bring a friend with you to the next APA Safety Seminar in your area.



NMPA Backcountry Flying Clinic in Truth or Consequences, NM

Mark Spencer

6/15 thru 6/17 – Back country training: Grant Besley and George Slad will be holding a backcountry flying clinic in Truth or Consequences NM. It will be a beginning introduction covering everything from safety considerations, to planning to what to have in the airplane, etc. They will also have instructors and do some flying with all participants, including travel to local backcountry strips like Beaverhead, Me Own, Chloride, Negrito, etc. This is a great opportunity and I hope you all can make it!!



This will be a basic course in Back Country Flying with the aim of teaching you the basics of flying in the wilderness. There will be an extensive ground school and flights with qualified back country pilots to teach you the basic skills necessary to fly into wilderness airstrips in NM. See the [event flyer](#).

Registration is open! Space is limited!! There is a \$200 fee for this course.

Info: Grant Besley 575-770-5961

Click here for [registration](#)

Backcountry Training Class - On June 15 thru 17th, Grant Besley and George Slad are going to be holding a backcountry training class at T or C. The class will be a beginning introduction and will involve classroom time as well as actual flying time to the backcountry. Class size is going to be very limited. If you would like to go to this, I would urge you to make your reservations now. Send me an email if you are interested and I will forward that to Grant. Also, later in the fall (date yet to be determined), Grant is going to have an advanced follow up class that will probably be held in Utah. I am looking forward to meeting all of you in UT and getting some good instruction into some of those backcountry UT strips. As soon as we have more details, we will forward that to you. Thanks to Grant and George for all of their efforts!

Larry Filener
Chairman, Recreational Aviation Committee (Backcountry)
New Mexico Pilot's Association

Back Country Schedule

Tommy Thomason

- July 21 - Pleasant Valley International (Young) Fly-in / work party to erect shade pavilion
- September 29 - AYA (American Yankee Association (Grumman))/ APA joint fly-in to Payson
- October 5 - El Negrito fly-in hosted by the New Mexico Pilots Association
- TBD - El Tiro Fly-in
- TBD - Vulture Mine Fly-in with side trip to Wickenburg
- TBD - Grapevine fly-ins and work groups
- TBD - Pleasant Valley (Turf)
- TBD - Pleasant Valley International (Young)
- And more as the Back Country Committee works on the 2012/2013 schedule. We need volunteers to help host some of these events. Contact Tommy Thomason tethomason@cox.net or Mark Spencer mspencer@theraf.org



2012 Safety Program Schedule

Fred Gibbs, Safety Seminar Director

ARIZONA PILOTS ASSOCIATION
SAFETY PROGRAM SCHEDULE
FOR REST OF 2012

| MONTH | LOCATION |
|----------------|--|
| MAY 26 | ANNUAL MEETING – GLENDALE <i>at the CIVIL AIR PATROL BLD'G</i> |
| JUNE 16 | PAY |
| JUNE 18 | AIR RACE CLASSIC – LAKE HAVASU |
| JUNE 23 | FLG |
| JULY 14 | FFZ |
| AUG 11 | PAN |
| SEPT 15 | ST. JOHNS/SPRINGERVILLE |
| OCT | COPPERSTATE |
| OCT. 13 | SAN MANUEL |
| OCT. 20 | 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@npqcabie.com or 928-266-0112

UPDATED 5-10-2012

Everyman Needs A Wingman



**NEVER COME ALONE TO A
WINGS SAFETY PROGRAM**

HELP SPREAD THE SAFETY CULTURE!

An Arizona Pilots Association Safety Initiative



Are You Hebetudinous?

Barbara Harper, ATP CFII MEI LRJet

Whatever happened to those learning devices called “Flyer”? These flyers would bring one’s awareness to operation of an engine (Avco Lycoming “Flyer”), airport improvements (Aeronautics Division Aviation, Arizona Department of Transportation), airspace (Air Safety Journal) and flight instructor pertinent information (Flight Instructor Bulletin, Department of Transportation, FAA Western Region). The purpose of these flyers was to make us pilots more knowledgeable. And, rightly in some instances they did.



These bulk paper writers were informative and provided a pilot in a sensible way an interpretation of instruments, airspace and airports. As a result of progress, the pilot has to be practically an information specialist to locate a specific guide or procedure on the internet, the library of the Empire.

In fact, for instance, there are numerous interpretations of a traffic pattern. A simple procedure that has become a rectangular nightmare for the flight instructor instructing, and the average pilot trying to keep his currency. What is so difficult about flying a traffic pattern according to the Airman’s Information Manual? I understand that not everyone has had algebra or geometry in school, but all the traffic pattern is are four 90 degree turns in a specified space, save wind allowance while maintaining a published altitude.

Of course, most of us know this, but what about the Citations, King Airs, and Challengers who literally throw all the common sense out the small pilot’s window and make straight-ins? These pilots, who demonstrate a Laurel’s and Hardy’s personality traits, at uncontrolled airports, are better known as the fly-in stooges. If there are other pilots and aircraft in the traffic pattern they, the stooges, still make and announce a straight-in, and maybe it is the opposite of what everyone is landing. What are these pilots thinking? A few extra minutes to complete a pattern might just enhance the safety of the airport, but are they trying to impress their check airman, chief pilot, or passengers by arriving early? Apparently, these fly-in stooges have no common sense as to their role in aviation as a leader. These pilots using their personal power and influence represents but one aspect of the pilot role, it is not synonymous with leadership. Who can influence whom clearly depends on who is more powerful and who is less so. Yes, stooges you can make straight-ins, overheads, and base legs only when no one is in the pattern, but why would you? Just because you graduated from a small aircraft to a large aircraft does not give you the power to influence others with poor procedures. All of this could lead to hebetude, sluggish in understanding the task.

Responsibility needs to be commensurate with pilot authority. In fact, I remember flying many patterns at uncontrolled fields in a Boeing 747 and also a Boeing 727. This was not difficult, lots of planning but accomplished without incident. Successful operation of all aircraft at uncontrolled airports depends upon on listening, communication, responding and have an understanding of the airport and an ability to adapt to varying and demanding situations.

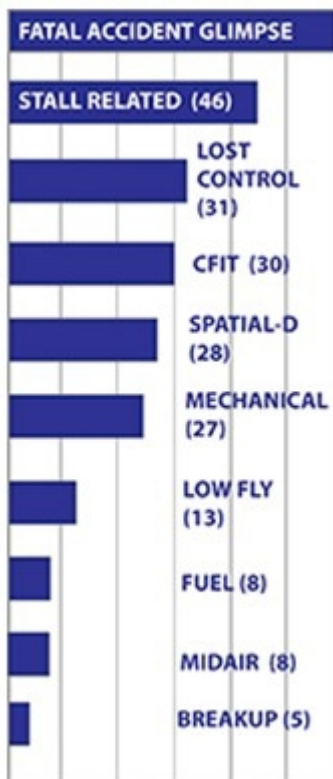


GAARMS Update

Fred Gibbs, GAARMS Project Lead



At the General Aviation Accident and mitigation Symposium (GAARMS) held back in March of this year in Mesa, we spent a lot of time talking about the overall GA fatal rate of accidents, but not much time was spent on the specifics of the accidents themselves. So in this article, I'm examining one year's worth of fatal accidents. The included chart shows the results.



You can do the same exercise from the NTSB's data. Pick a year—any year—and it will take about a half day to skim through and sort the results. This turns out not to be so easy. To make much sense of it, you have to sort into broad categories (like we did at GAARMS) that don't necessarily correspond to the same categories others might use. For example, traditionally, CFITs refer to aircraft that are flown into terrain or water while under control and usually related to some sort of IFR operation. We used a broader definition. If the airplane was flown into the ground under control in any kind of operation, regardless of weather, we called that a CFIT. But I also have a category called "low flying," where the buzz jobs and stupid pilot tricks go. Some of these could just as easily be called CFITs, or loss of control and some might even be stalls. A further caution: The NTSB's reports sometimes lack detail, are vague and, as you heard and saw at GAARMS, are not very helpful in actually determining the cause of the accident.

For instance, the magazine KITPLANES, found that the NTSB's analysis of amateur-built safety trends was significantly in error because it miscoded many airplanes as experimental but which were actually ultralights or certified aircraft. These errors accounted for a considerable swing in the actual accident rate. So, caveat emptor (or reader beware!). Looking at the 2008 data, we included only accidents involving certified aircraft in the U.S. We did not include ultralights, helicopters or amateur-built airplanes. The total was 218 accidents which yielded at least one fatality.

Even with this lack of granularity in the data, it is possible to gain a broad glimpse of accident causes and results. There's nothing new about any of this, by the way. Stall-related crashes are obviously a big player and regardless of methodology, every analysis we've seen seems to confirm this. Every year, about 20 percent of all fatal accidents are stall related. I see two ways to look at this. One is that about 50 pilots every year kill themselves because of surprise stalls. The other is that many thousands more don't. On a per flight basis, then, stall incidence is low, suggesting that there's probably not much fundamentally wrong with stall training doctrine.

Could a change in that training or awareness push the number from 50 to 40? Or 30? Maybe, but I think it will be difficult to yield measurable results. A recommendation from out of the SAFE symposium in 2011 was also the most specific: Add angle-of-attack and load factor awareness to stall training doctrine. Still, a long shot.

Loss of control was also a leading cause. There's probably some overlap here with stalls and other causes, again because of lack of detail. In just an overall quick-look at accidents, we see a lot of (on landing) runway loss of control or R-LOCs. Fortunately, these are rarely fatal. The fatal loss-of-control

accidents seem to involve just plummeting into the ground or some object for no apparent reason. In many of these, there's no clear pattern of bad judgment or any pattern at all.

Speaking of bad judgment, there's a lot of it and some of these accidents just show stunningly poor risk awareness. I would say about a third of the fatals involve such fundamentally poor decision making that you just don't know where to begin. SAFE'S Bob Wright thinks these people are write offs that no amount of outreach out will save.

When looking at any accident, you can decide for yourself if this accident was one of those. But in reading the details, it should make you wonder if someone – or several someones – in the local community should have stepped up and questioned the advisability of this particular operation. That kinda sorta raises some liability questions, some ethics questions, like “Am I my brothers keeper?” or am I gonna make a quick enemy for daring to question his ability or decision making? But, is it worth it to avoid killing people who don't sense the risk they're taking? You can't ask the people in the airplane, because they're dead.

One of the proposals coming out of GAARMS was to form an Arizona Accident Analysis Review Group (AARG – like Snoopy or Charlie Brown always says) using a locally developed, more detailed and comprehensive list of information fields to try to get closer to the actual cause of the accident, and possibly provide some direction or inputs that we, as a pilot organization could implement to possibly prevent future occurrences. This is being developed as you read this, and any input you, as one of our members, might have are certainly welcome. Simply send them to [Fred Gibbs](#).

So, bottom line, my guess is that in a few of the 10-15 fatal accidents in Arizona, the pilots just drew a bad card which they might—emphasize might—have avoided with better skills, proficiency and risk awareness. Reducing this already small number of fatal accidents is going to be a very small nail to hit, regardless of the size of the hammer. However, I do believe it's worth the effort, even if it doesn't actually reduce the fatal accident rate. Better risk awareness and risk mitigation just makes us better pilots, and that should/could help us avoid accidents entirely, and certainly avoid a fatal one.

The Goal of GAARMS is to try to reduce the fatal accident rate by 10% over the next 2 years, not an easy task, but certainly worth attempting. If we can reduce the overall fatal accident each year, we are making progress. Can we ever get down to zero fatal accidents? Probably not, in my opinion, because we are human, we make mistakes, and we learn from those mistakes. The secret is to survive those mistakes, understand the thought processes behind the decisions that brought us there, and never repeat them. I also believe that when my number is up, when God calls, no matter where I am or what I'm doing, He will always win. If the wings come off, I'm having a fatal accident: if I have a heart attack while flying by myself, I'm a fatal accident, and all the risk mitigation in the world could not have prevented that fatal accident. So, no, I do not believe we can get to zero accidents, but we can certainly reduce the fatality rate by preventing the stupid ones!



Weekend Getaway Flights – Antelope Canyon PIREP

Craig Albright, Cirrus N857CD @ KCHD, CFI/II

PIREP: Antelope Canyon at Page, AZ

On Saturday, 4/28, 23 folks climbed into nine aircraft to enjoy Mother Nature's beauty at Antelope Canyon near Page, AZ. Upon landing in Page, the Classic Aviation FBO graciously provided free rides into town using their van. And, after a casual lunch at Slackers, a local eatery, we walked across the street and checked in at Chief Tsosie's tour company. Following a bumpy ride out to the canyon (which is on the Navajo Reservation), most everyone unlimbered their cameras – outstanding photos in all directions! And, our guides provide sage photography advice as well as local canyon lore. The following photos are but a few of the images captured by our members...



Highest Airshow Record Attempt

Karen Meyer

When: July 4th 11:30 a.m.
Where: Breckenridge, CO
Departure Airport: Lake County Airport in Leadville, CO
Altitude: 10,000 feet Above Sea Level (ASL), or higher

DENVER, CO – In celebration of Independence Day, two seasoned pilots will take to the skies high above the town of Breckenridge in an attempt to break the world's record for the highest airshow ever performed. At 11:30 a.m. on July 4th, Gary Rower and Buck Roetman will streak across the skies above Peak 9 and Peak 10 and begin a dazzling airshow that will include a high-speed slalom race and aerobatic combinations. Performing at elevations exceeding 10,000 feet will present a significant challenge as the plane's engines produce less than half the power they do at sea level.

Rower and Roetman are internationally acclaimed airshow performers and pilots. Between them, they have logged nearly 32,000 flying hours – equating to nearly four years in the air. The July 4th performances will feature a unique two-plane routine that is a dazzling combination of aerobatics performed in very different aircraft. Rower flies a modified 1942 Stearman that boasts a 450 HP engine and nine-foot propeller.



Roetman's plane is a sleek, modified 2003 Christen Eagle with a 250 HP engine. Bringing the two together is a formidable task that thrills audiences and amazes fellow pilots. To capture the attention of the crowd, the pilots will begin with a slalom competition down the ski slopes ... at 150 MPH.

The July 4th pre-show flight plan will be an adventure in itself, thrilling spectators for miles. The planes will take off from the highest airport in North America – Lake County Airport in Leadville, CO – located more than 20 miles from the show site. Gary and Buck will fly along the valley between the Gore and 10-Mile mountain ranges and then pass west of Quandary Peak, which towers at 14,265'. The planes will then travel along the ridge to the top of the ski area, where they will begin their record-breaking show attempt.

The World's Highest Airshow is a joint performance by Rower Airshows and Wild Horse Aviation and is free to the public, thanks in part to the generosity of area businesses. The performance will begin at 11:30 a.m., immediately following the town's parade. The airshow will take place primarily over Peaks 9 and 10, but will be viewable from areas all around town with special VIP seating on the Riverwalk Center Lawn and at select restaurants' decks. Additional festivities and sponsor booths will be available.

More information is available at www.highestshowonearth.com. A full listing of Independence Day activities in Breckenridge, CO is available on the Breckenridge's website, www.gobreck.com. For a preview of Rower and Roetman in action, check out the video coverage from the recent Robins Air Show that took place in Georgia. To schedule an interview with Rower or Roetman or for high-resolution photos or video, please contact Karen Meyer at (303) 757-6718 or Karen@KarenMeyer.com.

EAA Show Low Chapter 586 Breakfast

Experimental Aircraft Association (EAA) Show Low Chapter 586

Annual Fly-In Pancake Breakfast



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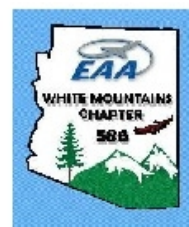
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Safety in the Backcountry

Mark Spencer

It's a subject that's been written about enough to fill a library shelf, and by folks far more experienced than I. When the FAA's associate Editor, Thomas Hoffman, asked me to write about backcountry safety at the RAF booth at Sun-n-Fun this year, I knew that I did not want to rehash the information we all know is so critically important to safe backcountry flying, things like density altitude, mountain flying considerations, short field and soft field landing and takeoff techniques, and the like. No, I had in mind a backcountry challenge that has reared its head as we build up the backcountry inventory here in Arizona. It's a safety issue that you don't really know exists until you start to fly in the backcountry, and it may not be an obvious safety issue to many of you reading this today. It involves an issue that we are all challenged with and tested on during our run for that first pilot certificate. It is prescribed in the Federal Aviation Regulations under 91.103, which reads, "Each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight..."

It sounds so simple, but the more I worked with fellow pilots on organizing events at sometimes little known backcountry airstrips the more I realized what a challenge this subject of "all available information" can actually be for the backcountry pilot, that is unless "slim to none" is acceptable on the information gauge for you. There is one particular airstrip in Arizona that has a reputation of being the finest in the state, but if I mentioned its name here you'd be hard pressed to find any valuable written safety information, not even length, prevailing winds, obstacles, or any other considerations for landing there. A telling tale was left behind in the wrecked remains of a 180 at this strip a few years ago; it was simply a magazine left opened to a page describing what an incredible place this airstrip was.

Unfortunately, this was very likely all "the available information" that this pilot found for this airstrip.

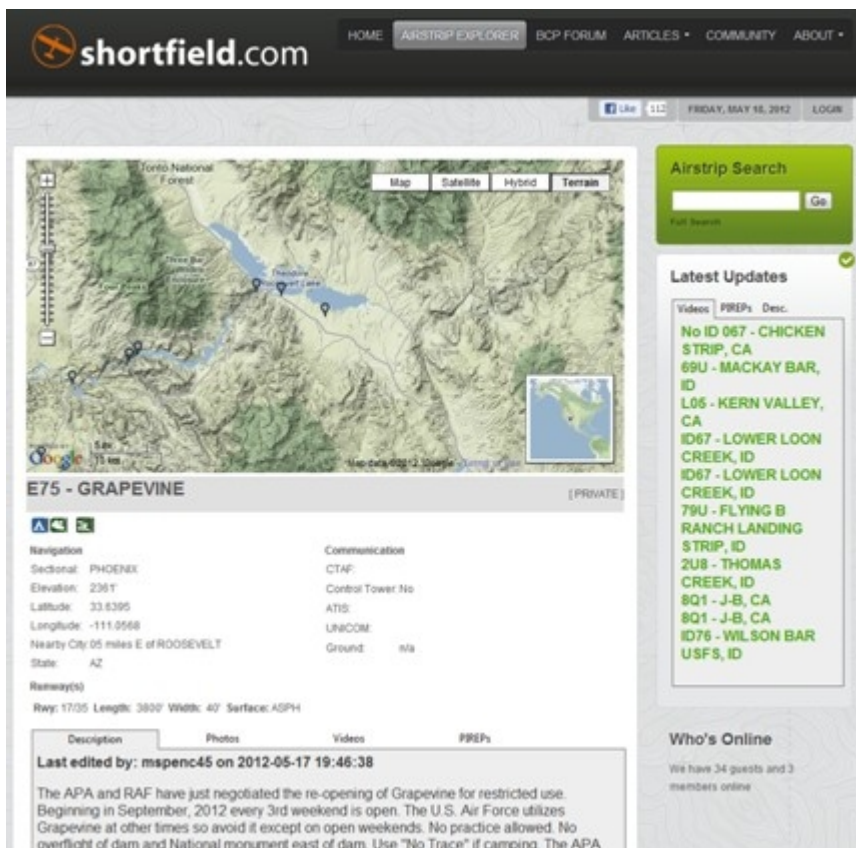
Perhaps, I wondered, if there was more information available to this pilot, could the accident have been avoided? While challenging, it is a perfectly safe airstrip where even an occasional Bonanza can be found visiting. Then, last year, when I heard about another accident at this same airstrip as the pilot community began to discuss

it, I heard time and time again, "Oh, he got caught in that down draft that hangs out at the approach end. You just can't drag it in there ya know," and I thought to myself, "No, I didn't know!" Of course, about this time I had to call the District Ranger that I'd been working with in an attempt to bring this airstrip out of the dark, and I really began to realize the challenge that exists in finding important and accurate information on some of these little gems. If you are a backcountry pilot, you've heard about these



airstrips from your friends, the ones without an identifier, not on Airnav, and certainly not in the AFD!

Have you ever tried to hold an event at an airstrip where no CTAF is published?



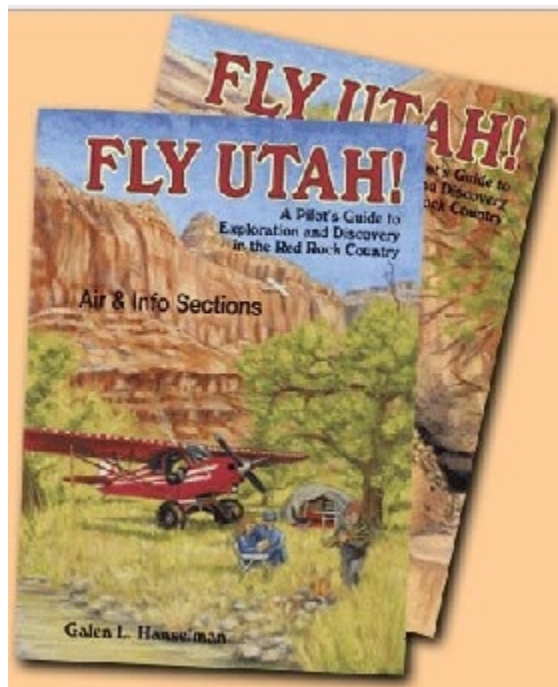
The screenshot shows the shortfield.com website. The main map displays the E75 - GRAPEVINE airstrip in Arizona. The page includes a search bar, a list of latest updates, and a section for navigation and communication. The latest updates list includes:

- No ID 067 - CHICKEN STRIP, CA
- 69U - MACKAY BAR, ID
- L05 - KERN VALLEY, CA
- ID67 - LOWER LOON CREEK, ID
- ID67 - LOWER LOON CREEK, ID
- 79U - FLYING B RANCH LANDING STRIP, ID
- 2U8 - THOMAS CREEK, ID
- 8Q1 - J-B, CA
- 8Q1 - J-B, CA
- ID76 - WILSON BAR USFS, ID

OK, you've defined a potential problem Mark, but what's the solution? I wish I could say there was an easy solution at this point, but there simply is not; there are, however, some common sense things you can do to increase the amount of information you have to consider on a backcountry airstrip before taking your chances on pure hearsay. The first is to check with your local pilot organizations, especially if you have a backcountry group. In Arizona we've begun publishing pamphlets that convey basic information such as a temporary CTAF for events held at the location, length, elevation, and all the items you'd expect in an AFD, including who to contact in advance if prior permission is required. These are made available

through the Arizona Pilot's Association, www.AZPilots.org. Utah Back Country Pilot's provide excellent information on their web site, as does Idaho and Montana. These local organizations are a great model for those in areas that are just growing their backcountry inventory. There are several national organizations such as The Recreational Aviation Foundation, www.TheRAF.org, www.backcountrypilots.org, and one of the best overall databases available at www.shortfield.com. Another source can be the land manager, if located on public lands. For example, the Spotted Bear District of the Flathead National Forest has an informational pamphlet available on the airstrips located within this district. These are available from the District Office, the Montana Pilot's Association, or the Recreational Aviation Foundation (RAF). If it's a private airstrip, of course the land owner would be a great place to get information.

Perhaps one of the most exhaustive sources of information is one of Galen Hanselman's books: Fly Idaho, Fly the Big Sky, Fly Utah, or Air Baja. In some states the departments of transportation, particularly the aeronautics division, if present, maintain a database on airstrips, including back country, or auxiliary landing fields. If you ask your local backcountry organization they will usually be able to



recommend a CFI with local backcountry experience, but rather than just talk to this CFI, why not make your first flight into the particular backcountry airstrip with them? That is exactly what I did before attending my first backcountry fly in at the Negrito airstrip in the Gila National Forest in New Mexico.

The long term solution to this challenge is beginning to unfold as backcountry aviation comes out of the woods, so to say, and becomes more of a mainstream recreational activity and legitimate access method to our public lands across the country. With this trend unfolding, there's less hush-hush and more open discussion about those sometimes elusive, but important, pieces of information about a particular airstrip. You can do your part by becoming part of your local backcountry organization, as well as a national organization such as the RAF.

If nothing else, I hope you'll think twice before landing at a backcountry airstrip when all you have is hearsay, or a fellow pilot telling you, "I went in there. It's no problem!" This may well have been the case when they landed there, but the full picture can only be gathered on an airstrip over time and through many operations at various times of day and season. When there have been incidents at an airstrip, a study of these incidents will almost always be valuable in evaluating the particular issues at that airstrip. If this information can be gathered through interviews with several pilots and condensed into a few simple paragraphs, you have a start at your own safety pamphlet that you may want to make available to others.

Mark Spencer is an engineer working in the radio, radar, and avionics field for over 30 years. As a private pilot and the RAF's Arizona Liaison, he works closely with public land managers and the APA in opening backcountry recreational airstrips on public lands in Arizona.

Weekend Getaway Flights – Jun

Craig Albright, Cirrus N857CD @ KCHD, CFI/II

Bisbee, AZ & the Copper Queen Mine



June's Weekend Getaway: Bryce Canyon, UT on June 16-17 **Postponed**

Although I had planned on an overnight trip to Bryce Canyon, all lodging near the national park is full during that weekend! Perhaps, that's a sign that the economy is recovering...or not. Anyway, I'm currently looking at other possibilities. But, with the revised planning, our Weekend Getaway event will be **delayed** a week until June 23-24. I'll alert everyone via email regarding the new destination and plan.

Blue skies,

Craig

Grand Gulch Airstrip

Mark Spencer, Arizona RAF Liaison

Agreement Signed!

Located roughly forty miles west of the Tuweep airstrip in northern Arizona is the historical Grand Gulch Mine. History has this as the first copper mine in Arizona, and you can admire the last remaining earthen smelter in the country amongst the ruins of this wonderful site. Taking the cue from aviation historian, and APA member, Arv Shultz, the RAF team



went to work on securing the nearby airstrip, located on BLM land in the Grand Canyon – Parashant National this airstrip had been slowly degrading over the years of little use. When I shared this little gem with RAF supporter, Gordon Rock, he jumped to action from his home in St George Utah, first visiting and analyzing the site, and then meeting with the BLM leadership in St George. A follow-up visit was then made, along with RAF President John McKenna. With everyone in agreement, John and Gordon began negotiations with the park service on a volunteer maintenance agreement that would ensure access and use to this site for years to come. The agreement was signed between the RAF and the Park Service on Monday April

30th, and the first all-volunteer maintenance day took place on May 15 with 13 hard working volunteers including, members of Utah Backcountry Pilots, Arizona Pilots Assoc. and the RAF. The strip was dragged, and garbage cleared. There wasn't enough time to get the word out across the state on this work day, but stay tuned for another day to be announced this fall. Important Notice: The airstrip is now mostly free of brush and growth however it has loose stones and soft spots. Until further work is accomplished this fall it is recommended that this strip be used by tail wheel/bush wheel equipped aircraft. Stay tuned for updates!



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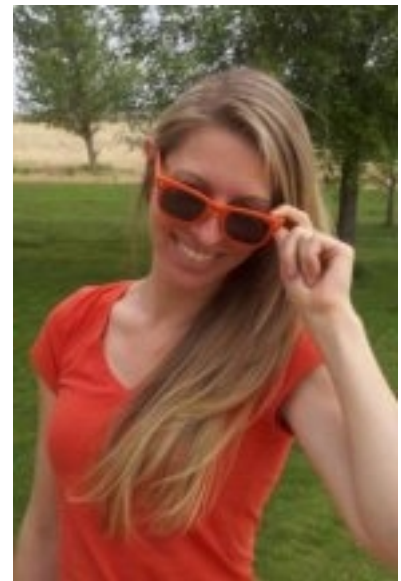
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To dispel confusion, this is a list of deadlines not a schedule. We might achieve these goals early, but we will strive to publish on time.

- 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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