



Arizona Pilots Association

<http://www.azpilots.org>



APA NEWSLETTER

2012 August

Asa Dean, Editor



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President's Report

Nancy Benscoter, APA President

Greetings Everyone! With the mid-summer heat and monsoon's upon us here in Arizona, the aviation activity calendar has gone into 'slow flight'. But, this won't last long! The APA has been busy planning for upcoming events and activities you can enjoy. You will find some of them listed here in this newsletter, but, be sure to check our new website, www.azpilots.org or our facebook page, as much more planning is underway! I hope to see you at one of our Safety Seminars, Back County fly-ins and/or Get-Away flights soon.



Nancy Benscoter, President, Arizona Pilots Association

Executive Director's Report, Aug, 2012

Jim Timm, Executive Director

Summer is upon us in full force and aviation and flying activity has really slowed down.

As many of you may have noted in the newspapers lately, the issue of UAVs, or Drones appears to be heating up. A lot of people are getting excited about the possibility of having a Drone test site located in Arizona. I am more concerned and I presume many other pilots are also but for opposite reasons. While some may think it's going to be great for the economy and technology, but, depending where and how big the test site is, it could be a problem for general aviation. It's enough of a problem looking out for birds and other airplanes without looking out for Drones. Particularly, those that may be operated by uninformed or untrained people or organizations. The airspace is already a bit crowded and it doesn't look like it's going to get any better. Arizona officials are planning on formally submitting a proposal to the FAA for a test site and the FAA is supposed to name these test sites by the end of the year. The Arizona site to be proposed is anticipated to be in the southeastern part of the state near Sierra Vista.



A Notice of Proposal has been published to establish a Roosevelt Lake Temporary Military Operations Area (MOA) over Roosevelt Lake in the Tonto National Forest to support the annual Air Combat Command **Angel Thunder** military training exercise, scheduled for April 7 - 20, 2013. Angel Thunder is a recurring Personnel Recovery exercise scheduled for April 7-20, 2013 by the 563rd Rescue Group, Davis-Monthan AFB. More than 50 aircraft are anticipated to participate in the exercise which is intended to provide training for personnel recovery to better prepare combat Air Force assets for upcoming deployments. One facet of the exercise will be the use of personnel recovery tactics and close

air support in a maritime environment. Aerial activity will include tactical combat maneuvering by fighter and transport category fixed wing and rotary wing aircraft, free fall and static line parachute operations from all altitudes, and aerial helicopter refueling.

If you didn't get your comments in concerning the AOPA and EAA medical petition you still can. The comment period has been extended to September 14. This is a proposal that will let pilots fly recreationally with a state drivers license in place of a Class 3 medical certificate. The exemption would allow pilots to fly fixed-gear aircraft with 180 hp or less with 4 seats or fewer, but limited to one passenger. They would be limited to VFR - day only recreational operations. They would also be required to complete a free online course about medical conditions and how to assess their fitness for flight.

Take Note, Phoenix Regional Airport will be undergoing a name change, most likely with the next charting period. The name will change to Ak-Chin Regional Airport. The Ak-Chin Community Council has awarded a contract for the renovation of the airport. Renovations will include improvements to the 5,000-ft. runway and taxi way; installation of new lighting and upgrades to the fixed-base operations building.

The million-dollar improvement project is expected to be completed in mid-September in preparation for a grand opening the first week of October. For now, use caution when landing as there is significant weed growth in cracks in the runway.

Misc Notes:

It appears that the FAA may possibly be getting more involved in the Certification of SLSA aircraft. If they do, I'm sure it will push the cost of SLSAs up even more than they are now and slow their production and development.

Prescott Airport has a Runway Safety Area Project in progress, so be sure to check airport NOTAMs if planning on flying in to avoid surprises.

It has been reported that the Casa Grande (CGZ) ILS has been going off air from 7 PM to 7 AM for maintenance and it is scheduled to go down for 5-6 weeks later this summer for an equipment upgrade.

GPS Interference Testing was being conducted in Las Cruces, NM from July 11 thru 13, 2012 that could have impacted most of Arizona at altitudes above 50 ft. AGL from 1900 to 2300Z time. If you noted GPS navigation problems during these dates and time, please advise us of the time, date and location.

Intrusions continue to be a serious problem with the Goldwater Restricted areas R-2301W, R-2301E, R-2304 and R-2305. Please be very careful of your position when you are flying near restricted airspace boundaries.

Because the forest fire season is here, before departing on a trip over the mountainous areas of Arizona, be sure to check with FSS for any forest fire TFR's that could impact your flight. Also use extra caution when flying into airports that could be serving fire fighting aircraft.

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. One accident had no injuries, one had a serious injury and a fatality while the other had four fatalities. See my August Accident Report for a summary of the details.

For places to fly for breakfast on the weekend.

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 air conditioned airport terminal.

The event is put on by a Community Service Group to raise funds.



August 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 three aviation accidents in Arizona. One was a helicopter autorotation landing accident without injuries, one accident was a helicopter that struck a cable in flight resulting in four fatalities and the third accident was an Cozy Canard experimental on a cross-country trip that crashed on takeoff with one injured and one fatality.

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.

On June 17, 2012, at 1045 hours MST, a Robinson R44 II helicopter landed hard following an autorotation near Scottsdale. The helicopter sustained substantial damage to the tail boom and fuselage. The pilot and two passengers were not injured. The pilot reported he was demonstrating an autorotation and stated that as he initiated the landing flare he rolled on the power for a power recovery and the engine rpm's remained at an idle power setting and did not increase as anticipated. When the rotor rpm started to decay the pilot lowered the collective in an attempt to regain rotor rpm. When engine and rotor rpm did not recover, the pilot reported he had pulled collective to cushion the landing and the helicopter contacted the soft ground, coming to rest on its left side after it had rolled forward and the rotors struck the ground. The pilot reported the tail boom was severed during the accident sequence.

On June 30, 2012, at 1207 Pacific daylight time, an Aerospatiale/Eurocopter AS350B struck a cable spanning a canyon on the Verde River 8.6 miles southeast of Camp Verde. The cable was estimated to be approximately 40 to 50 feet above the river surface. The helicopter was substantially damaged, the pilot and three passengers were fatally injured. The helicopter was reported missing on June 30 and the wreckage was located on July 1st in a 200 ft. deep canyon of the Verde river laying on it's right side in approximately 4 - 5 feet of water in the center of the river. Approximately 300 feet north of the wreckage was a cable pulley system that had spanned the river. the severed cable ends were "broomstrawed" consistent with overload. One cable end had gray paint and composite blade fibers in the cable strands at the severed end. The leading edge of two of the main rotor blades exhibited cable witness marks approximately 3 feet inboard from the rotor tips.

Earlier in the month on June 2, 2012, an Arizona pilot lost his life and three passengers were injured in an accident that was very similar to the above helicopter accident. In this case, the pilot was flying a C182 low down a river in Sinaloa, Mexico and struck a power line spanning the river. Flight at low altitude is extremely hazardous even if you think you know the area. Wires or cables are invisible in

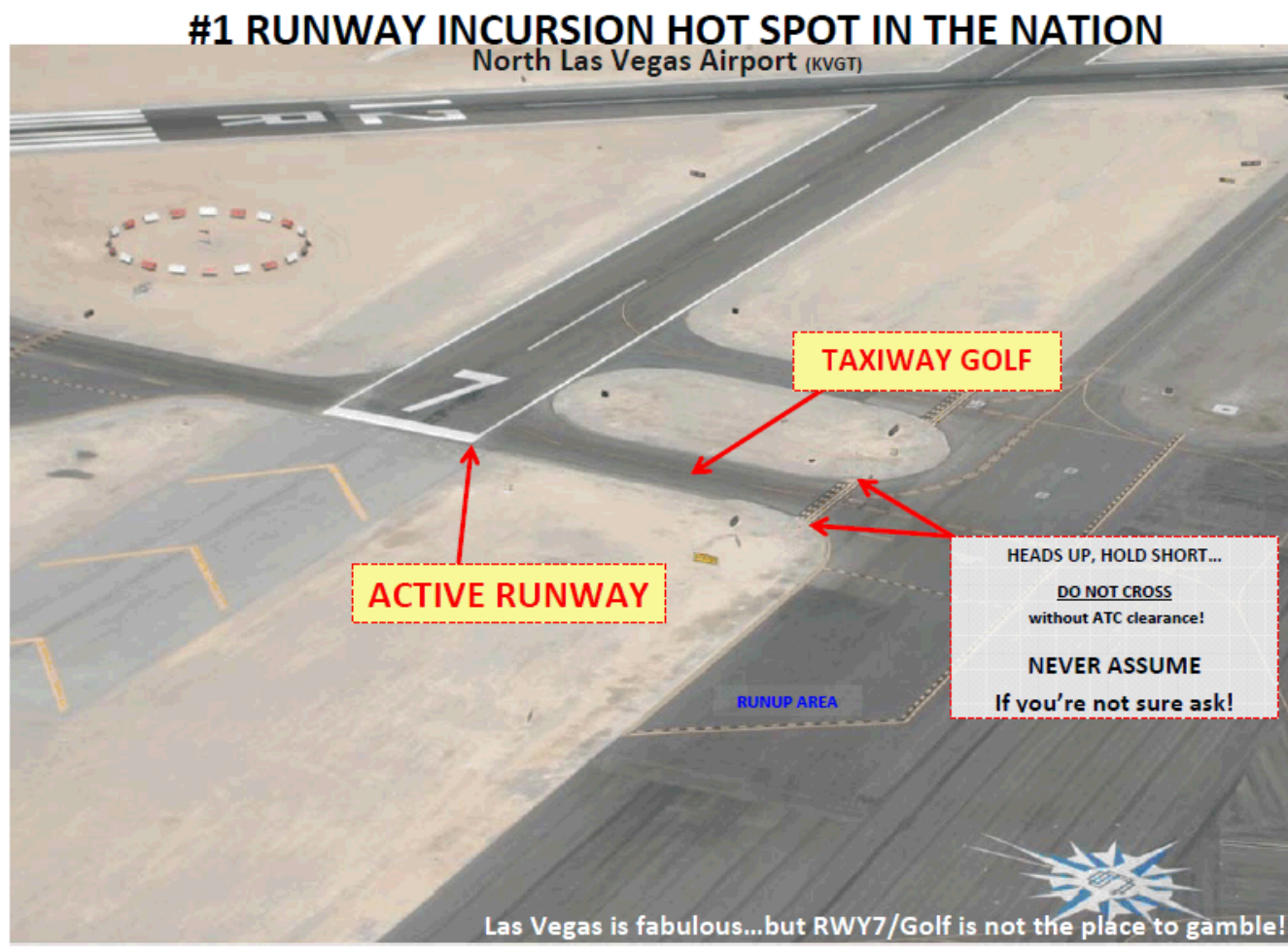
flight until they are too late to avoid. Please don't do it! The short term thrill of flying close to the ground isn't worth it with the very long lasting possible consequences.

On July 11, 2012, at about 1240 MST an experimental Bunch - Cozy Canard III impacted terrain during takeoff at Winslow Municipal Airport (INW). The pilot sustained serious injuries and the passenger was fatally injured. The airplane sustained substantial damage by the impact forces. After landing at INW and refueling, the pilot inquired about finding a mechanic, stating the engine was running rough and that he needed to remove and check the spark plugs. The pilot was advised a mechanic was not available, but one could be called from Flagstaff. The pilot indicated he was going to try and "clear" the engine, and then would call the mechanic. About 1-1/2 hours later the airplane was observed departing on runway 29, and as it approached the departure end of runway 29 it descended and hit an off airport road and cartwheeled into a dirt field. The aircraft was on a cross country flight with an unconfirmed destination.

PLEASE FLY SAFE!



Las Vegas Incursion Hot Spot



Tucson Hamfest

Lee Unger

TUCSON HAMFEST



AND FLY-IN®



October 6, 2012
Marana Regional Airport
www.tucsonhamfest.com



The Guessing Game

Howard Deevers

Ever get one of those phone calls where the caller says: “who is this?” Well, who were you calling? And it goes on from there.

It seems that we do the same thing to our Air Traffic Controllers: “Tucson Approach, Cessna One Two Three Charlie November.” Now, Tucson Approach has no idea what Three Charlie November wants, so they can only answer back: “Three Charlie November, Tucson Approach.” If it is a busy day, as many of them are, there may be three or four other aircraft also trying to talk to Tucson Approach.



I use “Tucson Approach” as my example since I fly in this area more often than other areas, but the same scenario applies to any approach control or airspace anywhere in the country.

Communications is one of the hardest parts of learning to fly. Remember that we are on a “party line” and everyone is listening to us call and we are all trying to use the same “line” at the same time. There are times when it is difficult to even get a call IN to ATC because there is so much traffic. So, when we do, make it brief and to the point.

On a flight to San Diego this month I was handed off to Albuquerque Center, then to Yuma Approach, then to LA Center, then to SOCAL Approach. The closer I got to San Diego the busier the frequencies. I knew that would happen, so I was prepared each time. By the time we were handed to SOCAL Approach I already had the ATIS information for KSAN. I signed on: “Cherokee ... 9000 passing Baret, (intersection) requesting vectors for final, I have information Kilo at SAN.” I did not want them to tell me that information Kilo was current, and report when you have it. That would have meant at least two more radio transmission on an already busy frequency.

Even if you are not talking to the Air Traffic Controller on a cross country flight, listen to the frequencies and listen to how the “Pros” do it. The airliners are very brief and to the point. They do make mistakes too, but not so often, and don’t do anything to add to the workload of the controllers. There are whole courses available on how to communicate, and don’t forget the AIM (Airman’s Information Manual) has recommended communications in there too. Why not take a little time to learn how to communicate like a pro?

Check the **Arizona Pilots Association** website for the next seminars near you, and check www.FAASafety.gov for more courses. And, work on that next phase of the WINGS. You will be a better pilot. Blue Skies, and Fly Safe.



Back Country Schedule

Tommy Thomason

The Back Country Committee was able to meet earlier this month to work on the upcoming schedule. The schedule could change due to unforeseen circumstances so stay tuned to our [website](#) or [facebook](#) so you don't miss out on some of the fun events coming up.



Grapevine

Grapevine will be open the third weekend of each month (Friday, Saturday, and Sunday) starting in September. We have lots of work to do with weeds, crack sealing, and eventually a top coat seal depending on donations and volunteers. Grapevine is considered a "Back Country" airstrip and may or may not be someplace you want to take your plane. We are also required to have a "Camp Host" present each open weekend to ensure compliance with 'leave no trace' requirements.

Grapevine Specific Schedule:

Sep 14-16	Host: Bruce Cobo
Oct 19-21	Host: _____
Nov 16-18	Host: _____
Dec 14-16	Host: _____
Jan 18-20	Host: _____
Feb 15-17	Host: _____
Mar 15-17	Host: _____
Apr 19-21	Host: _____
May 17-19	Host: _____

Contact Tommy Thomason tethomason@cox.net or Mark Spencer mspencer@theraf.org

September 29-30	Payson	American Yankee Association (AYA)/Arizona Pilots Association Fly-In, Picnic, Camping, potluck dinner, lots of fun! (More info...)
September 29	Eagle Creek	USFS Public Lands Day
October 6-7	Eagle Creek	Work party, Negrito lunch
October 13-14	Wickenburg	Fly-In Pancake Breakfast, Air Race, Vulture Mine Tour
October 25-27	COPPERSTATE	
November 17-18	El Tiro	
December 1-2	Young	Pleasant Vally International
February 9-10	Pleasant Valley (Turf) P48	Mtn Flying Clinic, Flour Sack Drop

GAARMS Report: APA's Safety Program – Is it working?

Fred Gibbs



As the director of the Arizona Pilots Association Safety and Education Program, I ask myself that question almost every day, and especially on those days I hear about an accident.

APA has been running a safety program almost every month since 2003 when I joined APA and became the Program Director, and our programs have resulted in hundreds of pilots over the years attending those WINGS programs. But I keep returning to the question “Is it helping?” Well, looking back at the accident records from the past several years with the help of Dominic Gallo, our friendly FAA FAAST Team Program Manager, one very interesting fact jumped right out at us. When looking at the fatal accidents, and the pilots involved in those accidents, less than one percent of them ever attended a WINGS safety program. That’s right, **almost none of them ever attended a wings safety program!** So, does attending the WINGS safety program make you safer? Sure looks that way, but I can’t prove it.

There are over 25,000 pilots registered in the state of Arizona. Over the course of a year we – **APA** - run 12 to 15 safety programs, and we have an attendance count of approximately 600-800 a year. That comes out to be only 2 – 3% of the pilot population – that’s right, only 2 – 3% of the pilot population ever attend our seminars. And, oh yeah, we always see the same pilots at the seminars (the ones who actually have a safety culture), so I actually believe only 1 – 1.5% of the pilot population attends our seminars, a dismal number by anyone’s count. And, of our membership, only half of the attendees at the APA sponsored and run safety programs are APA members! Which one are you – those that attend or those that don’t attend? And, if you don’t attend, my question is – Why not? We – **APA** – do these for you, to help ensure you come home after every flight, and to help protect the other family members you take with you.

We, that is, the General Aviation community are a self policing group, a highly individualized group, and, overall, we are quite a safe group. Unfortunately, WE, here in Arizona, have the distinction of leading the nation in fatal accidents last year. We also (so they say) have the most flying days, the 6th largest pilot population, and a plethora of flight schools due to our great weather. As a side note, the fatal accident count is quite low for the flight schools, a testament to their safety programs. So the real question then is – “**who is crashing?**”

So far this year, we had one fatal accident involving a production aircraft (a Piper), one accident involving a helicopter, and 2 accidents involving home built experimentals. Part of the new process being undertaken by both APA and ASAG under their Aircraft Accident Review Group (The AZ AARG) is to determine:

1. was the pilot an Arizona based pilot;
2. if not, where is home base;
3. was the pilot Arizona trained;
4. if Arizona trained, where in Arizona;
5. if not Arizona trained, where was he trained;
6. where in Arizona did the accident take place, and was the pilot familiar;
7. did this pilot ever participate in any WINGS programs;
8. was this pilot an APA member;
9. did this pilot ever attend any of the APA safety programs; plus
10. a whole lot of other things that might have contributed to the accident.

All of this is an effort to figure out a better way to reach out to you, our members, and those other pilots, who don't attend the WINGS safety program, to help make you safer pilots and not become part of the statistics.

While we abhor any fatal accident, we are doing better than last year at the same time, and if we continue at the current rate, we will actually lower the fatal accident rate by a good 10% over last year. Quick, find some wood to knock on! Don't get me wrong – we – **APA** – are not trying to take the credit for the reduction in the accident rate. That is your doing. Our efforts are to help you in the doing – or better said – flying safer!

APA will continue with the safety and education programs in our efforts to reduce both the total accident rate and the fatal accident rate, but we need you - our membership – to help to accomplish the goals set out in the March 2012 General Aviation Accident reduction and Mitigation Symposium (GAARMS). At that symposium we came up with 3 programs to work on all year in an effort to reduce the overall accident rate by 10% from last year. Those programs are:

1. Lots more safety programs – we will continue our monthly programs, plus expand to help others, and continue with our yearly GAARMS symposium every March.

2. AZ AARG - APA and the Arizona Safety Advisory Group (ASAG) have agreed to form an accident review group, called the Arizona Aircraft Accident Review Group (AZ AARG), to dig further into accidents to find common denominators and things we, as an organization, working with the FAA and other organizations state-wide, can do that might have prevented the accident or might prevent future accidents, and

3. the WINGMAN Program – At our safety programs, we are always pleased to see the same faces because you care about safety, but the problem is we always see the same faces! So, we respectfully ask that when you come to a safety program, bring a wingman – never come alone to a safety program. But don't just bring your buddy who always comes with you, bring some one new, and get your BFF to also bring some one new. Help us expand our ocean of faces, and I never complain when a program runs out of chairs!

I'd like to believe that our efforts are worthwhile, and actually creating a culture of safety here in our pilot population. But you have to care too. We want you to participate in our programs. We want you to spread the word to those pilots who don't come, or don't know about our programs, and yes, Virginia, there are some who just don't care.

This year – so far – looks like a very safe year statistically speaking, with a significant drop in fatal accidents if the trend continues. Stay safe, fly safe, don't do anything stupid, consider the risks before you go and mitigate any risk as far as possible, but for goodness sake, don't stop flying. We all know flying includes some risk, but then, so does living, driving, crossing the street, etc. So, simply consider the risks, mitigate any big risk down to a small risk, apply your good sense and experience, and enjoy flying, enjoy the trip, and enjoy the thrill and exhilaration of flying.

Safety programs for the rest of 2012 are –

August	- Prescott (in the planning stage as you read this)
September	- St. Johns/Springerville
	- Flagstaff
October	- COPPERSTATE
	- San Manuel
November	- Marana or Casa Grande
December	- Scottsdale

If you would like to have a safety program at your airport or your group meeting, or whatever, just contact Fred Gibbs, APA Safety Program Director, at 410-206-3753 or at fredgibbs@npgcable.com.

2012 Safety Program Schedule

Fred Gibbs, Safety Seminar Director

ARIZONA PILOTS ASSOCIATION	
SAFETY PROGRAM SCHEDULE FOR REST OF 2012	
MONTH	LOCATION
AUG 11	PRESCOTT
SEPT. 8 SEPT. 22	ST. JOHNS/SPRINGVILLE FLAGSTAFF
OCT	COPPERSTATE
OCT. 13	SAN MANUEL
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!! For more information, contact Fred Gibbs @ fredgibbs@npgcable.com or 928-266-0112</p>	
UPDATED 7-16-2012	

Wingman Poster

Fred Gibbs



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

HELP SPREAD THE SAFETY CULTURE!

An Arizona Pilots Association Safety Initiative



Luke Air Force Base Civilian Fly-in

Major Steve Wilinski

Hello from Luke Air Force Base! My name is Steve Wilinski and I'm the Chief of Flight Safety here. Major Ray Naylor is the event organizer for the Civilian Fly-in happening in October.

Here is a quick rundown of the event:

What: Civilian Fly-in

When: October 19-20

Where: Luke Air Force Base

Who: Licensed civilian pilots operating primarily in Arizona

Why: To increase awareness and safety between military and civilian flight operations

Cost: TBD

Here are the details (so far):

First, some background: Luke used to host civilian fly-ins to increase awareness between military and civilian flying operations and also to highlight important issues. It was also an excellent way for pilots from different airports and training centers to meet and network. However, after 9/11 it became next to impossible to fly a civilian aircraft into Luke. The program was discontinued.

For the 1st time since then, Luke is hosting a civilian fly-in. It is open to all licensed civilian pilots. However, we will have to limit the total number of people and the number of aircraft that can land here. Both limits are yet to be determined but attendance will be on a first-come, first-serve basis. Right now, we're hoping to accommodate 250 people and 40+ aircraft.

The tentative dates for the event are 19-20 Oct (Fri-Sat). There is some flexibility for attendees. First, you can either fly or drive in. Arrival will be on the morning of the 19th (Fri). If you drive, you can leave at any time; if you fly, departure options are discussed below.

There will be a BBQ lunch on Friday starting around noon. Lunch will be followed by a series of briefings/forums/discussions- this is the main reason we're all getting together and is the only mandatory event for attendees. The briefings will consist of subjects such as Mid-air Collision Avoidance, Range Management, Approach Control, F-16 capabilities, and desert Survival/Rescue. The forums and discussions will branch off from there.

After the briefings, attendees are free to leave if they wish; there will be a Friday evening departure window. For those who would like to stay, there will be a social hour and dinner at the Base Club. Lodging will be available on base for those that wish to stay until Saturday. Attendees may depart first thing Saturday or take part in some of the F-16 mission-oriented tours and activities.

On Saturday, we will have two groups. One group will have the opportunity to fly in an F-16 simulator and take a base tour. This group will be determined by lottery and will be small (approximately 30 people) based on the simulator limitations. The other group will take a bus down to the tactical ranges in southern Arizona and will see what the operations down there look like. Unless attendees would like to arrange their own transportation, this group will be returning to base around 2 p.m. Regardless of which



group pilots are in, there will be two aircraft departure windows (one in the morning and one in the afternoon).

Logistics and cost are still being worked out. Lunch on Friday will probably be free; Friday dinner, lodging, and Saturday meals will be paid for by attendees. There will be no parking fees but we're still working the fuel and maintenance issues.

We would like to start getting the word out now because registration should start sometime in the next two months. We have to start it early for logistics planning and because background checks must be accomplished for everyone attending.

WHAT I ASK OF YOU:

Help us get the word out! Please review the attached spreadsheet for accuracy: most of it we got off of the AZDOT website. Also, please let me know the approximate number of pilots that use your airport on a regular basis (I'll let you define "regular").

After we start solidifying the plan, we'll email out flyers and mail posters; all we ask is that you display the material and help disseminate the info. We will work directly with interested pilots for registration and details.

Thank you for your time and help, and please let us know if you have any questions!

Maj Steve Wilinski cell: 602-384-7612 email: steve.wilinski@luke.af.mil

Maj Ray Naylor cell: 623-512-7977 email: Raymond.naylor@luke.af.mil

PLB \$150 or best offer. Contact
Jon Shawl at 602-999-8253 or
email (jon.c.shawl@gmail.com).



APA/RAF Payson Fly-In Picnic and Air Camping Adventure

Ken Nebrig – APA Member (Based in Prescott)

If you are like me, I look at the impressive array of back country fly-ins that Mark, Stef, Tommy and the gang have put together for the Arizona Pilots Association and Recreational Aviation Foundation with envy. While these fly-ins look like a heckuva lot of fun, the sad reality is that with low wings and a low-slung prop, my trusty ground luvin' Grumman Cheetah could never be confused for a back country airplane! While I have made a few of the fly-ins (Grapevine and Pleasant Valley) where the runways tend to be paved and a little less "dusty", most of the time the great air camping adventures tend to be reserved for those folks with taildragging, short/rough field airplanes.



For those APA'ers who are in the same boat as me (you know who you are – your Cherokee, Bonanza, or RV-6 just doesn't have balloon tires or a STOL kit) – don't despair! Here in Arizona, air camping thankfully isn't reserved for just the STOL crowd. Arizona aviators are fortunate to have one of the absolute best air camping facilities in the country just sixty miles or so Northeast of Phoenix as the crowd flies up in Payson, Arizona. Best of all for the Non-STOL crowd – this magnificent campground is attached to a modern municipal airport, Payson Regional Airport (KPAN). Payson features a 5,500' x 75' paved and lighted runway with plenty of paved parking right next to the campground as well as full FBO services.

Last year, Mark and Stef (who own a Grumman Tiger in addition to their back country "Tail Snagger"), Tommy in his old Piper Super Cub as well as Asa and Cheryl in their trusty motor home made the trek up to Payson to visit with our Grumman type club as we held our annual picnic and air camping trip at Payson Airport. We all had so much fun together that we decided then and there that we needed to open it up to everyone in the APA and RAF (as well as NMPA'ers) and make a fun weekend for everyone.



Fast forward to this year – we are now finishing the planning for our annual APA/RAF Payson Fly-In Picnic and Air Camping Adventure, which will be held on the weekend of September 29-30. We have held it at this same time for the last couple of years, and have had really nice weather, as the monsoon season has generally "moved on" by this time.

We will be gathering at 11:30 a.m. on Saturday for the picnic on the air campground at KPAN, so bring your picnic basket, lawnchairs or a blanket and join your fellow APA'ers for a picnic in the pines of the Payson Airport. If you don't feel like packing your picnic basket, just give the Crosswinds Café (Airport Restaurant) a call that morning and they will have a box lunch ready for you to pick up!

If you feel like staying overnight, just throw your tent and sleeping bag in your airplane and join us Saturday night for a potluck dinner and overnight stay at the magnificent Payson Airport Campground. You camp just a few feet from your airplane and we are going to have a happy hour, potluck dinner and then enjoy the sunset 'round the campfire while enjoying the sounds of our more talented APA'ers who moonlight as guitar and banjo pickers! Some of our aspiring campground chefs (that's you, Tommy and



Lorrie) are bringing their trusty dutch ovens and are going to try out some of their best chuck wagon recipes for everyone! Break out your old Boy Scout/Girl Scout recipes and join in the fun!

If you are a little "shy" on camping gear, just let me know because at last count I had six tents of various sizes and a bunch of extra gear. Would be happy to throw some extras in the back of the Cheetah for anyone who might need em'.

For those of you who have never been air camping at Payson (or even air camping at all!), you couldn't find a better place to "go back country" for the first time! Payson Airport Campground sports individual campsites right next to the paved aircraft ramp (park right next to your campsite), fire rings, grills, running water, real bathrooms (you know...the kind that have sinks and flushing toilets) as well as HOT showers! Sure, you can tell all your friends that you were "roughing it", but only you and your fellow Payson Air Campers will know the true story! The campground has the best views of the spectacular Mogollon Rim in the state! Don't believe me – just look up the campground at the airports website at www.paysonairport.com and see for yourself! Best of all, our good friend Beth at Payson Airport has made the use of the ramp, campground and all the facilities absolutely free for the weekend!

If you want to stay overnight, but your idea of "roughing it" is an older Holiday Inn, then come on up anyway. Payson has dozens of motels in every price range. We keep an old airport car at Payson that I will be running folks into town for food, beer, etc., so I will be happy to run you to/from the motel of your choice as well!

One of the questions that always seems to come up is if children are welcome at these types of events. Let me set you straight right away, children are ALWAYS welcome at our fly-ins. The kids have plenty of room to roam at KPAN, and we always stock up on marshmallows, graham crackers and Hershey bars for the kids to enjoy s'mores by the campfire. So, load the kids or your grandkids in your aircraft or car and bring em' along! The cost of bringing them along – NADA! The memories that you will make with them – PRICELESS!

Stef and Mark started using a free service to publicize and record RSVP's for events for the Arizona Pilots Association that we are now using as well. It makes things a lot easier for keeping track of how many folks are coming! Anyway, look up the event website at www.paysonflyin.eventbrite.com and register if you think you might be joining us for the picnic or for the whole weekend. Either way, won't cost you a dime!

So, APA'ers, it is time to wake up your airplane from its monsoon season slumber, pull it out of the hangar and set a course for Payson to join your fellow APA'ers at the end of September.

If you have never been air camping before, or have any questions about our Payson Fly-In Picnic and Air Camping Adventure, just e-mail me at fourcornersaya@hotmail.com and we will get your questions answered pronto!



Fly-In Picnic & Air Camping Adventure

September 29'th

Payson Airport (KPAN)

Picnic starts at 11:30

**Potluck Dinner / Campfire Fun /
Overnight Air Camping on Field!**

For info or to register visit us at:
www.paysonflyin.eventbrite.com

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Flying and Emotional Intelligence

Barbara Harper, ATP CFII MEI LRJet

Are you a 'know it all' or 'a whiner'?

Crafting a safe culture in aviation is not difficult but requires tenacity and a range of abilities. Emotional intelligence also known affectionately as EI refers to perceiving, reasoning, understanding and controlling emotions. In other words, it means the ability to monitor one's own and others' feelings and emotions, and to use this knowledge to guide one's thinking and actions.



So, all you know-it-all pilots can you tell what is the separation standards on final to land behind a small, large, B757 or heavy aircraft? Let's put understanding and interpretation to use. Five (5) nautical miles is the controller's distance from a B757 for a small general aviation aircraft, while six (6) nautical miles from a heavy. Heavy aircraft from a heavy aircraft is four (4) nautical miles, and a heavy from a B757 is five (5) nautical miles. To this end, we now know that heavy's require more distance by perceiving they are bigger than most of us. Because, according to the Aeronautical Information Manual, the vortices from medium to heavy aircraft can be of extremely high velocity and hazardous to smaller aircraft.

In any event, the reasoning part of separation is because of wake turbulence. Therefore, in your Super Cub you could actually be given a clearance to follow a Guppy, Mini Guppy, Pregnant Guppy, Super Guppy and Super Turbine Guppy with four (4) miles separation according to the small weight class of aircraft. Next, the understanding or interpretation and judging one's following of such an aircraft requires the ability to slow down because in reality all aircraft generate some type of phenomena (wake turbulence), even the prop wash of an ultralight. So, if one is to become a 'whiner' then it should be when given a clearance to follow a blimp for landing. Pilots have emotional control, and also do have some excitability, with a tendency to flare up on occasion. This is true when one is cut off in the traffic pattern by someone making a straight-in with five aircraft doing pattern work or stepped on during communication. This is part of the thinking ability to handle conflict and reason with action, known as emotional intelligence.

Moving Away From Paper

Nancy Benscoter, APA President

Notice Number: NOTC3897

Effective October 1, 2012, pilots must use FAA MedXPress to complete an electronic application for an Airman Medical Certificate or Airman Medical and Student Pilot Certificate, FAA Form 8500-8.

As many of you know, the Federal Government is taking steps across the board to become more efficient and to reduce costs, and our move to electronic records is consistent with those initiatives. One of the significant enhancements will establish a tracking program so that pilots and AMEs can query the system and electronically determine the status of applications.

Why wait for the October 1, 2012 deadline? We encourage you to begin using MedXPress today. MedXPress is located at <https://medxpress.faa.gov/>. If applicants have any technical issues with MedXPress, they may reach MedXPress Support at 877-287-6731.

Falcon Field Airport seeks ideas to transform historic water tower

Dee Anne Thomas

Falcon Field Airport area residents, pilots and businesses are invited to help guide the future of a Mesa landmark.

Public meetings will be held at the Commemorative Air Force Museum, 2017 N. Greenfield Road, to gather ideas and comments for painting the water tower located on the Airport near Greenfield and McKellips roads. Meetings are scheduled at 9 a.m. and 6:30 p.m. Wednesday, August 1 as well as 4 p.m. Thursday, August 2. They will be held in the library room at the museum.

Those who cannot attend a meeting may e-mail ideas to Airport.Info@mesaaz.gov, complete the Aircraft Comment Form available on the Airport website home page at www.falconfieldairport.com, or complete a comment form available at the terminal building, 4800 E. Falcon Drive. For more information, call (480) 644-2450.

The water tower, a neighborhood icon as well as a landmark used by incoming pilots, will be painted as part of capital improvements planned for the airport's Historic Zone. The improvements are part of the Planned Area Development (PAD) Design Standards that were approved by the City Council in June 2011. The PAD calls for the structure to be repainted to match new hangars that have been constructed to the west of it, with images added to the sides of the tank.

"The water tower is beloved by airport users, and the City of Mesa wants its new look to reflect pride in the airport and the surrounding area," Airport Director Corinne Nystrom said. "We look forward to hearing the creative ideas that people would like to see incorporated into the water tower to positively reflect Mesa and Falcon Field."

The airport's Historic Zone is bordered by Greenfield and McKellips roads and includes Falcon Field Park, West Falcon Drive, City-owned aircraft storage hangars, two historic World War II aircraft hangars, the airport terminal building, the air traffic control tower, and privately owned businesses. The theme of the area is focused on the Airport's history with a retro look of airport architecture reminiscent of the 1940's when Falcon Field was built. The airport opened in September 1941 as a pilot training base for the British Royal Air Force and U.S. Army Air Force.

In addition to painting the water tower, future improvements planned in the airport's Historic Zone include painting the historic World War II hangars and other airport-owned hangars, updated entry monuments, new landscaping, decorative street lights, directional signage, shaded pedestrian walkways, improvements to Falcon Field Park, and inviting areas where visitors can watch aircraft activity. The terminal building also will be remodeled to better accommodate the needs of pilots, passengers and airport visitors. Funds for the improvements were approved by the City Council in June as part of the City's five-year Capital Improvement Program (CIP).

Contact: Dee Anne Thomas
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Seaplane update

Tod V. Dickey

Hi All. An interesting news story from Washington state on the link below. As long as I'm typing, might as well give you a seaplane update.

We have requested that Lake Pleasant remove or relax the insurance requirement for next season. I expect that it will be denied, but perhaps they will be more flexible on our usage dates.



The District Ranger at Roosevelt Lake has agreed to open the Grapevine Airstrip to General Aviation on the third weekend of every month starting in September. Grapevine is located near the shore of Roosevelt Lake and has been closed for several years. Picnic tables, a fire ring and porta-potties have been added in the last year courtesy of the Arizona Pilot Association and the Recreational Aviation Foundation.

It will be a great place to fly in and camp. Two previous "work" fly-ins removed trees and brush growing in and around the runway to make it usable again. There are still numerous large cracks in the asphalt, so there will be an opportunity to "adopt a crack" by bringing a bag of asphalt patch and crack sealer. There will be more info as we get closer to the first weekend of September 14-16.

The Clear Lake Splash-in is set for September 28-30 in Lakeport, CA. They are highly sensitive to the Quagga Mussel problem at Lake Pleasant, so our first Lake Pleasant date will probably be in October.

More information about Clearlake is at www.ClearlakeSplashin.com.

Have a Great Summer!

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[ED: Below is related article.]

Northwest Cable News

[Washington seaplane owners eye role in disaster response](#)

Seaplane pilots in Washington state are hoping to put their aircraft to public use in the event of a major disaster that blocks roads and highways. At a recent gathering on Lake Whatcom, seaplane owners and emergency responders gathered to discuss the ...

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APA Website

Stefanie Spencer

Please visit our [website](#) for the latest information. Leave email for Stefanie: Webmaster@AZPilots.org.

Newsletter Authors

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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As a benefit to **current members** you may advertise **aviation related items** that are **owned by you** in the APA Newsletter. Maximum size of the ad is 7 inches wide, 8 inches high. Resizing is at the discretion of the editor. Minimum 12 point font. The following copy-ready formats are acceptable: Text (TXT), Portable Document Format (PDF), Joint Photographic Experts Group (JPEG or JPG), Microsoft Word document (DOC) or Open Office Writer (ODT). Provided that it is a simple layout and you don't know how to produce your own copy-ready advertisement, you may simply include your text and attach picture(s) in an email. Please email your ad to our [membership coordinator](#) and copy the [newsletter editor](#). Advertisements to run more than one month must be resubmitted each month.

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