



Arizona Pilots Association

<http://www.azpilots.org>



APA NEWSLETTER

2012 September

Asa Dean, Editor



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Executive Director's Report, Sep, 2012

Jim Timm, Executive Director

In these "Dog Days" of summer, it's pretty hot to do much flying and things have been pretty quiet.

This year I made my annual trip to the Oshkosh EAA AirVenture Fly-In via the airlines. It wasn't very much faster nor nearly as much fun as flying my own airplane, but it was cheaper. Remember when commercial air travel was enjoyable?



AirVenture this year was again interesting and a lot of fun and the weather was generally pretty good. This year, it appeared to me, that the AirVenture attendance was down significantly, and in the display hangars there were many vendor display spaces that were vacant. I guess we all can draw our own conclusions as to why. As usual there were a lot of interesting products and airplanes to see. The sea of yellow Cubs celebrating their 75th anniversary was a sight to behold.

I guess the strangest item for me this year was a roadable kit, PD-2, for the Glasair Sportsman airplane. The Sportsman with its normal folding wings had retractable steerable front wheels and brakes and for ground propulsion, a modified motorcycle power pod that attached near the tail. Turn indicator lights were attached to the horizontal prop tips. It was a sight to behold, seeing it driving around the airplane parking area. When asked about the conversion from auto to airplane, I was advised it took about an hour and two strong men because the motorcycle power unit weighed about two hundred pounds, but don't worry. It was explained that it was a work in progress to lighten it all up and still fit in the large luggage area provided. (good luck). The Glasair, a four place airplane, reverts to a two place when carrying the power pod.

There seemed to be two major topics of interest this year. One was ADS-B and the other was the Pilots Bill of Rights legislation. People were looking at, pricing, and asking questions about ADS-B equipment. What it boils down to, is that by January 1, 2020 we will be required to carry and use ADS-B equipment if we want to continue accessing the same airspace in which a Mode C transponder is required today. According to FAA Administrator Huerta, ADS-B will significantly reduce controller workload and general aviation will benefit by having better access to controllers. In my opinion, this really means they will be able to reduce the number of controllers to save money and we will be where we are now. (perhaps an unwarranted cynical view point).

The Pilots Bill of Rights, Notice 8900.195, which was signed into law and became effective on August 8, 2012, will change the way FAA investigations are conducted. This bill of rights contains various reforms of the FAA's enforcement process against pilot violations including a new path for appeals. The bill also contains a mandate that the FAA improve the Notice To Airmen (NOTAM) system and also rework the medical certificate application to minimize confusion and speed up the process.

Misc Notes:

Intrusions are a serious problem with the Goldwater Restricted areas R-2301W, R-2301E, R-2304 and R-2305. In an attempt to help reduce the number of intrusions into the range restricted areas, consideration had been given to changing the identifier of either the Gila Bend VORTAC (GBN) or the Gila Bend Auxiliary Field (GBN) located five miles south. It is thought, pilots on occasion, may have used the wrong GBN identifier, resulting in a navigational error placing them inside a restricted area. We have been advised that since the GBN VORTAC is part of the National Airspace System, the National Flight Data Center will be assigning a new identifier to the Gila Bend Auxiliary Field. Hopefully, this

will appear on the next charting cycle. Please be very aware of your position when you are flying near restricted airspace boundaries.

Interest continues to increase in the testing and use of UAVs or Drones. In addition to the State of Arizona submitting a test site proposal to the FAA, Embry-Riddle Aeronautical University is also preparing a proposal for a test site extending from Prescott airport to the Chino Valley Model Aviators landing strip in Chino Valley. It will be interesting to see how many proposals will be submitted from Arizona for UAV test sites

Time is running out! If you didn't get your comments in concerning the AOPA & 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.

Aviation fuel will no longer be available from the Executive Terminal at Tucson International Airport. Fuel will only continue to be available at an FBO. There have been rumors that the Executive Terminal may be closing down, however, the rumor is not true. Plans are under way to determine if can remain open unstaffed.

Notice has been received from the FAA Air Traffic Organization, Mission Support Services, directing that all FAA facilities terminate same-runway, opposite-direction operations effective August 7, 2012. This directive will affect all Part 139 airports, so we will very likely see a significant impact on instrument flight training operations at IWA.

In the past, the FAA has taken a dim view of through-the-fence operations at airports receiving FAA funding. The FAA Modernization and Reform Act of 2012, signed into law last February, included authorization for GA airports to enter into access agreements with residential property owners adjacent to or near the airport - Residential Through The Fence (RTTF). The FAA has published a RTTF revision that complies with the new law.

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 had reported five aviation accidents in Arizona. Three accidents had no injuries, one had two injuries and one accident had three fatalities. See my September 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.

September Accident Report

Jim Timm

In this regular reporting of aviation accidents that have occurred in Arizona, it is the hope that 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 five aviation accidents in Arizona. Two of the accidents were a result of loss of control upon landing and one was a result of departing a taxiway after landing. One was damage resulting from a hard landing. The fifth accident was a departure off the end of the runway during takeoff.

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; Sunday, June 17, 2012 (Reported 7/24/12)

Title 14 CFR Part 91 Operation

Location; Deer Valley

Aircraft; Cirrus Design Corp SR20

Injuries; 1 Uninjured

After landing, the pilot was started a turn onto a taxiway and his right brake locked up and the airplane “veered straight ahead” departing the taxiway surface resulting in minor damage to the nose wheel assembly.

Accident Date; Wednesday, June 27, 2012 (Reported 8/2/12)

Title 14 CFR Part 91 Operation

Location; Paulden

Aircraft; Taylorcraft BC12-D

Injuries; 2 Uninjured

At 0925 PDT, during landing at Big Springs Ranch Airport, the pilot stated that he ground looped the airplane to the left after landing on runway 26, and struck a barbed wire fence that ran along the edge of the runway. The pilot and passenger were uninjured, however, the airplane was substantially damaged. Visual meteorological conditions existed and the flight had departed Big Springs at 0740.

Accident Date; Wednesday, July 5, 2012 (Reported 8/3/12)

Title 14 CFR Part 91 Operation

Location; Flagstaff

Aircraft; Cessna T182T

Injuries; 2 Uninjured

The pilot stated that during the approach to landing, he encountered a down draft and the airplane touched down hard and bounced airborne. After bouncing down the runway twice, the pilot decided to abort the landing and executed a go around and entered the pattern for the same runway and landed without incident. Upon exiting the airplane, the pilot noted that the propeller had struck the runway on his first landing attempt. The airplane had also sustained damage to the firewall. The pilot reported that there were no pre impact mechanical malfunctions or failures that would have precluded normal operation. A routine weather report (METAR) for the airport around the time of the accident recorded a right quartering headwind at 13 knots, gusting to 19 knots.

Accident Date; Monday, July 9, 2012

Title 14 CFR Part 91 Operation

Location; Scottsdale

Aircraft; Mooney M20L

Injuries; 1 Serious, 1 Minor

At about 0930 MST, a Mooney M20L, during a local instructional flight, was substantially damaged when it experienced a hard landing followed by a loss of directional control. The pilot, receiving instruction, sustained minor injuries, and the instructor was seriously injured in the accident. The pilot stated that he had performed several touch and go landings. He said that, during the landing flair, the airplane didn't feel right, and the instructor took control of the airplane. The airplane landed hard and veered off the runway. The outer 4 feet of both wings were bent up approximately 45 degrees.

Accident Date; Thursday, July 26, 2012

Title 14 CFR Part 91 Operation

Location; Sedona

Aircraft; Beech B-60

Injuries; 3 Fatal

On July 26, 2012 at about 0830 MST, a Beech B-60 was substantially damaged during a runway overrun following the takeoff roll at Sedona Airport (SEZ). The private pilot and two passengers were fatally injured. Multiple witnesses located at or near the airport, stated they observed or heard the airplane experience "abnormal engine anomalies", while others reported the airplane performed a normal takeoff roll on runway 21. The airplane continued down the runway, exited the departure end, and impacted a fence before it disappeared from view down a ravine. The airplane was substantially damaged after it impacted sloping terrain and came to rest in a deep wash. The wreckage was mostly consumed by a post impact fire.

At 0830 MST, the SEZ AWOS reported winds calm, sky clear, visibility 10 miles, temperature 26°C. The density altitude at the time of the accident was calculated to be 7,100 feet. Visual meteorological conditions prevailed for the proposed personal cross country flight with a reported destination of Double Eagle II Airport (AEG), Albuquerque, NM. No flight plan was filed.

PLEASE FLY SAFE!



Tucson Hamfest

Lee Unger

TUCSON HAMFEST



AND FLY-IN®



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



What's it Like To Fly?

Howard Deevers

I know that this is an **Arizona Pilots Association** newsletter, and that almost everyone reading this is a pilot. So, why ask the question: “What’s it like to fly?”



When your friends learn that you are a pilot, or flight instructor, the usual first question is: “how much does it cost to get a pilots license?” Or, “how many hours do you need to get a pilots license?” If you try to answer those questions, be sure to watch out for the quicksand. More potential pilots are turned off in those few minutes than ever go on to get a pilots license of any kind.

Many times the conversation will drift away and become; “are those little airplanes really safe?” When you hear that, you know that the trap is being set, and you should be ready to escape. Of course, we try to answer the questions, but in most cases, when you get a question like that one, no answer will satisfy the person. They already have their minds made up. Quicksand again.

Very rarely will you hear “What’s it like to fly?” When I do hear that question, my reaction is; ah ha, maybe I have an open mind here. But what do they really want to know? My best response here is: “That’s an interesting question, why do you ask?”

Now, the person will give me a little more information on what they really want to know. I met an old friend in a shopping center and we were talking. He asked if I was still flying. I said, yes I am. He responded; ‘I always wondered what it would be like to fly an airplane.’ His wife, standing by his side said: “Don’t even think about it!” Bam! The door was closed and locked, just like that. I don’t think he wanted to get a pilots license, he just wanted the experience at least once. But, “don’t even think about it,” was the complete turn off. He will never get to know what we, as pilots, know, experience, and love.

The ‘engineer types’ may want to know more about the physics of flight, and the mechanical stuff that we need to learn. The ‘dreamer type’ will be thinking about getting somewhere more quickly than driving, or watching the world go by them below. The ‘worry types’ will be more interested in the rules and regulations. Everyone has their own motives.

How do we tell them about the pure joy of flying? How can we express those :

Have you ever taken a friend for their first flight? I hope you have. It doesn’t have to be an intro lesson on flight. I can be an intro to just the experience, and it might be the only flight they will ever take. Sadly, some people just hate it, because they expected to hate it. So, if you do take a ‘first timer’ for a flight, be sure to do everything you can to make the experience a positive one. Explain as much as you can without getting too technical for the new rider, and give short safety briefing for those “just in case” things and emphasize that you will not likely need any of this – just like the airlines do before every flight.

Some people won’t fly at all; not even on the airlines. You won’t hear “What’s it like to fly” from them. They already know that you are crazy and you can’t change their minds. When I am flying cross country and looking down at parts of the earth that I would never be able to see from the ground, I just feel sorry for those people. How can I tell them about that feeling you have when flying between layers of clouds and you are the only person in the world that can see that sight at that moment?

Sure, flying has risks for those that are not prepared, or don’t have the skills, and the news will make a lot of noise about those. Unfortunately, that is the only noise many people will ever hear about flying.

That is why the **Arizona Pilots Association** does so many safety seminars. We want our pilots to be safe pilots and spread the pure joy of flying. So, “What’s it like to fly?” My answer: “It’s pure joy and Magic!”

Be sure to check the website and come to the next seminar. AND: Bring your wingman. Don’t come alone.



Weekend Getaway Flights: October 20-21

Craig Albright, Cirrus N857CD @ KCHD, CFI/II

Alright, the hellish heat of summer will be only a memory. By October 20-21, things should have cooled off somewhat; it’s time to spread our wings once again! However, rather than have me decide on a destination, I’m offering a shopping list – your choice! Here are four possible candidates. **Send me an email with your top three choices for our October trip.** However, please email only if you intend to participate.



Destination	Airport	Distance (nm)	Duration (days)	Activity	Comments & Considerations
Tombstone, AZ	P29	132	1	Old wild-west town made famous by Wyatt Earp	Must arrange ground transportation from landing strip.
Monument Valley, UT	UT25	238	2	Magnificent scenery from ground or air; former trading post	
Bryce Canyon, UT	KBCE	267	2	Beautiful scenery from ground or air; walks/hikes	June-Nov for more dependable weather
Catalina Island, CA	KAVX	333	2.5	Lots of land and water activities!	Advance reservations required.

Starting 8/14, I’ll be out of town for several weeks (again). When I return, I’ll tally up the votes and do some planning. And, while I’m gone, your job is to simply decide where you’d like to go! *If you’re interested in joining us, send your vote to: fcalbrightAZ@gmail.com.*

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

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

Blue skies & tailwinds,

Craig

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: Paul Pitkin
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 & Registration...)
September 29	Eagle Creek	USFS Public Lands Day
October 6-7	Eagle Creek	Work party, Negrito lunch (More Info & Registration...)
October 13-14	Wickenburg	Fly-In Pancake Breakfast, Air Race, Vulture Mine Tour
October 25-27	COPPERSTATE	(More Info...)
November 17-18	El Tiro	
December 1-2	Young	Pleasant Valley International
February 9-10	Pleasant Valley (Turf) P48	Mtn Flying Clinic, Flour Sack Drop

GAARMS Report:

Fred Gibbs

Safety programs for the rest of 2012 are –

- 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.

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.

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

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

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

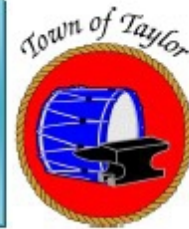


EAA 586 Taylor Sweet Corn Festival

Zola Hamm



Experimental Aircraft Association EAA Show Low Chapter 586



TOWN OF TAYLOR ANNUAL
Sweet Corn Festival
Welcomes You To The
Taylor Municipal Airport (TYL)
FLY-IN Pancake Breakfast
Saturday, September 1st 2012
Free Admission – Open to the Public



Free “Young Eagle Flights”

Introductory Airplane Rides for Ages 8 – 17

7:00 AM – 10 AM

Must bring parent or guardian

Elevation 5,820 feet

Runways: 3/21 – 7,200 ft X 75 ft -Asphalt

Unicom: 122.7

AWOS: 119.075 or 928-536-2609

Hours of operation: 8 am –5 pm

Fuel: 100 LL AVGAS

Discount of .20/gallon for pilots who fly in and
buy breakfast.

For additional information
call 480-220-7843, 928-537-7751
or 928-536-4811

Breakfast

\$6.00 Adult

\$4.00 Children

(12 and Under)

*Free to Men & Women in Military Uniform.
Proceeds go to promote General Aviation.*



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

Ken Nebrig – APA Member (Based in Prescott)

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 grand kids 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 29th
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**

Sponsored By:



The poster features a background image of a blue and white tent pitched on a grassy field next to a white airplane with a Texas flag on its tail and the registration N26917. The text is overlaid in a bold, yellow, serif font. At the bottom, there are three logos: the Arizona Skydiving Association, a blue and white star, and the National Aviation Foundation.

Communication Competence: Abbreviations and Acronyms, What Do They All Mean?

Barbara Harper, ATP CFII MEI LRJet

What language does a sectional chart, instrument approach chart, or even the taxi schematic speak? Is this what anthropologists call a lost communication technique? This language, of course, is aviation.

The body of words and methods of combining words and understood by a considerable community can sometimes be overwhelming. Are there barriers to learning this language? Of course there are...synchronous (small word) communications, largely verbal and informal, such as AWOS (automated weather observing system) or a controller conversation, versus asynchronous (large word) communication, largely written and formal as hold lines or even a placard on the aircraft. What if your speaking/reading abilities are not up-to-date? Don't fret, the beloved Aeronautical Information Manual (AIM) blares out in symbols closely resembling an ancient Polynesians tribal communication system. Remember the nonverbal communication (AIM) is far more trusted than the verbal one, Air Traffic Controller (ATC).

Did you know that the African language Swahili has approximately 10,000 words, mostly Arabic, and the English language somewhere around 900,000. Yet, the AIM has approximately 200+/- words and phrases plus 380+/- abbreviations and acronyms. This of course does not include the 253 +/- Notam Contradictions (Notices to Airman System). Then, there is the unbelievable French Weather contractions (will discuss this in a later article). Meanwhile, unbeknownst to many, we have been speaking Swahili for a very long time. Simba is lion, safari is trip and bwana is master.

In the context of aviation language, symbols, also known as abbreviations and acronyms could be misleading and cause a safety problem. One, OIS, Operational Information System, could be mistaken for Obstacle Identification Surface. This could mean the difference between reading and hitting something and might challenge your situational awareness. Better yet, Precision Approach Radar (PAR), and Preferred Arrival Route (PAR) could be construed as making a precision instrument approach at a military installation or conversely being vector to the airport. Besides, everyone knows that GPS means go perfectly straight instead of global positioning system.

Continue Here

Still, decisions one has to make and be careful when doing instrument approaches because of decision altitude (DA) and decision height (DH). Somewhere in between the pilot has to make up their mind if they plan on landing or declaring a missed approach. In the meantime, FO does not mean first officer, but fly over. Better tell that to your captain or flight attendant. This knowledge would lead us into communication competence, a behavior that is both appropriate and effective for a given situation. Successful strategic communication planning is vital for the safe movement of aircraft in space. Therefore, communication for airplane pilots and air traffic controllers involves sharing competent information.

Further on, be heedful when flying near a military operations area, MOA, and not too low because this might be confused with minimum obstacle clearance altitude, MOCA. One should really be on guard with UFO, unidentified flying object in the same way with UAV, unmanned aerial vehicle. To this end, don't you think they are the same, both discreet?



Luke Fly-In Pre-Registration



For the first time in over 10 years, Luke is hosting a Civilian Fly-in. This event is open to all FAA-licensed civilian pilots operating in Arizona. The purpose of the fly-in is to increase awareness and safety between military and civilian flight operations. Plus, it will be a great time with activities and social events!

Briefings & discussions will include:

- Mid-Air Collision Avoidance
- Arizona Airspace Structure
- Luke Radar Approach Control
- F-16 Capabilities
- Desert Survival and Rescue

Contacts:

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

[Click to see more information on our website.](#)



Thunderbird 150 Air Race

Jason Rovey



Thunderbird 150 Air Race and Fly-In

What: Fun Based Cross Country Air Race
When: Saturday October 13, 2012 – 10:00 Briefing
Where: Wickenburg, AZ (E25)
Who: Anyone with an Airplane



The Thunderbird Air Race is a timed speed event for propeller driven fixed wing aircraft over a set route of 150 statute miles located west of Wickenburg, AZ. The race is open to all pilots of experimental and factory production aircraft according to Sport Air Racing League (SARL) classes.

All aircraft will be launched in speed order, fastest first, to minimize passing. The race is a sanctioned Sport Air Racing League event. Points will be awarded toward the Sport Air Racing League 2012 championship. To learn more about SARL and this race visit the website!

www.sportairrace.org

Sport Air Racing League!

Thunderbird 150 Wickenburg, Arizona

Pilot and Aircraft Requirements

Anyone with a valid pilot's license and airworthy aircraft is welcome to participate

All race pilots must attend the pre-race briefing

Aircraft must be airworthy with evidence of current annual inspection

Have a fuel range to fly race route with reserve at full power

Aircraft should be fueled and ready to race prior to pre-race briefing

Two-way radio equipped

Register to Participate

Go to www.sportairrace.org and click on Calendar of Events and then Thunderbird 150 Air Race. You need to become a member of the Sport Air Race League to earn points. You do not need to be a League member to participate. Entries will be accepted up until the start of the pre-race briefing.

Aircraft should have a Race Number prominently displayed on either side of the fuselage and/or on the underside of the wing. Provisional entrants can use a portion of their N number for identification.

Race fee (pay cash or check on race day)

\$30 for SARL Season Members

\$40 for Non-SARL Members (\$10 for one race provisional membership)

Please sign up on the SARL website or contact:

Jason Rovey

Race Host

rovejason@gmail.com

(602) 619-1686

Schedule

Friday October 12th

- Arrivals all day. Early Race registration in the afternoon.
- Dinner at the airport free to all race participants

Saturday October 13th

- Wickenburg Fly-In and Classic Car Show
- EAA pancake breakfast
- Lions club lunch
- Race registration open at 0730
- Mandatory pre-race briefing 1000
- Race start 1100

Sunday October 14th

- If weather prohibits racing on Saturday we will try again Sunday morning.



www.sportairrace.org



First Fly-In Camp at the Historic Double Circle Ranch !

Mark Spencer – RAF State Liaison ([Click Here for Info and to Register...](#))

The day we've been waiting for is finally on the calendar! The Clifton District of the Apache Sitgreaves National Forest has partnered with the APA and RAF to enable the pilot community to enjoy our first fly-in camp the weekend of **October 6-7th**. If you have followed our previous articles on this site, you know that it is a gem of American Southwestern history. Its 2400' backcountry airstrip will enable the aviation community to play a major role in the preservation of the structures, cemetery and rusting relics that comprise this incredible piece of history. **Ty Greenwade**, whose grandfather and uncle homesteaded just up Eagle creek from this site, will be coordinating this event, including a Saturday evening BBQ and stories from locals around the campfire. With aircraft parking limited to roughly 20 -25 aircraft, we'll be coordinating this event through our web based registration process. This process allows us to accept your commitment to attend on a first come first serve basis, and aids in conveying important information you'll need to attend and be part of this incredibly important event. Plan on enjoying a very special weekend and beginning of a long term partnership on this airstrip.



~ REGISTER ~



Drive - In / Fly - In
PANCAKE BREAKFAST

at the

San Manuel Airport (E77)

SATURDAY
October 13, 2012
7:00 – 10:00 am

**Safety Seminar at 10:30 following
breakfast:**

**"Survival and Survival
Equipment" Presented by
Howard Deevers**

PANCAKES
EGGS/SAUSAGE
COFFEE & JUICE



BREAKFAST: \$7.00 per person

Everyone is invited!

**Proceeds from our Fly-in breakfast provide scholarships
for graduating seniors interested in aviation studies.**

FOR MORE INFORMATION CALL (520) 664-4812 or (520)-349-2723

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APA Merchandise is available at the [APA Web Store](#). You may also contact any APA board member if you have questions or need additional information.



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

Advertisements

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.

APA Membership

If you are not a member of APA you are encouraged to join and help us keep General Aviation available, safe and fun for all. Your support is very much appreciated. For details and to sign up, please visit our website ([click here to join](#)) where you can use PayPal. The dues are \$25.00 per year, per member with additional household members for \$5.00 each, per member per year. Save with the 2-year rate which is \$45.00 or the 3-year rate is \$68.00. If you have questions, [Nancy Benscoter](#) contact by email or call 480-580-0974. Please send your application and check to: Arizona Pilots Association, P.O. Box 61242, Phoenix, AZ 85082. You can also help APA by purchasing some of our logo items, **Caps, T-Shirts and Patches**.

