



## Arizona Pilots Association

<http://www.azpilots.org>



# APA NEWSLETTER

## 2012 October

Asa Dean, Editor



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## President's Report

### Tommy Thomason, APA President

Hello and welcome to this month's Arizona Pilots Association Newsletter. Due to Nancy Benscoter's devotion to her family and the responsibilities she has with them, she felt the need to step away from her role of APA President. As 1st Vice President, I will assume that role, and Mark Spencer will become the 1st VP. Nancy has assembled a great team and relationships with the many different factions of the aviation community. It will be a tough job continuing with the momentum she has started in helping the organization grow and become more and more recognized as the voice for aviation in Arizona. She has such a great love for the APA that she really struggled and is very sad to have made this tough decision. We all know Nancy is still on the sidelines and is there when we need her.



The month of October is filled with aviation events and activities as this is "our Season" for flying in Arizona. Check out the calendar on our [website](#) as well as the articles and announcements with regards to safety, Getaway Flights, the Thunderbird 150 at Wickenburg, COPPERSTATE, Backcountry and more.

Fly Safe and enjoy the newsletter,

Tommy



## Dear fellow members of The Arizona Pilots Association and aviation friends

It is with a heavy heart that I inform you of my resignation as President of the Arizona Pilots Association. Throughout the last 5 years of serving the APA, I have enjoyed the many opportunities that brought us together in our efforts to support aviation in Arizona. I feel all this time and effort has helped the APA grow and fulfill its mission.

I want to thank you for all the friendships and support that has helped make all this possible. Remember, just because I am stepping down does not mean that I will not be around. I look forward to the continued growth of the APA and seeing you at the upcoming events of this wonderful organization.

Sincerely,  
Nancy Benscoter



## Executive Director's Report, Oct, 2012

### Jim Timm, Executive Director

It's great to see the evenings cooling off and the days becoming cooler and more conducive for flying. Our fun flying season is just beginning when those up north are beginning to think about putting their airplanes in the hangar for the winter. The flying activity schedule for October is very rapidly filling up.



The tenants at Falcon Field Mesa appear to be facing some major concerns regarding the City of Mesa clamping down severely on what can be stored in hangars, how things can be stored and type of activity that can take place in a hangar. Fire codes are being very rigidly enforced and commercial building codes are being very rigidly enforced regarding storage racks/shelving and storage cabinets being used. Much of this enforcement had started before the recent hangar fire had occurred, and it has been stated that no regulatory changes are going to be made as a result of the fire, only that the present regulations will be more closely adhered to. Unfortunately, what was once one of the most friendly and socially engaged airports in the area is no more.

A privacy bill has been proposed in the U.S. Congress that would put safeguards on drone aircraft surveillance. The proposed legislation is the latest measure to be introduced by lawmakers in both parties who are concerned about the coming proliferation of drones and who want more transparency about the government's use of such devices. The drones, until now mostly limited to military use overseas, will bring airborne video cameras, infrared thermal imagers, radar and wireless network sniffers to the American skies. The FAA has estimated that as many as 30,000 drones could be in use domestically by 2020, spurred on by the Department of Homeland Security (DHS) among other government agencies.

The pressure is on for the FAA to allow drone operations in the National Airspace. Legislation was passed earlier this year setting a deadline of August 12, 2012 for the FAA to designate six test ranges where certification standards and air traffic requirements could be developed, but the deadline has passed and the FAA has not yet announced the location of these sites. Several test site locations have been proposed for Arizona. This is a critical step in the process for the integration of drones into the national airspace system by 2015.

Flying in the PHX Class B airspace seems to have been going rather well and we have not been made aware of any recent PHX Class B airspace access issues; however, if a pilot does encounter an access problem, in order to gather the necessary data to analyze Class B airspace access requests and approvals, any pilot access issues regarding the PHX Class B should be forwarded to the Phoenix Airspace Users Work Group (PAUWG) via e-mail to [phx.pauwg@gmail.com](mailto:phx.pauwg@gmail.com). Each inquiry should contain the date, time, aircraft call sign, and on which ATC frequency the request was made. This e-mail address should be used only for Class B access issues only. Other inquiries sent to this e-mail address will not be forwarded.

For those of you that may be wanting to get a check ride with a Designated Pilot Examiner (DPE), there have been concerns expressed with a new FAA ruling, effective October 1, 2012, that could potentially present a problem, in particular, in some of the outlying areas. The FAA has announced that DPE's are limited to a maximum of 50 practical tests per calendar quarter. Rechecks and check rides designated by the SDL FSDO (i.e. Initial CFI Practical Tests) will not be counted against this limitation. The concern is that in some of the outlying areas of the state there are a limited number of DPEs available and during

the busy times of the year the availability of a DPE may be problematic and may result in an added economic impact to the pilot for the DPE's services.

#### Misc Notes:

We have been advised that the FAA intends to cancel 1000 ground based approach procedures within one year. They will establish the criteria next month and publish their intentions in January, 2013. They do not intend to replace these approaches, and they will not eliminate an approach if it is the only approach to the airport. One would think that they would have to have a public comment period before just pulling the plug on VOR/DME approaches because of the significant portion of the general aviation fleet that has not upgraded to IFR certified GPS and still relies solely on this type of equipment.

One of our Tucson representatives noted that there is a significant magnetic disturbance on the 260° radial of the Tucson VORTAC. This disturbance was noted on the sectional chart many years ago when there was an NDB approach from RYN to TUS, which has since been eliminated. This disturbance is the result of open pit copper mining and since then there are more mines, the magnetic disturbance has not gone away (sometimes up to 30 degrees deviation). Since a magnetic compass is required equipment under FARs, it would seem prudent to have this warning re-evaluated for placement back on the chart.

Aviation fuel will no longer be available from the Executive Terminal at Tucson International Airport starting sometime in October. Fuel will only continue to be available at an FBO. It appears the Airport Authority will be closing the Executive Terminal with access limited to those with airport issued badges. The tower apron will still be available to users, but parking or fueling services will need to be arranged by contacting one of the FBOs. An effort is going to be made to provide reasonable pilot access to the terminal restrooms and pilot's lounge.

Pilots with aircraft that are equipped with an Automatic Dependent Surveillance - Broadcast (ADS-B) transmitter/receiver or transceiver and a cockpit display of traffic information (CDTI) can now receive free traffic and weather information in the cockpit for Phoenix Sky Harbor. The service is also presently available at: Dallas/Ft. Worth (DFW), John Wayne-Orange County (SNA) and New York LaGuardia (LGA).

Since my last report to you, the NTSB has reported four aviation accidents in Arizona. One of the accidents was a result of loss of control upon landing, one was a result of flying into a box canyon and impacting the rising terrain, one accident was a departure off the end of the runway during landing and one was a hard landing. Fortunately, there were no fatal accidents; however, serious and minor injuries were sustained in some of the reported accidents. All aircraft accidents should be considered serious and we all need to do what ever we can to prevent them.

We are continuing to work with airports around the state, by providing the general aviation user input in the planning process of updating the Airport Master Plans.

For places to fly for breakfast on the weekend:

The fly in breakfast at Coolidge (P08) is the first Saturday of the month starting October 6.

0800 - 1100 Hrs. CTAF 123.075 AWOS 119.35

The fly in breakfast at Casa Grande Municipal Airport is on the last Saturday of the month. The event is put on by a Community Service Group to raise funds.

# October Accident Report

## Jim Timm

In this regular reporting of aviation accidents that have occurred in Arizona, I would hope that we may be able to learn from the mistakes being made and take the appropriate action to prevent similar accidents from occurring in the future.

For the past reporting period, the NTSB has reported four aviation accidents in Arizona. One of the accidents was a result of loss of control upon landing, one was a result of flying into a box canyon and impacting the raising terrain, one accident was a departure off the end of the runway during landing and one was a hard landing. Fortunately there were no fatal accidents; however, serious and minor injuries were sustained in some of the reported accidents. All aircraft accidents are to be considered serious and we all need to do what ever we can to prevent them.

The following information, in most cases, 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 the 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; Saturday, July 28, 2012(Reported 8/31/12)**

Title 14 CFR Part 91 Operation

Location; Grand Canyon

Aircraft; Cessna 172

Injuries;2 Minor

(Preliminary and Final Report)

Because of helicopter traffic, the pilot flew a higher than normal pattern. Upon turning onto final, the approach to the runway was steeper than normal, and as a consequence, the pilot misjudged the landing flare. The airplane landed hard, bounced and began to porpoise. As he attempted to abort the landing, the airplane veered to the right and landed in the dirt adjacent to the runway. The airplane nosed over, resulting in damage to both wings, the vertical stabilizer and rudder. The pilot reported no pre impact malfunctions or failures with the airplane that would have precluded normal operation.

Pilot: SEL, Private Pilot.145 Hrs Total Time, 123 Hrs. In Make/Model

### **Accident Date; Thursday, August 2, 2012(Reported 8/24/12)**

Title 14 CFR Part 91 Operation

Location; McNeil

Aircraft; Piper PA18

Injuries;1 Serious, 1 Minor

(Preliminary and Final Report)

The pilot was an instructor and partner in a flight school that specialized in training missionaries for bush pilot operations. The accident flight was a personal flight to provide the passenger a tour of the local area. The pilot had previously conducted such flights and had a normal route that he followed. However, on this occasion he deviated from that route to “do something a little different” and turned into a canyon that he normally did not fly into. He noticed the terrain was raising and attempted to climb to clear it. He noticed that the airplane was not going to clear the terrain and also realized there was insufficient room to execute a course reversal to exit the area and decided to land straight ahead on the rising vegetation covered desert terrain. Upon touchdown the airplane rotated sharply to the right and stopped. The passenger sustained minor injuries, while the pilot incurred a skull fracture. The outboard

section of the right wing was bent and crumpled. The pilot stated that there were no mechanical problems or failures of the airplane or engine that would have precluded normal operation. The accident occurred at an altitude of 4,150 feet and the density altitude at the time of the accident was estimated to be 7,600 feet.

Pilot: Information Unavailable

**Accident Date; Thursday, August 30, 2012**

Title 14 CFR Part 91 Operation

Location; Wickenburg

Aircraft; Piper PA28-181

Injuries;3 Uninjured

(Preliminary and Final Report)

During landing, the student pilot flared too high, and the instructor took control of the airplane. The airplane landed hard, and the tail tie down hook was displaced into the fuselage. Although the instructor conducted a post flight inspection of the airplane, significant damage was not discovered. The flight instructor performed the next takeoff, and he noticed that the elevator flight control was sluggish and minimally responsive. Additionally, the climb performance was poor. He landed the airplane without further incident. Another inspection of the airplane was performed, and the damage was discovered.

Pilot: Information Unavailable

**Accident Date; Friday, August 31, 2012**

Title 14 CFR Part 91 Operation

Location; St. Johns

Aircraft; Cessna 182R

Injuries;1 Serious

(Preliminary Report)

On August 31, 2012 at about 1620 MST, a Cessna 182R sustained substantial damage during an overrun of the runway during a landing at St. Johns. The private pilot, the sole occupant, was seriously injured. The flight was a personal cross country flight departing from Dalhart, Texas. The pilot said that he circled the airport and made an approach to land. He realized that he was high and fast and applied power to go around. He raised the flaps and the airplane settled onto the runway with 3/4 of the runway behind him. He attempted to stop the airplane, but it departed the end of the runway and went through the airport's perimeter fence and the airplane came to rest on it's nose. A flight plan for the flight had not been filed.

PLEASE FLY SAFE!





## Annual Arizona Safety Awards Banquet

**AVIATION SAFETY ADVISORY GROUP (ASAG) AND THE  
SCOTTSDALE FSDO PRESENT**

# **The 40th Annual Arizona Safety Awards Banquet November 3, 2012**



**Key Note Speaker  
Lt. Colonel Robert "Bob" Ashby**

**✈ Please Join Us! ✈**

**DoubleTree Guest Suites  
320 North 44th Street  
Phoenix AZ 85008**



**TICKETS \$35 PER PERSON or \$325 PER TABLE  
OF TEN (Including Tax and Tip)  
Reservations Required for Group Tables (10 Seats)**

**For Tickets or Information Contact:  
Jim Anderson at [jim.anderson@cvstarco.com](mailto:jim.anderson@cvstarco.com) or**

## Go Fly a Kite

This guy not only flies kites, he flies them in formation & lands them where he wants! Ray Bethell, a resident of Vancouver, B C, is one of the most famous kite-flyers in the world. He controls three kites in a ballet set to "The Flower Duet".

[http://www.youtube.com/watch\\_popup?v=nr9KrQN\\_lIg](http://www.youtube.com/watch_popup?v=nr9KrQN_lIg)



# Tucson Hamfest

Lee Unger

## TUCSON HAMFEST



## AND FLY-IN®



October 6, 2012  
Marana Regional Airport  
[www.tucsonhamfest.com](http://www.tucsonhamfest.com)



# High Wing Or Low Wing?

## Howard Deevers

As a flight instructor, I get this question often: Which do you prefer, high wing or low wing? Naturally this can lead to a long discussion on the merits of either style or type of airplane. In order to keep out of the barn yard and stepping into something that I don't want, I usually ask why they care.



The responses can be all over the map. Some pilots have ideas that you just can't change. Others are a bit more reasonable. Most will have some safety concerns for one style or the other. Others focus on certain performance things such as landings and performance of one style over the other.

There are some differences in performance during landings when you factor in "ground effect." The low wing airplanes have a slight advantage with "ground effect." If you don't know what ground effect is, and what and how it works for you, I suggest that you get a good instructor and go for a ride with whatever airplane you have. Ground effect is taught in basic flight training, in at least one lesson, and you may be asked by the examiner to demonstrate ground effect on your check ride.

My answer is that I don't have a preference. I like the high wing equally as well as the low wing. Although, 3 of the 4 airplanes that I have owned are low wing style, and for that reason, I have more hours of time in the low wing planes. Does that mean that I like the low wing style more than the high wing? I don't think so.

I did notice one advantage of the high wing airplane that has nothing to do with performance or anything else. After landing in the rain, the high wing will keep you drier than the low wing as you tie down the plane. Is that enough of a reason to buy a high wing? Probably not, since most pilots I know don't fly in the rain very much.

[ED: I couldn't resist noting that the high wing will shield us from the hot Arizona sun as well as the rain. The cockpit is cooler and we can sit under the wing and have a picnic in the shade.]

I know at least one flight instructor that had never flown a low wing airplane. All of his training and flight time was in high wing Cessnas. Even his complex time and check rides were in the retractable Cessnas. He would not fly with a student in anything else, or give a flight review in anything else. I even offered to give him time in my low wing Cherokee and he turned it down. That is a pretty strong statement for his personal preferences.

I also know instructors that got an instrument rating because it is a requirement to become a flight instructor, but they had never filed, or flown, an instrument flight of any kind. It is a requirement that you have an instrument rating to become a flight instructor, but it is not a requirement that you use the instrument rating. Remember, there are currency requirements in order to use your rating.

These instructors may not be aware that they are sending subtle messages to their students, even if they never make the statements one way or another. The subjects will come up in conversations over time and the students will get the message.

If you really want to study High Wing vs Low Wing, look at nature. Birds. There are NO low wing birds that I have ever seen. And man's earliest attempts at flight were to try to imitate the birds. That didn't work out too well, and it took awhile before the real physics of flight became apparent to man.

We don't care if you fly high wing or low wing as long as you do it safely. Come to the Arizona Pilots Association Safety Seminars and, Bring Your Wingman! Don't come alone. Check the [website](#) for the next seminar near you.

## Angel MedFlight Announces 2012 Aviation Scholarship Recipient Jenna Murray

**Embry-Riddle Aeronautical University junior Caroline Gleb receives the 2012 Angel MedFlight Scholarship for Excellence in Aviation.**



(Scottsdale, Ariz.) August 27, 2012 – Classes begin this week at Embry-Riddle Aeronautical University in Prescott, Ariz., and junior Caroline Gleb's semester is off to an exciting start. She has a robust class schedule, a brand new iPad for flight charting, and a \$3,000 academic scholarship.

Gleb is the winner of the 2012 Angel MedFlight Scholarship for Excellence in Aviation, which aims to promote leadership and resourcefulness in students enrolled in aviation degree programs across Arizona.

"Caroline is an exceptional student who is clearly focused on success in the classroom, the community and the cockpit," states Angel MedFlight Corporate Counsel Kelly LoCascio. "She excels in academics while making time to gain valuable experience in many facets of aviation, and contribute to the community through service. We are pleased to award the 2012 Scholarship for Excellence in Aviation to such a conscientious student."

An Aeronautical Science degree student with a minor in Aviation Safety, Gleb maintains a perfect 4.0 grade point average while also working as a student dispatcher, volunteering with Big Brothers Big Sisters and serving as vice president of Alpha Sigma Tau sorority. She endeavors to introduce more young women to the possibility of a career in aviation.

Angel MedFlight sponsors the annual Scholarship for Excellence in Aviation in conjunction with the Arizona Business Aviation Association (AZBAA). Applications for the 2013 scholarship will be accepted beginning in the spring and are available at [www.AngelMedFlight.com](http://www.AngelMedFlight.com)



## Backcountry News

### Mark Spencer

The busy fall flying season has already begun with our first open weekend at the Grapevine airstrip located on the shores of Roosevelt Lake. Approximately 13 aircraft made their way into the strip over the weekend of September 14th, 15th, and 16th and 8 pilots and friends camped overnight. Our hosts for this weekend were Paul and Charlie Pitkin, and what great hosts they were. Those of us fortunate enough to spend Saturday night were treated to the best Dutch oven cooking I've experienced, including Shepard's pie and peach cobbler. Other guests provided spaghetti and a wonderful bean salad.



District Ranger Jardine joined us around the campfire with his fiddle as we watched an incredible display of the Milky Way rise overhead.

I am not sure everyone realizes what an effort is needed to keep this airstrip usable; in the days prior to the fly-in several volunteer pilots, Jeff Montgomery, Jeff Wilson, and Tod Dickey, all visited and worked to clear weeds that had grown up in the cracks since our last fly-in.



Meanwhile, we've had several planning and work events over at the Double Circle Ranch airstrip where myself, local rancher Doug Dressler, and Forest Service

recreational technician Micah Miller spent last Friday mowing, trimming, and removing mesquite growth in some areas along the runway. We also gave a good spraying of the inside of the main log cabin and bunk house with disinfectant on our National Public Lands Day work event held on September 29th.



We've got over 20 people registered for the [fly-in camp the following weekend, October 5-7th](#) when we plan on sharing and developing a long term approach to this incredibly historic and beautiful site,



including fund raising and a possible grant to the USFS to help at this site. We'll also be graced with the presence of AOPA's chief pilot Dave Hirschman along with AOPA's photographer for this event! With a similar event also taking place at New Mexico's Negrito airstrip in the Gila Forest, AZ and NM pilots will be cross pollinating between the two sites.

On yet another front, as some of you already know, the RAF was successful in getting a requirement for an inventory to be taken by

the USFS included in this year's appropriations bill.

This directive was condensed down to a letter and inventory spread sheet from the Forest Service's Washington Office (WO) and sent out to the Regional Offices (RO) in late July. This is part of a continuing effort to bring aviation into the mainstream of recreation and transportation on Federal Lands by our partners in the backcountry, the RAF. As the AZ Liaison, I thought I'd check into how the response to the WO letter was going here in Forest Service Region 3, and learned that through a break in communication none of the known Arizona strips in FS lands were identified and sent back to the WO.

In speaking with the WO contact, I was directed to work with the RO contact and this was followed by a request from one of our local District Rangers to fill in whatever information I had on airstrips located on FS lands in AZ. I completed this immediately and forwarded to the appropriate District Rangers as well as the RO. Meetings are taking place this week to consolidate this information and get it back to the WO. Meanwhile RAF President John McKenna is back in Washington this week meeting with the Forest Service and the Department of Agriculture to discuss both the confusion and the progress on this directive.



## Weekend Getaway Flights: October 20-21 Tombstone, AZ, the town to tough to die!

**Craig Albright, Cirrus N857CD @ KCHD, CFI/II**

Based on the responses I received from last month's APA newsletter, it appears that folks would prefer Tombstone, AZ for our October 20th Weekend Getaway Flight. So, after a little investigation at my end, here's a rough itinerary:



**Arrive:** Saturday, 10/20 by 9:00 AM (1600Z). Flying from Chandler, my home 'drome, one possible route would be KCHD - P29. That's only 132 nm.

**FBO @ destination:** None. And, fuel is not available. So, don't arrive with empty tanks! (Benson, Bisby Douglas, and Sierra Vista are all nearby.) The airport manager, hardly a full-time job, is Tess @ (520)235-5843 (cell).

**Ground transportation:** TBD at this point. I've been in contact with Tess, and she's attempting to coordinate round-trip transportation using the town's trolley. Depending upon our arrival and departure times, she may be able to time-share that transportation with its normal in-town duties. (According to Tombstone's City Hall, they don't have a formal taxi. And, the phone numbers listed in AirNav.com and ForeFlight aren't valid.)

**Breakfast:** None. I suggest eating prior to departure.

**Lunch:** Big Nose Kate's Saloon and Cafe Margarita received excellent reviews in TripAdvisor. I anticipate that we'll have lunch at midday.

**Activities:** A variety of walking tours -- Good Enough Mine Tour (\$15/person), Tombstone Courthouse/State Park, Allen Street, Birdcage Theater, Crystal Palace, O.K. Corral, Wyatt Earp Theater, Boot Hill Cemetery, and/or Tombstone Epitaph. Of course, we don't have to visit all of these! And, depending upon personal preferences, we may or may not tour as a herd...er...group. You might find yourself enchanted by a particular piece of history and elect to spend more time at one attraction than another. That's fine! I've listed the attractions in the rank order provided by TripAdvisor...

**Depart:** Mid afternoon

**If you're interested in joining us, please contact me:** [fcabrightAZ@gmail.com](mailto:fcabrightAZ@gmail.com) or 480-776-9358. As the planning unfolds, I'll provide additional details to folks who have signed up for the trip.

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

PS – Beginning next month, I anticipate using our APA website (and its inherent email capabilities) to manage our Weekend Getaway Flights. People will be able to sign up for the trips on the website, itself, making my job as Trip Leader even easier! Of course, this means that your email address has to be in the APA database. If you're a member, that shouldn't be an issue. I'll attempt to "catch" any omissions by using my personal email distribution one last time, as well...

## 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:

Oct 19-21 Host: Asa & Cheryl Dean [tdpilot2@gmail.com](mailto:tdpilot2@gmail.com) 602.622.8335  
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](mailto:tethomason@cox.net) or Mark Spencer [mspencer@theraf.org](mailto:mspencer@theraf.org)

|                |                               |   |
|----------------|-------------------------------|---|
| 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<br>(Turf) P48 | Mtn Flying Clinic, Flour Sack Drop                    |



## GAARMS Report: 2012 Sep 24

### Fred Gibbs

As of January 1, 2013, I will have officially passed on the responsibility of the Director of the Arizona Pilots Association Safety and Education Program to Mr. Craig Albright, a fellow safety program advocate and supporter. I am very confident he will continue the great tradition of the APA Safety Programs.



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 FFAST 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.

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. This effort has now taken on a life of its own, under the auspices of the ASAG, with APA responsible for the running of the AZ AARG effort. A team of local experts has been formed to lead the AZ AARG effort. That team consists of myself, Jim Timm, Howard Deevers and Barbara Harper of APA, and Jim Anderson, Cary Grant and Bob Reser of the ASAG group.

We intend to take a very hard, in-depth look at each fatal accident within the state of Arizona, as well as any fatal accident out of state involving an Arizona-based pilot in an effort to understand as much of the circumstances leading up to or causing that accident in an effort to identify anything we, as the Arizona Pilots Association, and its related safety programs, can or could do to prevent similar accidents in the future. That process is not nearly as easy as you would think. There may be several mitigating or circumstantial inputs/decisions etc. that led up to the actual accident, in which any different decision or action could have prevented or at least lessened the severity of the outcome.

The working group will meet on an as-needed basis as accidents occur. The information gathered will be used to help mitigate future accidents, not point fingers or place blame, and the information gathered will remain confidential to APA and the ASAG.

As of this writing, there have been 6 fatal accidents in the state with a total of 15 fatalities, and 2 fatal accidents involving Arizona-based pilots out of state, with 5 fatalities. Looking at the year-to-year statistics, so far we are doing much better in-state with the lower number of fatal accidents as compared to last year. Knock on wood, tho' cause the year is not yet over!!! Ironically, 4 of the accidents occurred during the take-off phase of flight: 2 of the accidents happened at Winslow, a Mooney and a Cozy, both trying to return to the airport after mechanical problems on take-off, a 3rd accident in the take-off phase occurred at Sedona resulting in the aircraft running off the end of the runway, and the fourth occurring at Show Low culmination in the aircraft crashing into a school, which fortunately was un-occupied at the time. We know the results. What we don't really know is the "WHY?" and we may never know that, but our intent is to try to understand what happened so we can understand it and pass on the background knowledge to our fellow pilots so you don't make the same mistakes or decisions. 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.

The 2013 GAARMS Symposium is currently in the planning stages. It will be a one-day all-day event, a Saturday in March of 2013, location to be determined, and suggestions are most welcome. Last year's program was a 2-day event with national speakers, sort of a state-wide kick-off effort. This year's event will be more localized, delving into the specific accidents that have occurred during 2012, and will include several presentations on both analysis and proposals for reducing the accident rate for 2013 and on. Anyone interested in helping or participating in the GAARMS effort should contact me, Fred Gibbs, at [fredgibbs@npgcable.com](mailto:fredgibbs@npgcable.com) or 928-266-0112 (h) or my cell at 410-206-3753. We can use all the help we can get, and there are several areas of expertise needed. You should want to help, because it is always better to be part of the solution than be part of the problem!!!

***Safety programs for the rest of 2012 are –***

- October –       - [COPPERSTATE](#)  
                      - [San Manuel](#)
- November       - Marana or Casa Grande
- December       - Scottsdale

A new 2013 schedule of programs will be forthcoming shortly. Should you desire a safety program at your local airport, simply [contact APA via our website](#) or call our Safety Program director, Craig Albright, at 480-776-9358.

**WINGMAN Program** – At our safety programs, we are always pleased to see the same faces because we know 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 Craig will never complain when a program runs out of chairs!



## 2012 Safety Program Schedule

Fred Gibbs, Safety Seminar Director

| <b>ARIZONA PILOTS ASSOCIATION</b>  |  |
|--|--|
| <b>SAFETY PROGRAM SCHEDULE<br/>FOR REST OF 2012</b>  |  |
| MONTH  | LOCATION   |
| <b>AUG 11</b>  | <b>PRESCOTT</b>                                  |
| <b>SEPT. 8</b><br><b>SEPT. 22</b>  | <b>ST. JOHNS/SPRINGVILLE</b><br><b>FLAGSTAFF</b> |
| <b>OCT</b>   | <b>COPPERSTATE</b>                               |
| <b>OCT. 13</b>   | <b>SAN MANUEL</b>                                |
| <b>NOV 10</b>  | <b>MARANA/CASA GRANDE</b>                        |
| <b>DEC 8</b>   | <b>SDL</b>                                       |
| <p><i>Watch for the FAASAFETY.GOV announcements<br/>to register for these programs, or go to<br/><a href="http://WWW.AZPILOTS.ORG">WWW.AZPILOTS.ORG</a> , or just simply show up!!</i></p> <p><i>For more information, contact Fred Gibbs @ <a href="mailto:fredgibbs@npgcable.com">fredgibbs@npgcable.com</a> or 928-266-0112</i></p> |  |
| <b>UPDATED 7-16-2012</b>   |  |

## Wingman Poster

Fred Gibbs



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

*HELP SPREAD THE SAFETY CULTURE!*

*An Arizona Pilots Association Safety Initiative*





## Changes...are they helpful or hurtful?

**Barbara Harper, ATP CFII MEI LRJet**

Searching for knowledge is not always easy. Sharing of safety knowledge information in the aviation industry is important and challenging. Seizing this progress is essential to promoting change that is necessary for learning and continuous improvement.

Change must be realistic, achievable and measurable. For instance, the Cochise VOR (CIE) was decommissioned last month. There was no feedback (safety leadership) from the government on the public input from people who would be affected by the change. Then, why do they solicit input? In fact, will there be a remote site to contact FSS for weather updates, if not, one has to be above 10,500' to communicate. Specifically, you'll be talking to yourself.

Notwithstanding, Chief Cochise, famous Chiricahua Apache, resisted intrusions by Americans during the 19th century only to bow to technology in the 21st century by the removal of the VOR, will be watching from the Arizona Dragoon mountains.

Of course, this change, perhaps because of the pending NextGen, secures the cartographer's job, (map maker) who has to develop new charts and approaches. I believe workshops should be required for changes to brainstorm and generate behaviors displayed by both effective and ineffective leaders. If there is one thing you can count on in aviation, it is change.

Maybe, we should bring back John Wayne who could establish order, or better yet General Douglas MacArthur. They had their distractions and pressures, but both were diplomats, social changers and effective responsible leaders.

Doing the right thing may not always be easy, but sometimes changes are the only choice. Still, significant progress in learning takes both patience and fortitude, and sometimes people get stuck along the way.

Hither to, the most valuable form of communication (learning) is face-to-face, while email and texting are the least valuable. As a result, things will never go smoothly all the time with changes, especially if it is a technological advance. As the old saying goes, the only constant in life is change. In flying, to be more effective, one has to improve ability to accept changes. After all, for a change example, what kind of waypoints did the space shuttle 'Curiosity' have on its cross country to Mars?

Safe and efficient flight operations depend for their success not merely on the acquisition of knowledge and skills, but also the mastery by the aviation workers of communication within their organized aviation system.

The relationship between leadership and communication competence are highly correlated. This shuttle was an extremely complex vehicle and validated that collaborative leadership works; scientists, meteorologists, engineers, builders, fuelers, metallurgists, flight controllers and many more. The benefit of collaborative problem solving leads to better learning and understanding. But, nevertheless, have these scientists figured out the Mars identifier code needed for clarity on the FAA flight plan? I figure it should be MMCB (MmmMars Candy Bar). Still though yet, system thinking approaches are important for change in aviation. Consequently, the widening gap between the aims and what will be needed of tomorrow's aviation has become an unrecognized barrier to American's future.



## Tucson 99s Treasure Hunt Fall 2012:



## 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](mailto:steve.wilinski@luke.af.mil)

Maj Ray Naylor, cell: 623-512-7977, email: [Raymond.naylor@luke.af.mil](mailto:Raymond.naylor@luke.af.mil)

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





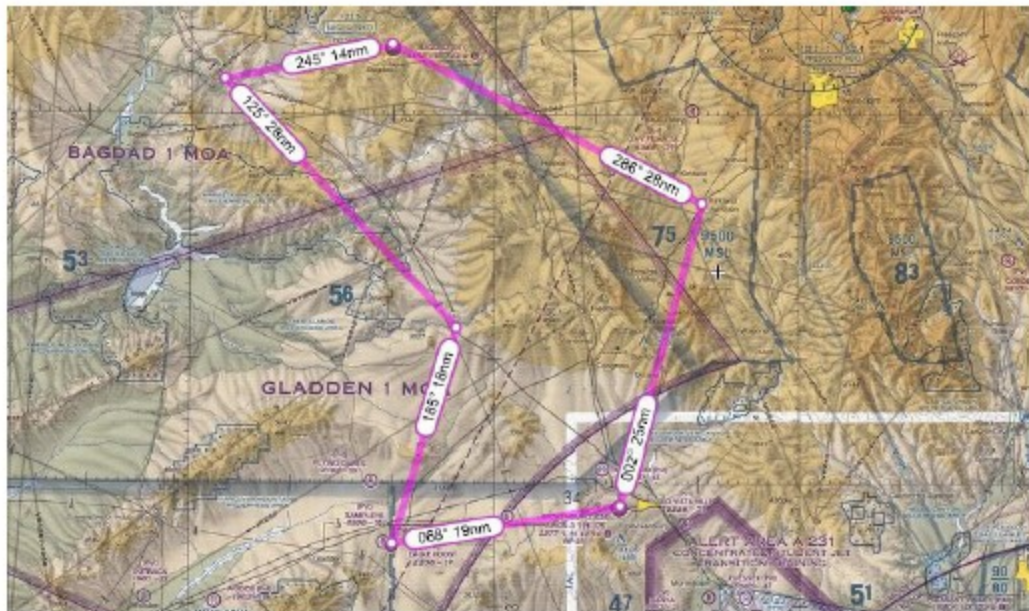
# Thunderbird 150 Air Race

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](http://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](http://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](mailto:rovejason@gmail.com)

(602) 619-1686

## Schedule

Friday October 12<sup>th</sup>

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

Saturday October 13<sup>th</sup>

- 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 14<sup>th</sup>

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



[www.sportairrace.org](http://www.sportairrace.org)





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

## Mark Spencer – RAF State Liaison

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' back country 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. Go online to register for this fly-in and plan on enjoying a very special weekend and beginning of a long term partnership on this airstrip.



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



## Support APA with Stylish Merchandise



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](mailto: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.

- 14<sup>th</sup> Editor reminds “The Team” to submit articles
- 19<sup>th</sup> Authors submit articles and advertisements
- 22<sup>nd</sup> Editor submits preliminary draft to President
- 25<sup>th</sup> President returns corrected draft to editor
- 27<sup>th</sup> Editor submits final draft and layout to President
- 28<sup>th</sup> President gives final approval for mass mailing



Contact the editor, Asa Dean:  
[Newsletter\\_Editor@AZPilots.org](mailto: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, [email Vicki Gookin](#) or call 520-826-2105. 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**.

