



Arizona Pilots Association

<http://www.azpilots.org>



APA NEWSLETTER

2012 November

Asa Dean, Editor



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President's Report

Tommy Thomason, APA President

Welcome aviators and aviation enthusiasts to the November 2012 issue of the **APA Newsletter**. The month has been filled with tons of events and activities. I hope you have been able to participate in some of them.

A few of us were able to join the New Mexico Pilots Association backcountry fly-in to Negrito and then have a number of their pilots join us at the inaugural fly-in to Double Circle Ranch where we were also joined by the USFS District Ranger and her family and the AZGFD Adopt-a- Ranch officer as well as some of the local ranchers for some first hand history lessons around the campfire. (Note: [Click Here for a video](#) of flying in there.)

Mark and Stefanie Spencer were able to represent the Recreational Aviation Foundation and APA at the AOPA Summit in Palm Springs. Asa and Cheryl Dean hosted the second monthly open weekend at Grapevine. At San Manuel, Howard Deevers held a survival and survival equipment seminar after a pancake breakfast. Craig Albright led a group of Get-Away pilots to Tombstone for a visit of this historic old west town. Jason Rovey hosted the second annual Thunderbird 150 Air Race at Wickenburg where Bernie Gross was able to get in a side trip into the old airstrip at Vulture Mine for a tour. Luke AFB hosted its first civilian fly-in in over ten years. The activities just didn't seem to end. Read all about them and more here, or on our website, www.azpilots.org. By the time this newsletter goes to press, the COPPERSTATE Fly-in will have happened with our joint APA/RAF booth. I hope you get a chance to join us in some more of the upcoming monthly activities.

Have Fun,
Tommy



Executive Director's Report, Nov, 2012

Jim Timm, Executive Director

The flying weather is finally great again and I hope all of you are able to get out there and enjoy it. This is what we all have been waiting for. Unfortunately the days are also getting a bit shorter.

NASA has issued an announcement that they want unmanned aircraft that can fly in tight air-spaces and they may launch a competition to find partners to design and manufacture such vehicles. The agency is working with the FAA and Air Force Research Lab on this effort and may launch a \$1.5 million competition to help bring such drones to life. If this effort proceeds, Nasa would request designs that would use "sense-and-avoid" techniques to fly safely in the National Airspace System. As time moves on, I believe the UAV issue is really going to "heat up" as more concerns about privacy and their safe integration into the National Airspace System come to light. I still have not heard if the FAA has announced where the six designated test ranges are going to be located for developing the certification standards and air traffic requirements for UAV's.



Last month we reported that the Scottsdale FSDO announced that as of October 1, 2012, significant changes are being made in how Designated Pilot Examiners (DPEs) will operate and they are going to be limited to a maximum of 50 practical tests per calendar quarter. The concern is that in some 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 could result in an economic impact to the pilot for the DPE's services. A recent e-mail came to my attention that indicated some Phoenix DPEs are now charging \$700 for a check ride and \$350 for rechecks. It was unclear if the fees quoted are a result of the new requirements or not.

Miscellaneous Items

GPS testing is still going on. The latest notice was for Pueblo, Colorado and could only impact the very northeast corner of the state.

The Airports Division of the FAA Western Pacific Region announced that in December, the FAA will be opening a branch Airports Division Office in Phoenix, located at 2800 N. 44th ST., Suite 5010, Phoenix, AZ 85008. This new branch should make dealing with airport issues a bit easier. Phoenix Regional Airport now has a resurfaced runway with all the runway markings and a repaired parallel taxi way. It also appears the FBO building has been spruced up a bit. Note, the runway headings are now marked 4 and 22, they used to be 3 & 21.

Casa Grande Municipal Airport has just completed the installation of LED runway lights. If they are not the first in the nation, they most certainly are the first in the state to have a full runway lighting system that's LED. The new lights, while having a much lower power consumption, will have 10 times the life span of the older replaced system. The lighting project also included new supplemental wind cones and taxi way signs and markings. the next large project is paving of the southwest apron to provide space for more hangars.

The ADOT has announced that they are diligently working on new aeronautical charts for Arizona. They are expecting to finish editing the proof next month and are planning on having charts available in FY 2013. Charts will also be available through the ADOT website.

This has been a really bad reporting period for aviation safety. From media reports and NTSB reports, there have been ten aviation accidents in Arizona, four of them involving fatalities. See my November Aviation Accident Report for details.

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.

Things To Do - Places To Go For Breakfast:

The first Saturday of the month there is a fly in breakfast at Coolidge Airport (P08).
Time: 8:00 to 11:00 am.

The last Saturday of the month there is a Fly in breakfast at Casa Grande Airport (CGZ)
Time: 7:00 to 10:00 am.

November Accident Summary

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 last reporting period, the NTSB has reported six aviation accidents in Arizona. One of the accidents was a result of loss of control upon landing and one was a result of control during takeoff. There were three hard landings with two of them resulting from the loss of power. Unfortunately there was one accident with three fatalities with a yet unexplained cause. In addition to the NTSB reported accidents, there have been four accidents under investigation that are yet to be reported by the NTSB, with three of them incurring fatalities. This has not been a very good month for aviation safety.

All of these aircraft accidents are serious and all of us need to do whatever 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, August 18, 2012 (Reported 9/20/12)

Title 14 CFR Part 91 Operation

Location; Mesa

Aircraft; Boeing B75N1

Injuries; 1 Uninjured

(Preliminary and Final Report)

The pilot reported that the purpose of the flight was to practice landings in the tailwheel equipped airplane. The pilot stated that during the landing roll, the airplane veered to the left. The pilot applied corrective control inputs in an effort to regain control, however, the airplane continued to the left and exited the runway surface. During the accident sequence, the airplane's right wing contacted the ground, which resulted in substantial damage to the outboard section of the lower right wing. The pilot reported he was landing with a left quartering crosswind condition. The pilot reported no mechanical malfunctions or failures with the airplane that would have precluded normal operation.

Accident Date; Sunday, September 9, 2012

Title 14 CFR Part 91 Operation

Location; Grand Canyon

Aircraft; Bell Helicopter Textron 206L-1

Injuries; 2 Uninjured

The Papillon Grand Canyon Helicopters Bell 206L-1 helicopter made a forced autorotation following a loss of engine power near Grand Canyon, Arizona. The pilot reported that during a maintenance release flight, he attempted to enter a simulated autorotation to check the main rotor rpm. When he retarded the throttle the engine quit. During the landing, a main rotor blade impacted the tail boom causing it to depart the airframe. The helicopter had just completed a scheduled 100 hour maintenance inspection. The commercial pilot and passenger were uninjured. The local flight had departed Grand Canyon Airport at 1131 MST, visual conditions existed and a company flight plan had been filed.

Accident Date; Monday, September 10, 2012 (Reported 10/5/12)

Title 14 CFR Part 91 Operation
Location; Mobile
Aircraft; Grob WERKE G120A
Injuries; 1 Uninjured
(Preliminary and Final Report)

The student pilot had just completed a full stop landing and taxied back to the approach end of the runway. He started his takeoff roll with a wind of approximately 8 knots coming from about 45 degrees to the right of the nose of the airplane. Just prior to rotation, the airplane encountered a gust of wind from the right which caused the right wing to rise and the airplane to yaw to the left. Although the pilot attempted to correct for the gust, the airplane continued toward the left side of the 75 foot wide runway. The pilot decided to abort the takeoff and reduced the power to idle and applied the brakes. Despite his attempts to stop, the airplane departed the left side of the runway and collided with a large bush, resulting in substantial damage to the left wing. According to the pilot and operator there was no indication of any mechanical malfunction associated with the accident sequence.

Accident Date; Thursday September 13, 2012

Title 14 CFR Part 91 Operation
Location; Strawberry
Aircraft; Piper 28-181
Injuries; 3 Fatal

On September 13, about 1453 mountain daylight time a Piper PA 28-181 collided with wooded terrain within a canyon near Strawberry, AZ. CAE Global Academy was operating the airplane as an instructional flight. The student pilot, certified flight instructor and private pilot-rated passenger sustained fatal injuries. The airplane sustained substantial damage and was consumed by post impact fire. The cross country flight departed Mesa Falcon Field at 1412 with a planned destination of Payson. Visual meteorological conditions prevailed and no flight plan had been filed.

The student pilot occupied the left front seat, the instructor occupied the right front seat and the private pilot rated passenger (evaluator) was located in an aft seat. The evaluator held an airline transport pilot certificate with flight examiner and class examiner rating authorization issued in Europe. His FAA private pilot's license had been issued on the basis of his JAA license. The purpose of the flight was to conduct a phase check for the student as part of his training towards JAA certification. The intention was to have the student plan a VFR flight to Winslow with a subsequent emergency practice diversion (the destination of which was unknown to the student) to Payson.

When the airplane did not return as scheduled it became the subject of an Alert Notice (ALNOT) at about 1800 hours. A search was conducted by the Civil Air Patrol utilizing radar data and network based cell phone signal analysis and the airplane was subsequently located about 2100 on September 14.

Accident Date; Saturday, September 15, 2012 (Reported 10/12/12)

Title 14 CFR Part 91 Operation
Location; Eloy
Aircraft; Cessna 172N
Injuries; 1 Uninjured
(Preliminary and Final Report)

After having difficulty activating the pilot controlled lighting at the airport the pilot entered the base leg of the pattern higher and closer to the runway than normal. He was high and fast on final and landed midfield. He landed the airplane hard on the nose wheel and porpoised at least twice while attempting to complete the landing. Post flight inspection revealed damage to the airplane's firewall.

Accident Date; Monday, September 17, 2012

Title 14 CFR Part 91 Operation

Location; Chandler

Aircraft; Barney Robert J Starduster SA-100

Injuries; 1 Uninjured

At about 1007 MST on September 17, an experimental Barney Starduster airplane sustained substantial damage following a loss of power and subsequent hard landing at the Chandler Municipal Airport. The private pilot, the sole occupant of the airplane, reported that the engine stopped developing power when he entered the traffic pattern at Chandler. A forced landing ensued and the pilot landed hard in the airport infield. The pilot was uninjured, however, the airplane sustained structural damage to the right wing and fuselage. Visual meteorological conditions prevailed and no flight plan was filed for the flight that originated from Casa Grande about 15 minutes before the accident.

Summary Of Unreported Accidents

On October 4, 2012 at approximately 9:14 am MST, a 77 year old pilot from Oracle flying a Mustang II was fatally injured at San Manuel. The pilot radioed he was having oil pressure problems and was returning to the airport. Witnesses said the aircraft stalled and entered into a spin and crashed and burned in Smelter Wash near the airport.

On October 5 at approximately 2:00 PM two Piper PA28 Cherokee aircraft collided in mid air between Chandler and Maricopa, One aircraft lost approximately 1/3 of it's right wing and the other aircraft had parts of the other's wing imbedded in it's left wing about mid span. Both aircraft contained a student pilot and flight instructor. No injuries were reported.

On October 7, 2012 at approximately 3:30 PM MST, there was a fatal accident near San Carlos on the San Carlos Indian Reservation. The 50 year old pilot from Alabama was on a cross country flight with his brother. Both men were flying powered parachutes. They had stopped at Safford for fuel and were flying to Show Low when the one crashed. His brother witnessed the accident. Cause of the accident is unknown.

On October 14, 2012 at approximately 9:00 PM MST a Piper PA28-151 crashed southwest of Marana Airport while on a cross country flight to El Centro California. The airplane had been refueled at Benson and was flying with Flight Watch when radar contact was lost. Initial reports indicated the accident appeared to be controlled flight into terrain. The airplane was substantially damaged and the pilot sustained fatal injuries.

The FAA and NTSB are investigating all four accidents.



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 or**

The Annual Arizona Safety Awards Banquet will be held on November 3, 2012 at the Double Tree Guest Suites, 320 N. 44th St., Phoenix. (North west corner of 44th St. & Van Buren) The Speaker this year is Lt. Col. Robert Ashby. He was the speaker at our annual meeting last May. As part of the event, APA will be presenting our Ruth Reinhold Safety award.

APA has purchased a table at the event as usual. (We were first again and secured a prime spot.) The ticket cost is \$32.50 each and there are 10 places per table, so please let me know ASAP if you wish to attend. We purchased a table and we do need to try and fill it. So far I have 6 that have indicated they will be attending. If you are not with a group at a table, the ticket cost for the event is \$35. It's a great event and a lot of fun.



The 'Techno' Pilot

Howard Deevers

When Charles Lindberg made his famous flight from New York to Paris in May 1927 he had a compass and a clock. No radio, no GPS, no radar, no transponder; none of the things that we just take for granted today. Just one year later, June 1, 1928, Sir Charles Kingsford Smith made a non-stop flight from the U S Mainland to Hawaii a much harder task than flying the Atlantic and finding the European Continent. But he cheated a bit. There were ships stationed at intervals all along the route.



The first radios in airplanes were coming into use by the end of the 1920's. Cleveland, Ohio was the first control tower to be equipped with two way radio communications in 1930. The radios were not very good, and were AM radios with tubes. The tubes took a long time to warm up, and were not reliable as the filaments were subject to vibration and failed often.

There were advances in radio technology and navigation aids during WWII, and after the war there was a lot of progress in building a nation wide system of VOR's, and radar. But even in the mid 50's radar was not everywhere, and airplanes were tracked and reported to ATC by a system of "Ground Observer Corp" members that were on duty on top of tall buildings and phoned in the reports. After two air liners collided over the Grand Canyon in 1956, radar became a priority for the safety of passengers traveling by air.

Now, technology is arriving in aircraft faster than the FAA can evaluate it. So, the FAA is leaving it up to the pilots and instructors to make sure that the equipment is useful, and that pilots are trained in the use of the equipment.

In the past two months, the FAAS team has held several seminars in Phoenix and in Tucson and elsewhere, on the use of the iPad and the applications available to pilots for flight planning, and for navigation, even to IFR approach plates and flying IFR with the iPad and not with paper charts. These seminars have been very popular and we have had a lot of pilots show up. One prerequisite to attending these seminars is that you must have an iPad, and have the app loaded on to it.

When the iPad was born, only a few years ago, it was apparently obvious to some pilots that you could put all of your charts on this wonderful electronic device, and never need to carry paper charts again. It was obvious to the airlines too, and they began to experiment with it as well. Now, most airlines no longer carry paper charts and approach plates, after demonstrating ability to the FAA. The FAA requirement is that there are two pilots with the iPad, both have to be up to date, and the crew trained in how to use the devices.

Private pilots have jumped on this technology as well. As you know, paper charts are expensive, go out of date just about the time we really need them, take up a lot of space, and add weight to our planes. To have ALL of the IFR and VFR charts, approaches, and facility directories available to us in one small tablet sized electronic device is truly a modern technological miracle... IF you can use it and find what you need when you need it.

The iPad is a touch screen device. There are no knobs to turn like on a GPS. The newest generation of GPS are touch screen also. The problem I find with that is that if you want to point out something and actually do touch the screen, or even accidentally touch the screen; you can change the whole picture. That's not so bad if you are on the ground and doing flight planning but if you are in the air during a flight, this can be much more of a problem. And turbulence doesn't help.

Another problem is that with so much to see and to do, pilots are looking down at their devices much more and not looking outside for other traffic. This is true of the GPS users as well. Looking at the display on the GPS while flying, or setting up a flight plan while taxiing at the airport can be a problem. Do your flight planning before you taxi, not while you taxi.

Sunlight glare can also be a problem. And, the iPad is heat sensitive. If in the direct sun and it gets too hot, it will shut down. So, the best advice is to have a back up of some kind. Naturally, that would be the paper charts that we are trying to eliminate. So, don't eliminate them totally just yet. Maybe things will get even better in the future and paper will truly be obsolete, but not rush it for now.

The iPad seminars have been so popular that your Arizona Pilots Association and the FAASTeam will continue to hold them even more. Check the website for seminar locations and times, and don't forget to "Bring Your Wingman!"



Currency – When is 35 hours a year better than 50?

Asa Dean

Sounds illogical, doesn't it? How could flying fewer hours be better than more hours? The answer is simple. It has to do with what you do with those hours.

Let's take an hypothetical example. Pilot Jill has heard that flying fifty hours a year is the minimum that a pilot should fly in order to remain marginally current. So, over the year she takes 10 trips of 5 hours per trip, or 50 hours a year. About once a month she does her flight planning and calls for weather, preflights the airplane, goes for her flight and returns home. Over the year Jill has performed flight planning 10 times. Likewise, she has called for weather 10 times. Over the year she has made 20 landings and 20 takeoffs (one at each destination and departure airport).

Pilot Jack has not heard about the 50 hour recommendation. But Jack really loves to fly. He typically flies about three times a month for about an hour each time or about 35 flights and 35 hours a year. He does flight planning and calls weather and does a preflight of the airplane about 35 times a year and he makes about 70 landings.

Now, you tell me... who is more proficient? Annually, Jill does ten flights, Jack 35. Jill practices flight planning only about 10 times, Jack 35. See where this is going? While these examples are not really likely in reality, the idea is worth pondering.

Weekend Getaway Flight

Craig Albright, Cirrus N857CD @ KCHD, CFI/II



Our next Weekend Getaway:

Carlsbad Caverns National Park on Nov. 24-25

Yes, this is really a 2-day trip...time to stretch our legs a bit! And, it really is on the weekend following Thanksgiving. So, if you have out-of-town guests, invite them along! We're going to tour world-famous Carlsbad Caverns, located underground in the Guadalupe Mountains, a small mountain range running from west Texas into southeastern New Mexico.

Arrive: Saturday, 11/24 by 10:00 AM (1700Z). Flying from Chandler (my home 'drome) and assuming that the Restricted Areas are "hot", one possible route would be KCHD-E77-SSO-EWM-WHOLE-KCNM for 402 nm. Admittedly, we may be able to fly through the Restricted Areas on the weekend, but going "direct" only cuts off about 15 nm.

FBO @ destination: Chandler Aviation (575-887-1500). Avgas is readily available.

Ground transportation: TBD at this point. Although the FBO has a courtesy car, this aspect needs further research. Of course, what we need depends upon the size of our group...

Lunch: Any of several places within a few miles of the airport.

Activities: Tour the caverns! After an early lunch, I anticipate that we'll do the self-guided tour of the Big Room. (There are also guided "adventure tours" that have to be arranged in advance.) Children under 16 must be accompanied by an adult. The cavern consists of multiple underground chambers with the major structure 750 ft. below ground. (Don't worry about claustrophobia; the chamber is huge!) It's accessible to the public via an elevator or a series of paved switchbacks from the surface. And, it really is BIG -- the 3rd largest underground formation in North America and the 7th largest in the world!

Depart: Mid afternoon. Rather than fly all the way back to the Valley, I propose to stop at Las Cruces, NM (KLRU) and spend the night. That way, we can enjoy some great Mexican food and a margarita (or two). That flight (KCRN-WHOLE-EWM-MOLLY-KLRU) is only 146 nm., easily made before sunset with a midafternoon departure from the caverns. (The airport is about 9 nm. west of town; I'll arrange ground transportation between then and now.) Of course, folks don't have to spend the night in Las Cruces. It's 261 nm. back to Chandler AZ -- a nice evening flight after dinner! But, they'll miss out on the margaritas!

If you're interested in joining us, please contact me: fcalbrightAZ@gmail.com or 480-776-9358. Or, simply sign-up via our APA website! As the planning unfolds, I'll provide additional details.

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

Weekend Getaway Debriefing: Tombstone, AZ

Craig Albright, Cirrus N857CD @ KCHD, CFI/II

Last Saturday, five aircraft carrying eight adventuresome souls headed down to Tombstone, AZ for Helldorado Days at the “town too tough to die”. When the first three aircraft arrived, the airport was just a little, deserted, asphalt strip in the middle of nowhere. Of course, we took the “premier” spots on the ramp...all three of them! However, that didn’t seem to make any difference to the pair of Huskies that arrived shortly after us. Who needs ramp space with tires that size? A flat spot in the middle of the desert will do just fine!

Our 0900 arrival gave us plenty of time to wander around town and act like the tourists. There were gunfights galore...with the good guys always winning, of course! But, soon, the action got to us, and we retired to the nearest saloon. Admittedly, as pilots, our drink options were a little limited. But, one of our passengers certainly got into the spirit of things! I hadn’t realized that we brought the entertainment with us...

Just before leaving, we found the perfect sign, showing that even though Tombstone was not necessarily the most enlightened community back in the 1800s, they knew where to put their trust...in their Colt 45 Peacemakers!





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:

Nov 16-18 Host: Dean Rozeboom
Dec 14-16 Host: _____
Jan 18-20 Host: Paul & Charlie Pitkin
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

November 17-18	El Tiro	El Tiro Gliderport Fly-In & Camping
December 1-2	Young	Pleasant Vally International
February 9-10	Pleasant Valley (Turf) P48	Mtn Flying Clinic, Flour Sack Drop

Aviation Law: The Anatomy Of An FAA Enforcement Case

Paul Rowley

For the licensed pilot and those that want to be, the following are some basics. Remember the words of Leonardo da Vinci "When once you have tasted flight, you will forever walk the earth with your eyes turned skyward, for there you have been, and there you will always long to return."

There are 3 distinct players in an FAA enforcement case.

1. The Pilot
2. The FAA



3. The NTSB

If a pilot violates one or more of a possible 700 rules (called FAR's) during a flight where the pilot is considered the pilot in command (PIC) he or she will most likely receive a letter of investigation (LOI). The letter comes from the FAA investigators called the Flight Standards District Office. (FSDO)

If the FSDO handles the violation in house it is an informal resolution and there is no FAA enforcement involvement and the pilot retains his or her privileges.

If the FSDO investigator believes formal sanctions or prosecution or civil fines are appropriate, a complaint or enforcement action is started with an FAA prosecutor.

Usually the enforcement results in a suspension or revocation of your pilots license if the pilot did in fact violate the FAR's. A fine may also be levied against the airman. Sometimes fines and sanctions can be negotiated.

If the airman and the FAA can't reach an agreement the FAA can file an emergency certificate action and the pilot must surrender his or her license.

The pilot is entitled to a review or trial before an NTSB judge. This is a formal trial, held in the Federal Court building. There will be a prosecutor there and the airman (you), witnesses, exhibits, court reporter and an NTSB judge.

If you, the pilot, prevails you are free to fly, if you lose depending on the sanctions (suspension or revocation) you can now appeal to the Federal District Court for a expedited appeal or accept the decision.

The Federal Government just passed the New Pilot's Bill of Rights which provides added protection for pilots. Here are some of the highlights:

1. In NTSB review of certificate actions (suspension and revocation) the Federal Rules of Evidence apply. The FAA prosecutors can't just make hearsay statements and submit documents without any indicia of reliability. (not just their word against our word)
2. The FAA MUST provide timely written notification of the nature of the investigation to certificate holder.
3. The FAA MUST inform the certificate holder that he or she need not respond to an FAA letter of investigation (LOI) AND he or she will NOT be adversely affected if he or she does not respond.
4. The FAA MUST make available the releaseable portions of the Enforcement Investigative Report (EIR) to each individual AND provide certain air traffic data. (some recorded tapes are deleted within 2 weeks)
5. Airmen who don't agree with the NTSB decision now have the option to appeal to a Federal District Court, where the airman gets a Full Independent Expedited Review.

In closing, if you have any aviation legal needs contact us or visit our website at www.azlegal.com.

Fly Safe Fly Legal

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><i>Watch for the FAASAFETY.GOV announcements to register for these programs, or go to WWW.AZPILOTS.ORG , or just simply show up!!</i></p> <p><i>For more information, contact Fred Gibbs @ fredgibbs@npgcable.com or 928-266-0112</i></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



Trust, Loyalty, And Openness, Tribal Words of Aviation

Barbara Harper, ATP CFII MEI LRJet

Safety in maintenance is not addressed with the fortitude that pilot safety is. Have you as a pilot over the years identified systematic discrepancies on the aircraft that is flown? Or, does the aviation maintenance individual report them to you?

Are the discrepancies the result of wear or are they mistakes made by the mechanic? Other than ethical obligation, erring mechanics have no incentive to disclose errors. Mechanics are more likely to report mistakes where management is open, committed to safety values and communicative.



Complex maintenance issues sometimes can take 10-12 hours to investigate. If done on a part time basis, they could take up to one week. In contrast, pilot mistakes or errors require very little research time is involved, typically open and shut. In maintenance, there are a lot of misunderstandings that need to be clarified through validation of data.

Clearly, there are differences in the work environments of both pilots and mechanics. The flight environment is linear; whereas the maintenance environment is networked. In other words, there is a clear start and finish point and there are very limited number of people interacting with the flight. However, in maintenance, more than one person may be involved.

Consequently, error identification can be complex, complicating the challenging issues. Communication between mechanics and pilots is key to a good trusting relationship because it embeds trustworthiness in the architecture of systems, structure, and processes.

The language of aviation is primarily English, both in operations and in maintenance. Aviation maintenance technicians must pass their examinations in English, and maintenance documentation in use at the FAA approved facilities is in English. This poses a second-language or translation burden for non-native English speakers that can potentially increase their workload, their performance times or their error rate, or even all three measures.

In the meantime, air traffic controllers depend on trust. Pilots have to trust controllers to issue instructions that are safe and efficient. Controllers have to trust pilots to implement those instructions correctly. And, both have to trust their equipment and information received from them. Both pilot and controller are careful listeners. As such, trustworthiness and the informativeness of aviation are necessary for a successful flight. The two-way communicator presents a careful listener and a careful transmitter.

Restoring the health of aviation has to be a marriage of listening and feedback, particularly giving and receiving constructive feedback. Both of these elements are ingredients for an open leader. Do we as users of the National Airspace System have leaders we can trust? Most of the best leaders happen to be outsiders who don't have a great deal of experience. The very best leader is one who makes decisions no one else could, and those decisions work out. They also have other qualities of common sense, extreme loyalty, determined, share information and being truthful. The technological tool of crowdsourcing may help our aviation tribe of trusted, loyal and open leaders set the tone for the future.

Grapevine E75 2012Oct – Debrief

Hosts Asa and Cheryl Dean

Work party: Cheryl chopped weeds for about three hours. Asa did same for one hour. We concentrated on the edge of the asphalt where extra tall weeds might be impacted by low wing airplane.

Friday

- We arrived at 1633. Gate was locked. I called Mark. He contacted Kelly, the District Ranger. Officer Hutsell, Forest Service, a nice young man, arrived about an hour later and unlocked the gates.
- He apologized for his tardiness and gave me his cell number.
- We drove the entire runway looking for serious problems and found none. Lots of weeds 6" to 12" high in the pavement.
- No traffic, air or vehicle, on Friday.

Saturday

- Between 0900 and 1000, **Bonanza N8743A** with two men.
- One experimental **Zodiak N60GE**.
- Blue **Ercoupe N3939H** with two men, I think. The three of them took off shortly after.
- About 1030 in the morning **Cirrus N762JB** with two men arrive.
- And Super **Cub N289CC** (180hp)
- About 1339 Bob, owner of Stellar FBO, in his beautiful **Kit Fox N165AT** with huge tundra tires landed. He offered to take me and Cheryl for a ride. He didn't have to ask twice. What a responsive airplane! I had fun... so did Cheryl. Thanks again, Bob!

Sunday

- Cirrus did a landing, taxi to end and departed.
-



- Someone did a few circles and departed.
- Roberto, Forest Service, came by just before Cheryl and I departed Grapevine for home.
- He said that he will try to make arrangements for us to get a key. Awesome!
- He suggested that it would be mutually beneficial if we kept records of the work parties showing the time, tools, and description of the work done.
- Looked for trash. Found a rusty can and a transceiver in good shape. As it turns out we were able to locate its owner and returned it to him.

Much thanks to past work parties who did so much work to make this strip usable again. Also for the segmented circle and wind sock.

Some of the weeds at the 17 end are one inch in diameter.



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- 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



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