



Arizona Pilots Association

<http://www.azpilots.org>



APA NEWSLETTER

2012 December

Asa Dean, Editor



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President's Report

Tommy Thomason, APA President

Happy Holidays fellow aviators and aviation enthusiasts. I hope everyone had a great Thanksgiving and are able to enjoy the Holiday Season with family and friends. The weather has been just perfect for all the flying activities taking place around the state. We recently had our open weekend at Grapevine hosted by Karen and Daryl Austermiller, and the El Tiro fly-in hosted by Ron Stafford and Bernie Gross with lots of good food, friends and glider rides. The same weekend the Benson Airport had a breakfast fly-in with discounted fuel which saw lots of participants. Deer Valley Airport has the north runway closed for repaving so many of those pilots stayed on the ground to enjoy their own festivities. This past weekend was the Get-Away flight to Carlsbad Caverns NM lead by Craig Albright. This weekend the back country committee will be meeting to work on upcoming schedules and then fly-in to Pleasant Valley (AZ24) near Young, AZ. New to our aviation related activities, will be monthly dinner get togethers sponsored by Ron Stafford. for more information contact Ron Stafford at staffordconsultants@cox.net. Also, please check the [website](#) for the most current information.

Fly Safe and have fun...



Executive Director's Report, Dec, 2012

Jim Timm, Executive Director

The flying weather has really been great so far this year. The real challenge has been deciding where to fly to with so many things to choose from each weekend.

The UAV issue has really been heating up lately with the latest word being that because of safety concerns and privacy issues, the Federal Aviation Administration acting chief, Michael Huerta has delayed indefinitely the selection of the six U.S. sites for the testing of unmanned aircraft. It appears that the major pressing issue at the moment is that of privacy. Privacy aside, the safe operational integration of UAVs, or drones in the national airspace system is an issue that needs to be addressed soon. I found it was interesting that a university professor figured out how to intercept drones while in flight. His team tapped into the GPS coordinates of a civilian drone and could alter the flight path and even land it, to illustrate the dangers that hacking can present.

It has been estimated that unmanned aircraft, of various sizes, could number 10,000 in five years. And flown by whom is a scary part of the question. Some influential members of Congress have asked an independent government watchdog to review whether the FAA is making progress on meeting the new law to develop a plan to manage this growth. It would appear to me that the safe integration of UAVs in to the system is not going to be fast and easy.



May we use a cell phone in the airplane? FAA Advisory Circular 91-21.1B provides the answer. "The Federal Communications Commission (FCC) currently prohibits the use of cell phones while airborne. Its primary concern is that a cell phone, used while airborne, would have a much greater transmitting range than a land unit. Their use could result in unwanted interference to transmissions at other cell locations since the system uses the same frequency several times within a market or given operating area. Since a cell phone is capable of operating on various cellular frequencies, unwanted interference may also affect cellular systems in adjacent markets or operating areas. The FAA supports this airborne restriction for other reasons of potential interference to aircraft systems and equipment."

The FAA does not prohibit cell phone use in an aircraft on the ground. I have been advised that if the phone is on in flight, at altitude it may very likely enter a roaming mode and more rapidly drain the battery. However, based on some aircraft accidents that have occurred, the accident site was very quickly identified by the CAP through a cell phone carried on board that had been left turned on. With this information in hand, even if you don't use it to place a call, should you leave your cell phone on while flying or not. It could possibly be a more reliable locator than most of the ELTs. I'll leave the decision up to you to think about.

Miscellaneous Items

GPS testing is still going on. The latest notices were for Alamogordo, NM and Oceanside, CA and could have impacted much of the state.

To cut costs, the FAA is considering canceling instrument approaches around the country that are used very little, if at all, and will be establishing some new approaches at airports that have been inaccessible in instrument weather. The FAA says it has been incurring flight check and obstacle survey costs for hundreds of little used approaches and will develop criteria for approach cancellations by the end of the year.

The new ICAO Flight Plan Amendment has taken effect, changing the way all ICAO flight plans are filed. Apparently, there are numerous changes and you will need to review the new requirements. All international flights, including flights to Mexico and Canada and operations within oceanic airspace are required to file ICAO flight plans, as usual. Domestic IFR and VFR flight plans are not affected by the new requirements. The following bits of information are from a recent airspace user's meeting:

The really great news is that the decision has been made to make the Luke ILS at Luke Aux. Field 1 available for practice approaches when the Wing is not flying. Everyone appears to be in agreement and are awaiting the leadership level final approval. This is something we have all been hoping and waiting for and it should take a little bit of the pressure off the Williams Gateway and Casa Grande ILS. If all goes well, the ILS could be available for use by the first of the year. As soon as we get more detailed information we will pass it on to you.

Based on the success of the recent general aviation fly in, Luke is planning to have another fly in next year.

In a move to reduce inadvertent intrusions into the Goldwater Range restricted areas resulting from airport misidentification, the Air Force Gila Bend Auxiliary Field identifier is being changed to KGXF.

Radar service in the Prescott area will be transferred from Albuquerque Center to the PHX TRACON by the March 7, 2013 charting period. This will permit tower to tower IFR operations between Prescott and Phoenix without having to go through Albuquerque Center. In the not too distant future, surveillance coverage may be able to be extended to Tucson.

We were advised that CAE at Falcon Field, (FFZ) has purchased Oxford Flight Academy at GYR and will be consolidating it's operations at FFZ over the next 6 months.

Be advised that on July 26, 2013 the Cochise VORTAC will be decommissioned.

This has been a really bad reporting period for aviation safety. From NTSB reports, there have been eleven aviation accidents in Arizona, four of them involving fatalities. See my December 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. We are presently working on the Gila Bend Municipal Airport Master plan update and an update of the Phoenix Sky Harbor FAA Part 150 Noise Study.

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.

December 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 past reporting period, the NTSB has reported eleven aviation accidents in Arizona. Of these accidents, four were fatal accidents, one accident resulted in minor injuries to two people and there were six non-injury accidents. Amazingly, one of the non-injury accidents involved two airplanes colliding in midair and landing safely. In reviewing the fatal accidents, two of the fatal accidents appeared to be the result of controlled flight into terrain. One occurred at midday and the other occurred in the evening, approximately 1-1/2 hours after sunset. One of the fatal accidents was an experimental aircraft returning to the airport with a possible engine problem and it appeared the aircraft stalled and entered a spin turning onto final for landing. the other fatal accident was a weight-shift trike flying from Safford to Show Low that lost control in strong turbulent wind at low altitude and impacted the terrain.

Again this certainly has not been a good month for aviation safety, All these aircraft accidents are serious with too many of them being fatal. We must 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; Tuesday, September 25, 2012 (Reported 10/31/12)

Title 14 CFR Part 91 Operation

Location; St Johns

Aircraft; Cessna 150

Injuries; 1 Uninjured

(Preliminary and Final Report)

The pilot was landing at a private dirt airstrip in gusting crosswind conditions. He reported that when he flared to land, the winds reversed; the airplane subsequently swerved and collided with a dirt berm. The collision resulted in substantial damage to both wings and horizontal stabilizer. The pilot reported no pre-impact mechanical malfunctions or failures with the airplane that would have precluded normal operations.

Pilot data was unavailable.

Accident Date; Sunday, September 30, 2012 (Reported 10/20/12)

Title 14 CFR Part 91 Operation

Location; San Carlos

Aircraft; AIR CREATION TANARG

Injuries; 1 Fatal

On September 30, 2012 at about 1630 mountain standard time, an Air Creation, Tanarg was substantially damaged when it impacted terrain about 37 miles north of Safford, Arizona on the San Carlos Indian Reservation, fatally injuring the sport pilot. Visual meteorological conditions prevailed and no flight plan was filed for the flight. The cross-country flight departed Safford Regional Airport (SAD), about 1600 with a destination of Show Low Regional Airport (SOW).

A family member was flying alongside the accident airplane when the accident occurred. The family member, who is also a sport pilot, was flying a similar airplane model. After clearing a ridge the accident airplane dropped down to about 400 feet above ground level where he reported to the other pilot that the winds had become stronger. The other pilot who was higher in altitude at this point saw the airplane and heard the accident pilot report that the winds were making the airplane do abrupt turns. He further stated that he might try to land or abort the flight to SOW. Shortly thereafter the other pilot witnessed the accident airplane make a right turn and impact the mountainous terrain.

Accident Date; Thursday October 4, 2012

Title 14 CFR Part 91 Operation

Location; San Manuel

Aircraft; Wood Mustang II FB

Injuries; 1 Fatal

On October 4, 2012 at about 0930 mountain standard time, an experimental amateur built Wood Mustang II FB sustained substantial damage when it impacted terrain near the San Manuel Airport (E77). The sole occupant, a private pilot, was fatally injured. Visual meteorological conditions prevailed and no flight plan was filed for the personal flight which originated from E77 at an undetermined time.

According to multiple witnesses located at E77, the pilot reported low oil pressure and that he was returning to the airport. The witnesses observed the airplane in a final turn for a visual approach to runway 11 and noticed that it appeared to be low and slow, as if it was stalling. Subsequently, the airplane impacted a ridge line approximately three-quarters of a mile northwest of E77. The forward portion of the airframe and wings were mostly consumed by fire.

Accident Date; Friday October 5, 2012

Title 14 CFR Part 91 Operation

Location; Chandler

Aircraft; Piper PA-28-161 Warrior

Injuries; 2 Uninjured

On October 5, 2012 at about 1415 mountain standard time, a Piper PA-28-161 Warrior and a Piper PA-28R-201 Arrow collided midair approximately 12 miles southwest of Chandler. Both airplanes were being operated as local instructional flights. Each airplane had a certified flight instructor (CFI) and student pilot. No injuries were reported from either airplane. The Warrior departed Chandler Municipal Airport (CHD) about 1335. The Arrow departed Falcon Field Airport (FFZ) about 1230. Visual meteorological conditions prevailed for the flight. No flight plan was filed for either airplane.

According to the CFI of the Arrow, he and the student pilot had just completed a non-directional beacon (NDB) interception exercise. Shortly after, the CFI noticed a very close, fast blurred object approaching from almost directly ahead. The object seemed to be in a left turn and was lower than his airplane.

The CFI of the Warrior reported that he had given his student pilot a simulated clearance. The CFI then saw an airplane directly ahead and slightly higher in altitude. He further stated that the airplane appeared to be in a slight left turn. He took the controls and made an abrupt nose down left turn prior to impacting the other airplane.

After the midair collision, the Warrior landed at the Gila River Memorial Airport with substantial damage to the right wing. The Arrow landed on the Volkswagen Group of America test track near Maricopa, with substantial damage to its left wing and horizontal stabilator.

Accident Date; Friday, October 5, 2012

Title 14 CFR Part 91 Operation

Location; Chandler

Aircraft; Piper PA-28R-201 Arrow

Injuries; 2 Uninjured

Aircraft was involved in the previous described October 5 accident.

Accident Date; Sunday, October 14, 2012

Title 14 CFR Part 91 Operation

Location; Marana

Aircraft; Piper PA-28-151

Injuries; 1 Fatal

On October 14, 2012, about 1910 mountain standard time, the Piper PA-28-151 collided with desert terrain near Marana, Arizona. The private pilot/owner, the sole occupant, sustained fatal injuries and the airplane was substantially damaged. The personal cross-country flight departed from Benson Municipal Airport about 1830, with a planned destination of Imperial County Airport, Imperial, California. Dark night visual meteorological conditions prevailed along the intended route of flight, and the pilot was receiving VFR flight following services; he had not filed a flight plan.

The pilot had flown his spouse to Benson earlier in the day and had refueled and was returning back to his home base. Recorded radar data and Air Traffic Control (ATC) recordings were obtained and reviewed by a NTSB investigator.

Recorded radar data covering the area of the accident was examined for the time frame, and a discreet secondary beacon code target was observed that matched the anticipated flight track of the airplane en route from Benson to Imperial. The radar data, consisting of returns from 1838:02 to 1907:22, was consistent with the airplane flying in a northwesterly direction and gradually climbing from about 6,600 feet mean sea level (msl) to peak altitude of 8,600 feet msl.

A review of the data disclosed that about 1850 the track was over Tucson International Airport, cruising at an altitude around 8,500 feet msl. The track continued another 30 miles with a majority of the radar returns spaced uniformly and following a track of about 300 degrees true. The track made a left turn and headed west for a mile and then turned back to the northwest direction for about 2 miles. The course turned southwest for 2 miles and began to descend. The returns then made a 360-degree turn from 1906:03 until the last hit at 1907:22, during which time the altitude had decreased by 1,700 feet.

The main wreckage was approximately 2 miles north of the last radar return at an elevation of about 2,365 feet msl. The accident site was located in the desert, with the debris stretching over 470 feet from the first impact marking to the farthest debris found (right main landing wheel); the main wreckage was situated at the end portion of the path. The terrain was comprised of dirt and rocks, with scattered brush and cacti.

Accident Date; Monday, October 15, 2012

Title 14 CFR Part 91 Operation

Location; Parker

Aircraft; Cirrus Design Corp. SR20

Injuries; 2 Uninjured

On October 15, 2012, about 1000 mountain daylight time, a Cirrus Design Corp SR20 landed hard during a forced landing in mountainous desert terrain near Parker. The private pilot and passenger were not injured, however, the airplane sustained substantial damage to the lower fuselage and both wings during the accident sequence. The cross-country flight departed John Wayne-Orange County Airport, Santa Ana, California, about 0850, with a planned destination of Ernest A. Love Field Airport, Prescott. Visual meteorological conditions prevailed, and no flight plan had been filed.

The pilot reported, departing from Santa Monica Municipal Airport, Santa Monica, California, on the morning of the accident. Prior to flight, he checked the fuel gauges, which indicated that the wing tanks were half full. He visually examined the fuel quantity through the filler necks, and observing fuel in the tanks, assumed the gauges were faulty. He subsequently departed for Santa Ana, where he picked up a passenger.

They departed for Prescott, and the pilot reported that the airplane subsequently ran out of fuel as they approached the Parker VOR, where he performed a forced landing into a rocky outcropping. Recovery personnel drained about 6 ounces of fuel from the fuel tanks during recovery of the airplane. The Parker VOR is located about 200 miles from Santa Ana.

Accident Date; Thursday, October 18, 2012

Title 14 CFR Part 91 Operation

Location; Phoenix

Aircraft; Beech N35

Injuries; 1 Uninjured

At 1040 mountain standard time on October 18, 2012, a Hawker Beechcraft experienced a loss of engine power while en route to Phoenix Deer Valley Airport from Prescott. The pilot conducted a forced landing 20 miles northwest of Deer Valley Airport in desert terrain. The private pilot operating the airplane was not injured and the airplane was substantially damaged. Visual meteorological conditions prevailed, and no flight plan had been filed.

The pilot reported that he had just made contact with Phoenix Approach Control and was over mountainous terrain when he noticed the engine oil pressure was below 30 psi. He determined that the closest suitable airport was his destination airport, Deer Valley, and continued to that airport. Shortly

after that, the engine oil pressure dropped to zero and the engine began to shake violently. He shut down the engine, declared an emergency, and pushed the 'nearest' button on the GPS, which indicated Pleasant Valley Airport as the closest airport. He turned towards Pleasant Valley Airport but he did not have enough altitude to glide all the way to the airport. The pilot executed a forced landing in desert terrain about 8 miles west of Pleasant Valley Airport. During the landing the airplane sustained substantial damage to the nose and left wing. Post landing photos show oil and dirt streaks along the left side of the airplane originating from the vicinity of the engine cowling.

Accident Date; Thursday, October 18, 2012

Title 14 CFR Part 91 Operation

Location; Yucca

Aircraft; Cessna 182P

Injuries; 1 Fatal

On October 18, 2012, at 1212 MST, a Cessna 182P collided with terrain near Yucca, Arizona. The certificated private pilot/owner sustained fatal injuries; the airplane sustained substantial damage from impact forces and a post-crash fire. The cross-country personal flight departed Lake Havasu, Arizona, about 1200, with a planned destination of Eagle Airfield, Fort Mohave, Arizona. Visual meteorological conditions prevailed, and no flight plan had been filed.

This was the first flight following an annual inspection. The pilot was returning to his home airport. A witness talked with the pilot about the work just completed, and accompanied the pilot to the airplane. He observed the pilot check the level of the fuel tanks prior to departure, and said the pilot indicated that there were 30 gallons in the left fuel tank and 26 gallons in the right fuel tank. They discussed the beautiful weather, and the differences between this airplane and the pilot's previous airplane. The pilot then boarded the airplane and taxied for takeoff.

A witness driving on nearby Interstate 40 observed the airplane fly into a mountain, and burst into flames. The crash site was high on a peak; the terrain slope was about 30 degrees. The debris path was along a magnetic bearing of 020 degrees. The First Identified Point of Contact (FIPC) was three parallel ground scars. The outer scars were 9 feet 6 inches apart. A piece of propeller blade tip was several feet in front of the FIPC along with a piece of main wheel pant. The propeller was separated from the engine aft of the propeller flange, and was the last piece of wreckage identified. The main wreckage consisted of the engine, fuselage, wings, and tail. The wing struts separated and were in the main debris field. This main wreckage burned and was in the middle of a scorched area of the debris field. Plexiglass shards and debris outside of the scorched area were not sooty or melted.

Control continuity was established. The only disconnect was the flap cable, which was splayed at the right wing root. The Cessna representative noted that the flap actuator was not extended, which indicated that the flaps were up. The fuel selector valve was not located. The elevator trim tab actuator separated. The engine came to rest inverted. The oil pan was crushed upward, and had holes in it. The carburetor separated. All corners of the airframe and engine were accounted for.

Accident Date; Friday, October 19, 2012

Title 14 CFR Part 91 Operation

Location; Dolan Springs

Aircraft; Agusta A119

Injuries; 3 Uninjured

On October 19, 2012 at about 2215 MST, an Agusta A119 helicopter sustained minor damage while standing, following a collision with a moving vehicle about 17 nautical miles northwest of Dolan Springs, Arizona. The Emergency Medical Services helicopter was registered to and operated by

TriState CareFlight, of Bullhead City, Arizona. The pilot, flight nurse and paramedic on board the helicopter, as well as individuals in the moving vehicle were not injured. Visual meteorological conditions prevailed at the time of the collision. A company flight plan was active, the helicopter's planned destination was Kingman.

The helicopter had been dispatched earlier in the day to the site of a vehicle accident to retrieve injured personnel for transport to a nearby medical facility. After its arrival and shutting down, the helicopter crew was informed that their services would not be needed, at which time the crew prepared to return to their home base. The paramedic, while outside of the helicopter, conferred with an Arizona Department of Public Safety (DPS) officer to ensure that the local highway remained blocked until the helicopter had departed. After the engine was started and rotation came up to 100 percent, the paramedic boarded the helicopter in preparation for departure. As the pilot was about to bring the helicopter up to a hover, he noticed off to his left that a cubed van truck was moving forward around the left side of the helicopter. The truck subsequently struck the helicopter's main rotor blades, which resulted in minor damage to the helicopter.

Accident Date; Saturday, October 27, 2012

Title 14 CFR Part 91 Operation

Location; Lake Havasu

Aircraft; Robinson Helicopter Co. R22 Mariner

Injuries; 2 Minor

On October 27, 2012, about 1410 MST, a Robinson R22 Mariner helicopter was substantially damaged when it impacted the surface of Lake Havasu during a photography flight. The pilot and passenger received minor injuries. Visual meteorological conditions prevailed, and no FAA flight plan was filed for the flight.

According to the pilot, the helicopter was temporarily based at Boulder City Municipal Airport (BVU), Boulder City, Nevada. Both the pilot and the passenger were employed by a company based in Florida that photographed boats in motion, and marketed those photographs to the boat operators via its website "Boatpix.com." Typically, the company did not pre-coordinate with the boat operators being photographed; instead the pilots patrol and photographed all operating boats in a given location as targets of opportunity. The typical procedure was to fly low on a path parallel to, and in the same direction as, the target boat, pass the boat, make a 180-degree course reversal turn around the bow of the boat, and then proceed to the next boat.

On the day of the accident, the pilot and the photographer flew from Boulder City to Lake Havasu, and were photographing boats on the lake. The pilot was in the left seat, and the photographer was in the right seat. During the right turn for the course reversal, the helicopter climbed to about 50 feet above the water, and then began to descend for a photo pass on the next boat. However, the pilot was unable to arrest the descent, and the helicopter impacted the water, and immediately inverted.

The pilot held a flight instructor certificate for helicopters. He reported that he had a total flight experience of approximately 948 hours, including about 750 hours in the R22. The photographer was also qualified in R-22 helicopters. He reported a total flight experience of approximately 215 hours, including about 205 hours in the R22.

The majority of the helicopter was recovered by a commercial salvor based at Lake Havasu, but the tail boom was not recovered. One pontoon was separated from the helicopter during the accident sequence.

Accident Date; Saturday, October 27, 2012

Title 14 CFR Part 91 Operation

Location; Payson
Aircraft; JeffAir Barracuda
Injuries; 2 Uninjured

On October 27, 2012, about 0925 MST, an experimental amateur-built JeffAir Barracuda was substantially damaged when all three landing gear collapsed after touchdown on runway 6 at Payson airport (PAN). Neither the pilot/owner nor his passenger was injured.

The airplane landing gear system was equipped with three green annunciation lights that illuminate when the landing gear is fully extended for landing, and three amber annunciation lights that illuminate when the landing gear is fully retracted. On departure from Ernest A. Love field, Prescott, (PRC), for Payson, the pilot noticed that the nose landing gear amber light illuminated about 5 to 8 seconds after the two main landing gear lights; normally all three illuminate approximately simultaneously. The pilot was uncertain whether there really was a problem, and the airplane operated normally. In the traffic pattern at PAN, after the pilot selected the landing gear to the extended position, he observed that the two green main gear lights illuminated, but the green nose gear light did not. He conducted a low flyby of the airport, and a ground observer radioed that the nose gear appeared to be fully extended. The pilot then conducted a normal landing, but the nose gear retracted when the pilot lowered the nose of the airplane. Very shortly thereafter, the two main gear then retracted, and the airplane slid to a stop on the runway. At one of the main gear pushed up through the upper wing skin after the unintentional retraction.

The pilot held a private pilot certificate with airplane single and multi-engine ratings. He had a total flight experience of about 2,500 hours, including about 40 hours in the accident airplane make and model.



Backcountry Weekend in Style

Mark Spencer



Plan on a special weekend at the Pleasant Valley airstrip located just outside the little community of Young Arizona on the Tonto National Forest, 24AZ the weekend of December 1st and beginning on Friday November 31st. If you are not a real camper you might consider staying a night in one of the two hotels in Young. The Pleasant Valley Inn is a good choice, with fireplaces, WiFi, refrigerators, all the comforts of home at \$82/night, call Marla at (928) 462-3593 early to reserve a room! Transportation to and from the hotel will be available. Contact Mark for more info mspencer@AZPilots.org



El Tiro

By Ron Stafford

The El Tiro fly-in / camp-in had the best weather, and the best sunset you can imagine. We had six planes fly in, two even came from the Lake Havasu area!

The Tucson Soaring Club really put out the red carpet for us. Sailplane rides for only the price of the tow, no charge for the plane or pilot, **what a deal!** They had three sailplanes for rides, and two tow ships for no waiting. I feel that we let them down with only three people going for rides.

Burgers and brats for lunch, with all the trimmings, chips and salsa, drinks, sweet rolls, great companionship, and sail planes whizzing past at regular intervals, **what fun!**

For those that couldn't make it, you **missed out!**

Dinner was even better. My wife, Susan, and I cooked up home made beef stew, the night before, that had **everyone** going back for, seconds, and thirds! Hot Garlic bread, and a type of flat bread, were perfect for soaking in the beef stew and sopping up any left in your bowl. Veggie tray, with ranch dip, chips and salsa with sweet rolls, good aviation BS with friends, and a beautiful sunset made the evening special.

All the fly-in planes had left, and no one was going to spend the night camping, so after dinner, Bernie and I packed our camp gear and returned to Phoenix after a day of fun and food.

For the next fly-out we will try to do a better job of letting you all know the schedule. We need more participants to help grow our group of aviation fun seekers.

Till next time, **Happy Trails And Smooth Flying.**



Flying Clubs Revisited

Howard Deevers



I have talked a little about flying clubs in the past. Now might be a good time to talk a little more about them.

In a “nutshell” there are two basic types of flying clubs: Ownership Club, and Membership Club. In the Ownership Club, you put up a portion of the cost of actually owning a share in the equipment and infrastructure of the club. In the Membership Club you pay a much smaller entry fee, and a monthly membership fee. There are advantages and disadvantages to both types of clubs.

In the Ownership Club, you have equity that can be sold when you decide to leave the club. Your flying costs will likely be much lower as an owner, but you will also share in the maintenance and other expenses equally with your other partner members..

In the Membership Club, your flying costs will likely be slightly higher, and you do not have a share to sell when you decide to leave the club. You are not likely responsible for maintenance and other expenses, depending on the structure of the club. In other words; “read the fine print.”

Why revisit all of this now? Either club type, or style, will promote aviation. After all, that is what we are all about. We like to fly, we want to keep flying as inexpensively as possible, and we want to introduce others to flying as well. Flying clubs are excellent at doing this. And, AOPA has started a new initiative to promote flying clubs as a way to get more people into General Aviation.

According to AOPA, about 750 flying clubs exist across the country today. Their goal is to increase that number to 1000 in the short term, and to 2000 in the long run. An ambitious goal in any case. At the AOPA Summit held in Palm Springs, AOPA had a booth dedicated to just flying clubs. I stopped by for a visit. Since the program was so new at that time, they didn’t have much information available. I signed up anyway, but have not received anything in the mail. More recently, I signed up for their ‘webinar’ that should answer more questions.

I do like flying clubs, and actually joined an Ownership Club before getting my private pilots license. I liked the structure of the club and the social contacts. Some of the club “rules” didn’t make a lot of sense to me, but I went along anyway. Later, I left that club and joined a Membership Club. The “rules” were different, but the flying and social aspects of the club were in place and I enjoyed my time there. Even later on, I bought an airplane, then later got into partnerships. So, I guess you can say that I have ‘Club experience.’

The cost of aircraft ownership, and the cost of flying, keep way too many potential pilots from pursuing their dreams to learn to fly and actually enjoy the experiences. This is not just “a rich mans sport,” as I have heard too many times.

Aviation has gotten a ‘bad rap’ in that regard. There are expenses to flying just as there are in any other activity like: golf, boating, or owning horses. If those are your passion, then put your money there, but don’t reject aviation on the basis of costs alone. You can easily put more money into golf and boating than into aviation at any rate.

Flying clubs do promote aviation. In addition to spreading out the costs and keeping expenses low, they offer the social aspects of meeting other pilots and sharing experiences. Many clubs offer introductory flights, and some offer instruction. Usually there is at least one CFI member of a club. Clubs can sponsor

a fly-in and invite other clubs to come to events. They can sponsor safety events and invite outside speakers. Learning and staying current is a lot more fun when you do it with your friends than try to do everything alone.

With the cost of flying, and just about everything else, increasing every year, it just makes sense to look into joining a flying club. Or, if none exist in your area, look into forming a flying club. It might take some time, but nothing happens until someone pushes the buttons.

If you have “club experiences,” good or bad, I’d like to hear about them. My e-mail is: deeversjones@msn.com. Sometimes hearing about the bad experiences helps us think about how things could be better. Of course, the good experiences are the ones that keep us coming back.

Check your APA website, or check at FAASAFety.gov, for a seminar near you. And remember to Bring Your Wingman. Fly safely, and support your Arizona Pilots Association.



Best thing since ...

Tod Dickey

This is the best thing to happen to flight service in years. They will email you a reminder to close your flight plan. Also they will email you changes in weather conditions and other items regarding your flight, since the time of your FSS briefing. Click the link below and then read about “Adverse Condition Alerting Service: <https://www.afss.com/>



Back Country Schedule

Tommy Thomason

Back Country

The Back Country Committee will be meeting again this Friday afternoon in Payson to work on our upcoming schedules, operating guidelines, etc. Any input from you back country enthusiast is truly welcome. You may contact me at tethomason@cox.net.

The Arizona Pilots Association along with the Recreational Aviation Foundation has made tremendous progress in keeping open and reopening some of our favorite airstrips. Mark Spencer, our liaison with the RAF has really done an awesome job of developing relationships with many of the various agencies we need to work with. So far we have been able to demonstrate to these agencies the professionalism and responsibility of the pilot community. Unfortunately, we have an occasional “maverick” out there who pose a serious threat to our ability to gain momentum but, these are few and far between.

As a reminder, the Grapevine Airstrip is a restricted airstrip which is open to the public on the 3rd weekend (Fri, Sat, Sun) of each month. Other times the strip is closed due to its potential use by the military. We are required to have a camp host present each open weekend and volunteers are more than welcome.

Grapevine Specific Schedule

Dec 14-1, 2012	Host	Volunteers needed
Jan 18-20, 2013	Host	Charlie and Paul Pitkin
Feb 15-17, 2013	Host	
Mar 15-17, 2013	Host	
April 19-21, 2013	Host	
May 17-19, 2013	Host	

Dec 1-2, 2012	Pleasant Valley International (AZ24) Young, AZ – back country fly-in
Feb 9-10, 2013	(Lake) Pleasant Valley (P48) Turf - Mountain / Back Country flying



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**

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An Arizona Pilots Association Safety Initiative



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APA Website

Stefanie Spencer

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

Newsletter Authors

Monthly Deadlines

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

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



Contact the editor, Asa Dean:

Newsletter_Editor@AZPilots.org

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