



## Arizona Pilots Association

<http://www.azpilots.org>



# APA NEWSLETTER

## 2013 January

Asa Dean, Editor



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## President's Report

### Tommy Thomason, APA President

Well aviators and enthusiasts, 2012 is coming to an end and it's been a great year. We have seen the introduction of our GAARMS (General Aviation Accident Remediation and Mitigation Symposium) program under the leadership of Fred Gibbs with the support of several other key members. We have conducted a number of FAASafety Seminars around the state thanks to Howard Deever, Brian Forstall, Craig Albright and a number of other key players.



These seminars would not have been nearly as successful without the support of our FAA FAASafety Rep, Dominick Gallo. Jim Timm's monthly Executive Directors Report has gained a lot of popularity especially with the Arizona Aviation Accident Reports. The weekend Get-Away Flights coordinated by Craig Albright have been a lot of fun for a number of participants. APA members and 'Breakfast Club' participants, headed up by Warren McIlvoy continued to have their monthly excursions to a number of interesting places.

The one area that I am particularly fond of is the backcountry successes. Thanks goes to Mark Spencer and his ability to work with the Arizona Pilots Association and the Recreational Aviation Foundation to develop positive relationships with multiple agencies, land owners, and local airstrip communities. Together we have been able to prevent the closing of at least one favorite backcountry airstrip, provide volunteer support to existing airstrips, and open two backcountry destinations.

2013 will prove to be just as exciting with a number of fly-ins / fly-outs, safety programs, seminars, and the introduction of monthly social dinners being coordinated by Ron Stafford. Our annual meeting will be held in May, the end of our fiscal year. The place and guest speaker(s) have yet to be determined. Any suggestions for the Board of Directors is certainly welcome.

We are always looking for volunteers willing to get actively involved in helping with the planning, coordination, and execution of fly-ins/outs seminars, social activities, or any other aviation related events which support for Arizona's general aviation community.

Happy New Year,  
Tommy



# Executive Director's Report, Jan, 2013

## Jim Timm, Executive Director

The flying weather has been good and the lower temperatures have been great for improved engine and airplane performance along with our own. We are moving into that time of the year to again be wary of rain/snow/icing issues. Have a happy new year and please fly safe!

Last month we discussed the Federal Communications Commission (FCC) prohibition on the use of cell phones while airborne. I recently noted that the head of the FCC, Julius Genachowski, is pushing for wider in-flight use of electronic portable devices during airplane flights.

The FCC Chairman called on the Federal Aviation Administration to "enable greater use of tablets, e-readers, and other portable devices" during flights in a letter to Michael Huerta, the acting administrator of the FAA. Not too long ago, the FAA launched a study to review its policies on in-flight use of electronic devices because people have increasingly turned to mobile phones and tablets to connect with one another. However, the FAA said the study would not consider allowing "voice communications" during flights. So it appears the FAA will still be standing firm on it's no in flight phone use for a while.

It has been demonstrated on several occasions that an aircraft accident site can be very quickly identified by the CAP thru a cell phone carried on board that had been turned on. Even if you don't use your phone to place or receive a call, should you leave your cell phone on while flying or not? It would probably be a more reliable locator than most of the ELTs. I'll leave the decision up to you to think about. It sounds like a good idea.

The Phoenix TRACON has issued a Letter To Airmen (LTA), included elsewhere in this news letter, outlining recommendations to minimize flight conflicts between general aviation aircraft and the increasing numbers of air carrier aircraft operating out of Williams Gateway Airport (IWA). These recommendations had been coordinated with several of the flight schools operating in the area and thus far, appear to be providing the desired level of safety, based on air carrier TCAS alert reports.

A nearly identical Letter to Airmen was issued last January. This latest LTA, effective December 14, 2012, provides some additional supporting information. Because the recommendations contained in the letter appear to have thus far adequately addressed the problem of flight conflicts, it is hoped that regulatory changes may not be needed in the near future.

## MISCELLANEOUS ITEMS

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

Last month we were pleased to announce that the Luke AFB ILS at their AUX-1 field was going to be available for restricted civilian use for practice approaches when the Wing is not flying. We were hoping it might be available as early as December, however due to various logistical issues, the AUX-1 ILS will now be available for restricted civilian use effective January 4, 2013.

Elsewhere in this newsletter is the ILS approach procedure chart issued by the 56 Fighter Wing and their policy letter on civil aircraft using the AUX-1 ILS for VFR practice approaches. Please study the policy letter carefully to understand and assure compliance. We do not want to lose the use of this training asset!



This information should also be available on the Luke AFB Wing Safety Website on or about the effective date at the following URL: <http://www.luke.af.mil/library/midaircollisionavoidance.asp>

The 2013 Arizona Aircraft Registration notices have been sent out. Be sure to get your 2013 registration in before the end of February deadline. These fees are used for Arizona airport maintenance and improvement grants.

Aviation safety should still be a concern for all of us. From the NTSB accident reports, there have been six aviation accidents in Arizona this last reporting period. One of them involved a fatality. See my January 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.

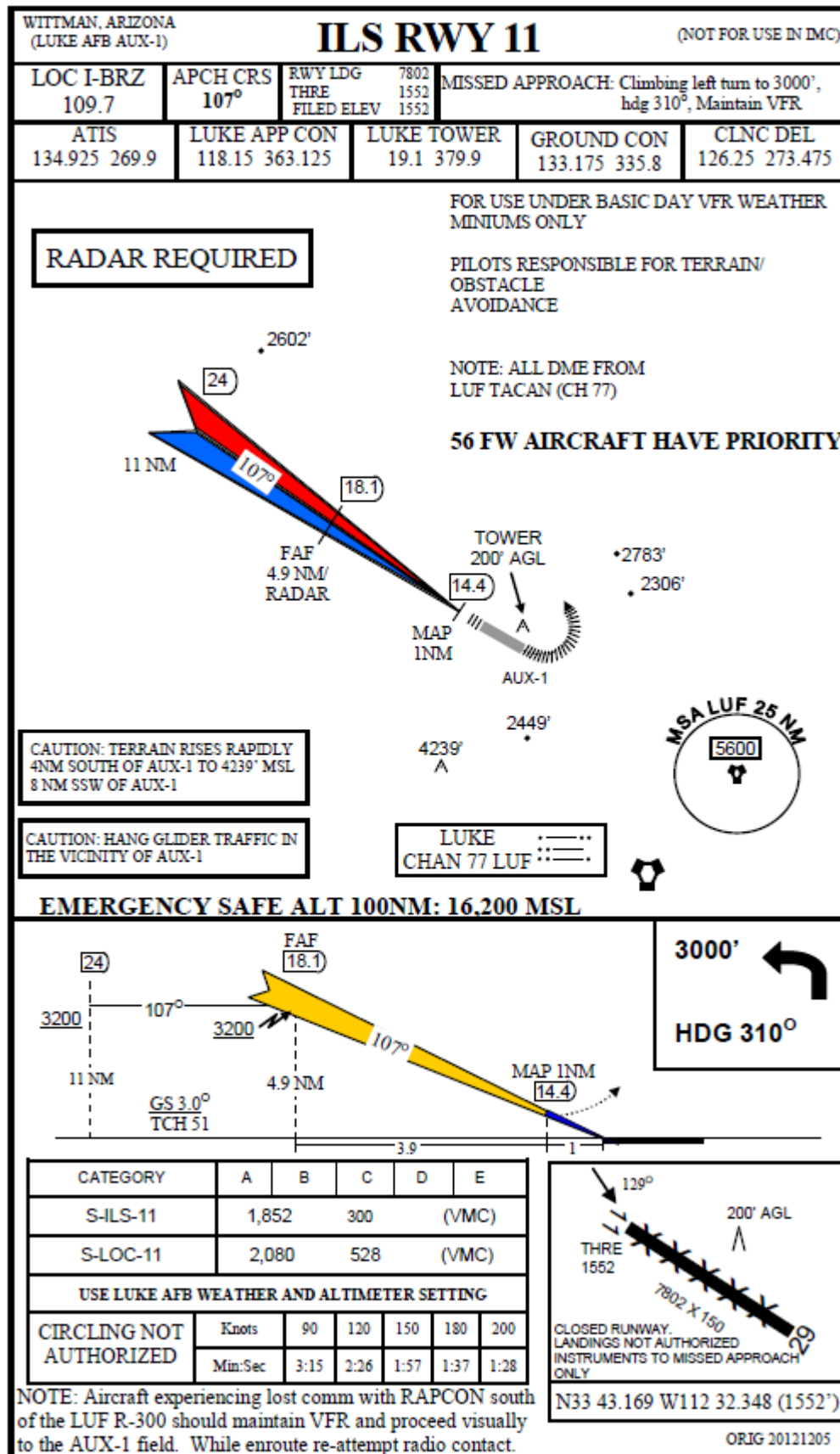
### **THINGS TO DO - PLACES TO GO FOR BREAKFAST:**

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.

Both of these fly in breakfasts are put on by a service group in their respective communities to raise funds for community service projects.

# Luke AFB AUX-1 ILS RW 11





# Luke AUX #1 Policy



**DEPARTMENT OF THE AIR FORCE  
56TH FIGHTER WING (AETC)  
LUKE AIR FORCE BASE, ARIZONA 85309-1629**

19 Nov 2012


MEMORANDUM FOR Phoenix Area Users Working Group (PAUWG)

FROM: Office of the Commander

SUBJECT: Policy for Civil Aircraft use of Luke Auxiliary Field #1

1. Luke AFB, 56th Fighter Wing, has approved the trial use of Auxiliary Field #1 (Aux-1) for restricted use by Civil Aircraft. Our primary concern is flight safety for all who fly in the Luke area. Also of concern is protecting Luke's military training mission equities and being good neighbors and community partners to allow use of this field when weather and training conditions permit. We need a clear understanding of each party's role in this. Civil use of Luke Auxiliary Field #1 is subject to conditions below.
  - A. During Luke RAPCON operational hours, civil aircraft are authorized to request, and if ATC approved, execute Luke Aux-1 ILS RWY 11 approaches. Requests will be approved based on ATC workload and/or non-interference with military aircraft.
  - B. Luke RAPCON hours are published in the VFR sectionals and/or via NOTAM. Practice approaches are authorized at Aux-1 only during daylight hours.
  - C. Practice approaches will be terminated at Aux-1 when the reported ceiling is below 3000' AGL and/or visibility is less than 3 miles. Weather minimums are based on Luke AFB weather. No weather equipment is located at Aux-1.
  - D. Aircraft requesting service to Aux-1 shall maintain VFR, contact Luke RAPCON on frequency 120.5 and comply with Luke's Special Air Traffic Rule (SATR) as defined in 14 CFR Part 93 (Subpart O: 93.175-177). For Aux-1 services, Also see Phoenix TAC for graphic depiction.
  - E. Luke RAPCON will provide basic radar services on a work load/equipment permitted basis. A Maximum of 6 aircraft will be on vectors for practice approaches at Aux-1.
  - F. An operational transponder is required for all aircraft operating in Aux-1 airspace under RADAR control.
  - G. If radar contact is lost and cannot be reestablished, Luke RAPCON will instruct the aircraft to maintain VFR and depart the Aux-1 area.
  - H. In the event of lost communications, aircraft must maintain VFR, proceed visually to Aux-1 and re-attempt radio contact at or above 3,500ft. Expect radar and radio contact 3-5 miles of Aux-1, at or above 3,500ft.

- I. 56 FW aircraft have Aux-1 priority. If traffic conditions dictate, Civil aircraft will be instructed to maintain VFR and depart Aux-1 area to avoid interfering with fighter pilot training.
  - J. Aux-1 ILS RWY 11 Approaches will be IAW most recent distributed Approach plate. Changes/updates to Approach plate will be distributed through local user working groups.
  - K. RADAR pattern altitudes and vectors will be Northwest of Aux-1 due to rising terrain south of Aux-1. All headings, altitudes and vectors are recommended and advisory in nature.
  - L. IFR separation will be afforded to aircraft being radar vectored for practice approaches at Aux-1. IFR separation services will be terminated when leaving Aux-1 area and/or when instructed to resume own navigation. For example, "*Call Sign*, maintain VFR, resume own navigation."
2. Point of contact for Civilian Aircraft operations at Aux-1 is Luke RAPCON, (623) 856-6448.

  
MICHAEL D. ROTHSTEIN  
Brigadier General, USAF  
Commander, 56<sup>th</sup> Fighter Wing

## January Accident Summary

### Jim Timm

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

For the last reporting period, the NTSB has reported six aviation accidents in Arizona. Of these accidents, there was one fatal accident, two with minor injuries and there were three non injury accidents. The single fatal accident did have some disturbing aspects to it that may be difficult to resolve.

While this past reporting period was a little bit better than the last one, we do need to do better. When you review the fatal accident details, you will see that it is going to be difficult to fully understand what was happening in this case. Again, this certainly has not been the best month for aviation safety. Each of these aircraft accidents are serious and we must continue to do what ever we can to prevent them.

The following information was taken from the preliminary reports that have been issued by the National Transportation Safety Board (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 is completed, which in some cases may be a year or more later.

**Accident Date; Wednesday, October 24, 2012 (Reported 11/28/12)**

Title 14 CFR Part 91 Operation

Location; Casa Grande

Aircraft; SPORT PLANE DYNAMICS LIGHTENING

Injuries; 2 Uninjured

(Preliminary and Final Report)

The pilot reported that during the landing flare with full flaps selected, the airplane landed hard and bounced back into the air. The pilot aborted the landing by applying full power and retracting the flaps in an effort to regain airspeed. The pilot stated that he was unable to regain airspeed, and kept the wings level until it landed adjacent to the runway, striking a dirt berm and coming to rest nose low.

The pilot operating handbook for the accident make/model airplane outlines a procedure for balked landings, stating that the throttle should be placed full forward, trim set as required, flaps positioned to one-half and to retract flaps when above 80 miles per hour and 100 feet above ground level.

Examination of the airplane by a Federal Aviation Administration inspector revealed that the right wing was structurally damaged. 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, November 11, 2012**

Title 14 CFR Part 91 Operation

Location; Maricopa

Aircraft; Cessna 172P

Injuries; 1 Minor

On November 11, 2012, about 1145 MST, a Cessna 172P made an off airport forced landing near Maricopa following a loss of control after takeoff. The private pilot reported that shortly after takeoff, the airplane stalled and the left wing dropped and he was unable to recover prior to the airplane contacting the ground. The airplane came to rest about 600 feet from the end of the 2,000-foot runway. The private pilot sustained minor injuries; the airplane sustained substantial damage from impact forces. The cross-country personal flight was departing with a planned destination of Santa Ana, California. Visual meteorological conditions prevailed, and no flight plan had been filed.

**Accident Date; Friday November 16, 2012**

Title 14 CFR Part 91 Operation

Location; Show Low

Aircraft; CIRRUS SR22

Injuries; 1 Minor

On November 16, 2012, about 0726 MST, a Cirrus design SR22, was substantially damaged when the airplane descended to the ground under parachute near Show Low after the engine experienced a complete loss of oil pressure during cruise flight. The pilot/owner received minor injuries.

According to the pilot, he departed Animas Airpark (00C), Durango Colorado, about 0600, with an intended destination of Nogales International Airport (OLS). About 2 hours into the flight, while in cruise flight at 12,000 feet msl, air traffic control (ATC) cleared him to 14,000 feet for terrain clearance. Just before the airplane reached the new assigned altitude, the pilot heard a loud "pop". About 4 minutes later, the pilot received an oil pressure annunciation that the oil pressure was at the bottom of the normal

range. Within 1 minute the pilot saw the oil pressure had decreased to 0 psi, so he shut down the engine and advised ATC. He asked for vectors to the nearest airport and was advised that Show Low Regional Airport (SOW) was the closest. The pilot recognized that he would be unable to reach SOW, and advised ATC that he would deploy the ballistic parachute when he was over terrain that appeared suitable for a parachute landing. The pilot estimated that he deployed the parachute between 1,000 and 2,000 feet above ground level. The airplane impacted in a field, bounced at least one time, and came to rest upright. The pilot exited the airplane and contacted assistance via his mobile telephone and was located about 2 hours after the landing.

On-scene examination by a Federal Aviation Administration (FAA) inspector revealed that engine oil was deposited along the bottom and left side of the airplane. The pilot held a private pilot certificate with airplane single and multi-engine and instrument airplane ratings and the flight was operating on an FAA instrument flight rules (IFR) flight plan.

**Accident Date; Friday November 23, 2012**

Title 14 CFR Part 91 Operation

Location; Tacna

Aircraft; Piper PA28-160 Cherokee

Injuries; 1 Fatal

On November 23, 2012, at an undetermined time, a Piper PA28-160, impacted desert terrain near Tacna. The private pilot/owner was fatally injured and the airplane sustained substantial damage. The personal flight departed Tucson International Airport (TUS), at 0957, with an unknown destination. Visual meteorological conditions prevailed, and no flight plan had been filed.

The pilot's husband reported that he had received a voicemail from her. He stated that she appeared to be "acting paranoid", stating she was going to take the airplane flying to get away from "Them."

Fueling records at Atlantic Aviation-Tucson established that the airplane was last fueled on November 23, 2012, with the addition of 15.1 gallons of 100LL octane aviation fuel. At the pilot's request, the service technician also added air to the nose wheel tire. Afterwards he watched as the pilot taxied out and then saw her take off using taxiway "D" and flew southbound.

Air traffic controllers at TUS reported that at 0957 MST an unknown airplane departed using taxiway "D" without any coordination or communication with air traffic controllers. The airplane was not transmitting any transponder information. The airplane was tracked with radar until it neared Eloy.

On November 28, 2012, a US Customs and Border Protection agent on patrol found the airplane wreckage with one deceased female person within the wreckage. The accident site was located 28 miles south of highway 8 inside the restricted area R-2301W.

**Accident Date; Friday, November 23, 2012**

Title 14 CFR Public Use

Location; Newfield

Aircraft; EUROCOPTER AS350

Injuries; 1 Uninjured

On November 23, 2012, about 1410 MST, an American Eurocopter Corporation AS350 B3 helicopter was substantially damaged following a loss of control while maneuvering near Newfield, Arizona. The helicopter was registered to the Customs and Border Protection (CBP), of Washington, D.C. The certified commercial pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed for the routine air patrol mission, which was conducted as a Public Use flight, and a CBP

flight plan was filed. The flight had departed on the mission from the Davis Monthan Air Force Base (DMA), about 1210.

In a post accident statement provided to the NTSB, the pilot reported that after he landed for a lunch break with the helicopter's engine running at 100 percent flat pitch, he secured collective in the full bottom position and fractioned the cyclic. The pilot stated that as he was in the process of retrieving his lunch, the helicopter suddenly became light on its forward skids and began to slightly pitch up. The pilot further stated that at this time he corrected the slight pitch with forward cyclic to ensure skid contact with the ground. The pilot revealed that within seconds the aircraft began to exhibit vertical dynamic oscillations that continued to worsen, at which time he applied collective to lift off in an attempt to regain aircraft stability. However, as the helicopter lifted off, an uncommanded downward change in pitch resulted in a nose-low attitude. The pilot stated that he then applied aft cyclic to compensate, but when in about a 5 foot hover the helicopter immediately began an uncontrollable left yaw. Due to the lack of tail rotor authority, the helicopter continued to pivot left for about 180 degrees before the pilot was able to land the aircraft. After securing the engine and egressing the helicopter, the pilot observed that both tail rotor blades had separated and that the aft section of the tail boom was severed.

The closest weather reporting facility was located at the Nogales International Airport (OLS) which is about 50 nautical miles west of the accident site. At 1354, the OLS weather was reported as wind 080 degrees at 12 knots, visibility 10 miles, sky clear.

**Accident Date; Saturday November 24, 2012**

Title 14 CFR Part 91 Operation

Location; Phoenix

Aircraft; Piper PA-30 (Twin Comanche)

Injuries; 3 Uninjured

On November 24, 2012, about 0823 MST, a Piper PA-30 airplane sustained substantial damage during landing when the landing gear collapsed during rollout at the Deer Valley Airport (DVT), Phoenix. The certified airline transport pilot and two passengers were not injured. The flight, which was destined for the Sedona Airport (SEZ), departed DVT about 0800. Visual meteorological conditions prevailed and a flight plan was not filed.

The pilot reported that immediately after takeoff he experienced a complete electrical failure. The pilot went through the emergency landing gear extension procedure, then phoned 1-800WXBRIEF to advise them of the electrical failure and that he would like to return and land at DVT. The pilot stated that he subsequently received a light gun signal from the DVT control tower, which authorized him to land. The pilot revealed that after touching down on Runway 7L and beginning his rollout, the airplane's nose landing gear slowly collapsed, followed by the collapse of both main landing gear. A post-accident examination revealed substantial damage to the undercarriage of the airplane.



## Weekend Getaway: a November Debrief & the January Outlook

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

### Back from Carlsbad, NM

It's nearly Christmas and the weekend of November 24-25 seems like ages ago! That weekend was our first out-of-state, overnight Weekend Getaway. On Saturday, four aircraft carrying 11 souls left the Valley, heading to Carlsbad, NM, intent on exploring the world-famous Carlsbad Caverns.



We had three Cirri carrying yours truly and my wife Jo, Kevin & Patty Sandler, and Mike Wolf with his wife Gail and their son Garrett. Phil Merrill flew his Cessna 414A and shared the cabin with his son Scott, grandson Race and friend Kathleen Pagnini. Enroute, we were joined by Denny Myrick in his Vans RV-12. Displaying incredible "mission dedication", Denny had to depart on Friday in order to make our scheduled 10:00 AM arrival time on Saturday. Although his good looking Experimental is quite well-equipped, as an LSA, his airspeed is restricted to 120 kts. And, flying under Light Sport rules, Denny (a retired airline captain and former Air Force pilot) is restricted to day-time VFR.

Upon arrival, we picked up our rental vehicles from the Chandler Aviation FBO and headed for an early lunch. Then, it was off to the Caverns. While all of the "big kids" enjoyed themselves, I bet that Phil's grandson Race had the

most fun!  
Flying in  
granddad's  
plane and  
underground  
caves in the  
same day –  
pretty cool!



(The photos are courtesy of Mike Wolf – thanks Mike!)

After peering into the dark recesses and gazing at the incredible mineral formations in the 14 acre Big Room, we headed back to the airport and launched for our overnight

destination of Las Cruces, NM. Why Las Cruces? They have yummy Mexican food made using the famous Hatch green chile. Did I mention the margaritas? Phil had the bar mix a special concoction – delicious! After a good night's sleep and a leisurely breakfast the next morning, we headed to the airport and launched for home.

### Off to Palm Springs, CA – Jan. 26-27, 2013

Now that winter has finally arrived in the southwest, we're going to avoid travel to destinations where the weather might be iffy. A couple of our Carlsbad pilots mentioned the possibility of going to Palms Springs, CA. It's already on our list of possible Weekend Getaway destinations. And, it's an easy flight of about 240 nm. So, set aside the weekend of January 26-27. We'll fly over on Saturday morning and hop on the Aerial Tramway that takes us to the top of Mt. Jacinto. (Bring hats and jackets!) Although I have yet to do the detailed planning, I believe there are a couple of places to eat at the top of the

mountain. Back down in town, we can visit the Palm Springs Air Museum. And, in the evening, the Palm Springs Follies might bear investigating. Folks with only a limited time could fly back late Saturday afternoon. However, I suggest that we spend a leisurely evening in Palm Springs and fly back on Sunday morning.

Between Christmas and New Years, I'll put together a detailed plan and send emails out (via the website) to those folks who have indicated an interest in our Weekend Getaway events. If this sounds like something you'd like to do, please make sure that you're subscribing to "Weekend Getaways" on the "My Accounts" page of our website. That will ensure that you receive all group emails regarding our Getaway events.

Blue skies, Craig



## Airside, Landside, And Pilot Side – There's Good Business Practices And Then There's Bad Practice... EXTORTION

### Barbara Harper, ATP CFII MEI LRJet

When people mention extortion they relate it to some sophisticated episode that belongs to the mafia or inferior business professional. But, does one equate it to anything in aviation, especially business? Well aviation types have another name for it... doing business or else. Extortion goes way back to shake down or obtaining money, property or services from a person, entity or institution, through coercion.



The term extortion is often used metaphorically to refer to usury or to price gouging, though neither is legally considered extortion. It is often used to refer to everyday situations where one person feels indebted against their will, to another, in order to receive an essential service or avoid legal consequences. Neither extortion nor blackmail require a threat of a criminal act, such as violence, merely a threat used to elicit actions, money or property from the object of the extortion.

So, in your aviation business mind, does parking at a Fixed Base Operator who demands a parking fee which will be waived if you purchase a set amount of fuel constitute an accepted business practice? If you are using a public airport, do you know where the public usage area is located? Is it published on the airport schematic, GPS display? Perhaps airport authorities, public and private along with state aviation departments should look at the definition of extortion for accepted business practices, or their modus operandi. Happy Holidays.



# What's In A Name

## Howard Deevers



Unless you have been living on an island with no communications for the last 6 years, you have already heard about “NextGen.” It is the air traffic control system we are going to live with for a long time.

Of course, “NextGen” is just one of the names we need to know about. Along with that we get: ADS-B out, and ADS-B in and TIS, FIS, and UAT, and GNSS. I need to start saving my Wheaties box tops so I can send in and get my secret decoder ring so I can understand all of these unknown codes!

These things are tossed at us like we are supposed to already know what they mean. I guess these terms will be as familiar as: VOR and NDB in the future. And if you got your pilots license any time in the last 60 years surely you know what those are.

Let's start at the top. “NextGen” is short for: The Next Generation of Air Traffic Management. The thing you need to know about that is that it is NOT radar based. It is Satellite Based, with some ground stations also. Who uses Satellites? Anyone with a GPS in their plane; oops there is another coded term. But I'm betting that you already know what a GPS is.

Next let's decode: ADS-B. Stands for: Automatic Dependent Surveillance Broadcast. Sure. That clears it up! Right? Not really. So a little more work was required. Here is what I found.

Automatic -- Means it is always ON and requires no operator intervention

Dependent -- Means that it depends on an accurate GNSS signal for position data

Surveillance -- Means that it provides Radar like images and they are looking at you.

Broadcast -- Means that the equipment is continuously broadcasting the airplane position and other data to other airplanes, or ground stations equipped to receive these signals.

ADS-B signals leave your airplane; thus we get the “out” and “in”. The “out” means that your equipment is sending information, the minimum requirement for you to be in this club. The “in” means that your equipment is able to receive, and maybe display, these signals from other aircraft or ground transmitters.

What about TIS, FIS, UAT and GNSS? You probably already know that GNSS means the Global Navigation Satellite System, and that we have a bunch of those multi-million dollar space widgets already in orbit around the Earth.

TIS means Target (or Traffic) Information Services. FIS means Flight Information Services. And UAT means Universal Access Transponder. Surely you know what those are. Well, maybe not. So, here we go a little more: TIS; Traffic Information Service is not a new term that came into use with NextGen. It actually started in the mid 90's to provide information into the airplanes so pilots could “see” other traffic displayed on a device in their panels. The idea is to assist pilots with the “see and avoid” responsibility of separating themselves from other airplanes. Or, keep us from running into each other. The earlier systems used radar to transmit a signal to an airplane equipped to display the information. Mode S transponders are required along with a display of some kind.

FIS, Flight Information Systems are newer and with the right equipment, you can receive actual live weather to be displayed in your airplane, free from the FAA. The cute blond from the Weather Channel



does not come with it to explain what all of these cold fronts, warm fronts, and wind forecasts mean to us. We need to know that already. But on long cross country flights live weather is really nice to have.

UAT; Universal Access Transceiver. This wonderful piece of equipment mounts in your airplane, needs an antenna, of course, and it receives and transmits data that you need to display in order for all of the other stuff we just talked about to work. This is in addition to the GPS that you already installed (you did install one didn't you?), and the transponder. From what I see now, the cost for a UAT run from about \$1000.00 to about \$7000.00, plus the Transponder, and your GPS and installation.

So why do all of this? Well, the safety aspect is to keep us from running into each other, and the weather info we all love so much. No matter how many electronic devices you put into your airplane, the "See and Avoid" rule will still be there. That will never go away. The requirement to be equipped for ADS-B is scheduled for 2020, so we have time to do all of this before it becomes law.

Who will actually have to have this? Anyone flying in Class A, Class B, Class C airspace, or above 10,000 feet, or any IFR flight plan must be equipped. I'm sure that there will be a new equipment code for the flight plan form by then.

When will we stop calling it "NextGen?" When it is fully implemented will we have a new name for it? And then drag out the "NextGen" again for the next greatest thing to be introduced to aviation. Technology is changing faster than your next birthday. By 2020 this technology could already be out of date even before being fully required.

There is a lot more to be said about the "NextGen" so the Arizona Pilots Association will have a safety seminar on this subject early next year. Check the website and come to a safety seminar; and don't forget to bring your "wingman." Look outside, fly safely.





# Jan 12 2013

6 pm AT THE DEER VALLEY AIRPORT TERMINAL RESTURANT

## START THE NEW YEAR WITH YOUR FLYING FRIENDS

THIS IS THE BEINING OF OUR NEW MONTHLY DINNER MEETINGS

GOOD FRIENDS AND GOOD FOOD

DOOR PRIZES AND SILENT AUCTION

MONEY GOES TOWARD OUR AIRPORT AND FLY OUT FUND

THIS MONTHS SPEAKER IS

## RON STAFFORD



18,500 HRS, ATP, CFI, CFII,

WORLD WIDE FLYING EXPERIENCE

FUTURE DINNER MEETING SCHEDULE AT DVT RESTURANT

**Feb 9, 2013 6pm**

**Mar 9, 2013 6pm**

# Backcountry Schedule

## Tommy Thomason

The Backcountry Committee met on December 14 at Pleasant Valley (24AZ, Young, AZ) to work on the 2013 schedule. The local District Ranger and Fire Chief were present who helped us work out a couple of our logistical concerns. We are so fortunate to have guys and gals within the districts willing to work with us and help promote not only the advantages of recreational aviation but the value we bring to some of the nearby communities. Thanks to all those folks.

As a reminder, Grapevine is open the 3rd weekend of each month for anyone wishing to fly-in, hangout awhile, picnic, go fishing, hiking, or camp out.

2013

January 12	Social Dinner at DVT 6pm. Ron Stafford <a href="mailto:staffordconsultants@cox.net">staffordconsultants@cox.net</a>
January 15	Aviation Day at the Capitol
January 18-20	Grapevine open weekend – Hosts, Paul Pitkin and Charlie
February 9	2nd annual P48, Pleasant Valley (Turf) backcountry clinic
February 15-17	Grapevine open weekend – Hosts Dianne and Jim Wisda
March 2	Four Pillars fly-in – coordinator, Mark Spencer
March 15-17	Grapevine open weekend – Hosts Tommy Thomason / Mark Spencer
April 19-21	Grapevine open weekend – Host ?
April 27-28	Double Circles – coordinator, Ty Greenwade
May 17-?	Grapevine open weekend – Host ?
May 25	AZ24 Young, AZ – Coordinator ?



## 2012 In the backcountry

### Mark Spencer, APA Vice President, RAF Liaison, AZ

It's been an incredible year in the Arizona backcountry! For Arizona pilots it's been a year of progress, but believe me when I say, it's been full of ups and downs. One day I'd feel higher, well, than a Cub, and the next like someone had kicked me in the gut. The words offered by President John McKenna of the RAF, "Remember it's a marathon, not a sprint," were timely and encouraging, but the new friendships we have gained provided the greatest motivation and reward.

These friendships spanned across aviation groups like the RAF, the APA, AOPA, and many of you backcountry pilots, but perhaps most unexpected, those friendships within the Forest Service. It has been humbling for me to sit back and watch as forest service personnel actually advocate for the pilot community's cause from within their own organization and circles of influence. Without their support I have no doubt we'd still be dreaming about visiting some of the airstrips we now use openly, and often times with the Forest Service (FS) folks in attendance.

Of course, pilots and those who love pilots, had a most important role to play in earning the friendship and trust of the Forest Service. You came with your sleeves rolled up at volunteer work events, attended events and offered rides to locals and off duty FS folks. Some of you flew volunteer rogue livestock recon flights for Cave Creek District Ranger Congdon, and some even drove to events in order to support and ensure the success of these events! If leaving your airplane at home and driving to an event is not sacrifice, I am not sure what is!





With the help of the RAF, the APA Backcountry Committee, and members of both organizations, events we held across the state, from the Grand Gulch site north of the canyon to the Double Circle Ranch in the Southeast.

We had a year full of events. In one week, actually a three day period, I flew to Grapevine for a meeting with DR Jardine on Friday morning, flew back home, took a nap, hopped into the Cub and flew to Negrito for a night with the NMPA and a few friends from AZ. Then with an early breakfast on Saturday,

I was off to AZ with a caravan of 9 New Mexico aircraft and 17 pilots to the Double Circle where we joined 20 other aircraft and another 40 pilots and locals for our first official event at that site, whew!



Enough cannot be said about those APA and RAF members who gave of themselves throughout the year, many more times than once. Tommy Thomason, Rich Finkle, Paul and Charlie Pitkin, Ty and Tory Greenwade, Ken and Lori Nebring, Dale Jenson, Gene Moreman, Mike Andresen, Gordon Rock, Wayne Loeber, Wayne Fletcher and Sandra, and many more. So many others gave of their own

finances, time, and labor to make this year what it was.

On the surface, it probably appeared pretty rosy out there, but behind the scenes we had a number of critical challenges this year. The first of these challenges should have been purely positive, or at least we thought, but it just wasn't that simple!

Late last year, in the FS appropriations bill, the RAF managed to get a requirement for an inventory to be taken of all airstrips on FS lands across the country. We looked forward to this taking place, but when the RAF passed along a copy of what had been submitted to Washington by the FS, and not a single AZ airstrip was on it, I was upset, to say the least.

I began to make calls all the way to Washington, the regional office in ABQ, and the District Rangers here in the field. At the same time John McKenna visited Washington, DC, and leadership at the FS and Department of



Agriculture. This inventory requirement basically shook up the FS in regions where aviation is not a prevalent activity.



There was simply not much explanation given at the regional or local levels as to its purpose. The polarization within the FS, those for and those against, or at least skeptical of, aviation began to wrestle the various issues on the table. What became most obvious was that there was no clear and consistent policy on backcountry aviation between the FS regions.

In the end, after several weeks of internal discussions, seasoned with input from the APA and RAF, we received a call from the aviation lead in the

regional office in ABQ explaining that a single point of contact, the region 3 recreation lead Francisco Valenzuela, would be providing interface, guidance, and an attempt to bring consistency for recreational aviation issues in our region.

After a couple of e-mails, Francisco and I had a very positive telephone conversation and penciled in a face to face meeting in January in ABQ. Francisco appeared very knowledgeable about recreational aviation and how it was being handled on other regions where it has become accepted and popular. We expect that Francisco will bring a positive influence from the regional office.

The Tonto also announced a new Supervisor this year, Neil Bosworth, and he almost immediately began to hear from his staff in Phoenix about the growing aviation activity on the Tonto. Since the District Rangers (DRs) we work with had only positive experiences with the pilot community, they felt no immediate need to share this experience with the new supervisor.



To everyone's surprise, the APA received a letter from Supervisor Bosworth that pretty much told us the Grapevine Airstrip was still officially closed, and we received an e-mail from DR Congdon asking us to terminate our recon flights for her.

In our response letter to the Supervisor we offered to meet in person and he responded with eagerness to do so. In the meantime the DRs went to bat filling him in on their experience with us. I flew to Phoenix on



December 5th to meet Supervisor Bosworth who was a friendly, unassuming fellow with a welcoming grin and demeanor. It was obvious that he had heard a lot of positive feedback about the pilot community from his District Rangers as we discussed the various aspects and strategies to move forward with the airstrips on the Tonto. He introduced me to his Deputy Supervisor and also his Planner, and asked that I return soon to “hammer out the nuts & bolts” of operating and maintaining these airstrips.

Perhaps most encouraging were Neil’s parting words, “Mark, if I haven’t been clear enough, not only do I want to partner with the pilot community, I need to.” Neil is painfully aware of the ever shrinking budget and the growing need for partnering with volunteers like those of the pilot community. I left this meeting feeling as if I had gained yet another new friend in the FS.



Last, but certainly not least, we received a call from the Clifton district office with an invitation to do a presentation for the Apache Sitgreaves Forest leadership at the Double Circle airstrip and historic ranch in January. This is a terrific breakthrough, and will be our chance at conveying our vision of preserving this incredible place through the pilot community’s willingness to contribute finances and volunteer labor. The Double Circle location has the potential to become one of the greatest aviation sites in the southwest and that will only be possible with the involvement of the APA, RAF, and pilot communities around the country.

I know many of you are wondering what is happening with Tuweep, and I can tell you that we are moving forward towards an agreement to re-open this famous airstrip. In fact, the next meeting is on January 7th. Hopefully we’ll make some sort of announcement shortly.

Okay, enough of the drudgery and on to all the positive stuff, the pilot community’s accomplishments this year:

- Re-opened Double Circle Ranch airstrip and historic site on the Apache Sitgreaves NF.
- Participated in a major National Public Land’s Day event at Double Circle, leading to a positive article in the regional newsletter and an invitation to meet forest leadership.
- Formalized public use weekends at the Grapevine airstrip on the Tonto NF at Roosevelt Lake.

- Worked with FS to remove trees along the runway at Grapevine.
- Worked with FS and locals to grade and groom Pleasant Valley (24AZ) in Young, AZ. backcountry
- Worked with various FS personnel at Regional, Washington Office, and local levels to ensure the national airstrip inventory was accurate and complete.
- Initiated discussion with Kaibab National Forest on potential re-opening of two airstrips on the Kaibab.
- Provided comments on the Kaibab National Forest Plan revision.
- Initiated a relationship with the Southwest Regional Recreation Director and scheduled meeting in January 2013.
- Multiple successful, fun, and well attended backcountry fly-in events.
- Negotiated the use of the FS logo on pilot briefing pamphlets.
- Gained approval to enter a lease agreement on Tuweep with next meeting scheduled for January 7th.
- Initiated interest in Grand Gulch Airstrip leading to formal agreement with BLM between RAF and the BLM and Park Service.
- Inspired new life for AZ backcountry resulting in even more fun!

Be sure to check the APA calendar for a full spring of backcountry events!



## Pleasant Valley (P48) (Turf) Event



Pleasant Valley (P48) (Turf) Event

February 9, 2013 - 8am to 3Pm

CTAF122.9

Right Traffic Runway 14

RSVP to Bernie Gross ([berNIE88FD@aol.com](mailto:berNIE88FD@aol.com)),



Come out to Pleasant Valley (P48) for our second annual fly-in courtesy of Roy Coulette and the Arizona Pilots Association for a full day of aviation activities. . This year we will have the FAASteam presenting an interesting back country seminar to help educate back country pilots and wannabe's in the risks and rewards of back country type flyin'. Wayne Fischer will be leading a discussion on mountain flying, videos will be presented for our education and enjoyment. There will be tethered balloons, discounted glider rides, Most importantly, runway 14 will be marked off with a 20' X 1200' simulated 'back country' airstrip for pilots to practice their skills at taking off and landing on a short, narrow gravel strip with plenty of space for those of us who haven't practiced in awhile. This year we will also have some fun flying activities including accuracy landing demonstrations by any and all participating pilots including some other fun flying challenges.

Stay tuned for a more complete agenda of the upcoming P48 Pleasant Valley (Turf) fly/drive in.



## Wingman Poster

Fred Gibbs



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### Stefanie Spencer

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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)

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