



Arizona Pilots Association

<http://www.azpilots.org>



APA NEWSLETTER

2013 April

Asa Dean, Editor



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President's Report

Tommy Thomason, APA President

Greetings fellow aviators and aviation enthusiasts. What a great month of activities we've had. April and May promise to be just as action packed. I hope you didn't miss the Cactus Fly-in at the beginning of the month. There were tons of airplanes on display, fly-bys, airplane rides, and pilot stories to enjoy. Arizona airports hosted a number of breakfast fly-ins, a back country campout, social dinner and more. The second annual GAARMS (General Aviation Accident Review and Mitigation Symposium) has come and gone with a review of some of the results to be shared at our annual meeting in May at Chandler Airport.



The month of April will also be full of aviation activities. You won't want to miss the Chandler Dayz weekend of April 6th and 7th. Make sure you make it out to the First Annual Poker Run Event April 20th at Falcon Field. The Back Country fly-in / Campout will be to Double Circle Ranch this month the weekend of April 20th. Check the APA website calendar for more fun activities coming up.

As I mentioned earlier, our annual APA meeting will be on May 18th at Chandler Airport. Our guest speakers will be from the Arizona Historical Society and America West Founder, Ed Beauvais. The meeting will include a quick review of the "State of the APA", election of Board of Directors, our guest speakers and then lunch.

Have Fun and Fly Safe,

Tommy



Directors' Terms

Jim Timm

According to my records, the following Directors' terms are up for election this year (2010 – 2013).

Craig Albright
Stefanie Spencer
Dr. John Raniolo

Bylaws Change

Tommy Thomason, APA President

Our current bylaws are in need of some changes and updates. Currently, in order to make changes, we must call a special meeting of the members to vote on changes. The Board of Directors is requesting a change in the bylaws that will allow them to make changes as necessary without having to call a special meeting for the number of changes required. At this year's annual meeting on May 18th, the ballot will have the questions for you to vote on whether or not the Board of Directors can make the needed changes. The following is what will be on this year's ballot.

Article 12 - Amendments [Current]

These Bylaws may be amended by a majority vote of the Active Members present and voting at the Annual Meeting, or at any Special Meeting called for that purpose. Thirty days written notice setting forth the purpose and language of the proposed amendment shall be given to Active members in good standing.

Article 12 - Amendments [Proposed Change - Option A]

These Bylaws may be amended when necessary by a two-thirds majority of the Board of Directors. Proposed amendments must be submitted to the Secretary to be sent out with regular Board announcements.

Article 12 - Amendments [Proposed Change - Option B]

These Bylaws may be amended when necessary by a two-thirds majority of the Board of Directors at any special or regular board meeting. Thirty days written notice setting forth the purpose and language of the proposed amendment shall be given. The notice of the proposed amendment/s may be presented to the Board at any regularly scheduled Board Meeting, at that time the Board President may place the proposed amendment/s on the agenda of the next regularly scheduled Board Meeting. If the next regularly scheduled board meeting is more than twenty calendar days away, the thirty day notice shall be waved and adequate notice shall be considered given. This action does not require a vote of the Board.

Arizona Pilots Association 2013 Election Ballot

Sample Ballot

Vote For Only Three Candidates

- ☐ Craig Albright
- ☐ Stefanie Spencer
- ☐ Write In _____
- ☐ Write In _____
- ☐ Write In _____

Bylaws Change

- ☐ Option (A)
- ☐ Option (B)
- ☐ No Change

Executive Director's Report, Mar, 2013

Jim Timm, Executive Director

The flying weather is excellent, there are a lots of things happening around the state and it's tough deciding which events to go to. So, please fly safely and enjoy the smooth flying weather.

We are all waiting to see what impact sequestration is going to have on FAA and ATC services. We could see the very first impact early in April. Unless legislators take some last minute action to shift budget cuts away from ATC towers, it appears we will very likely see four contract ATC towers close in Arizona. We are told they would be Bullhead City-Laughlin (IFP), Glendale (GEU), Goodyear (GYR) and Ryan Field (RYN). If this does happen, aircraft operating at these airports should continue to communicate on the published tower frequency for that airport. The tower frequency becomes the CTAF frequency for the airport. It would be no different than if the tower had closed after normal hours of operation. These tower operations were established for a reason, flight safety. If these closures do happen, please be exceedingly careful when operating near or in and out of these airports and communicate.



NOTICE: Effective April 7 through April 20, Temporary Military Operations Areas are being established over Roosevelt Lake, including Grapevine Airstrip, in the Tonto National Forrest and also over the Playas, New Mexico, training and research center. These temporary MOAs are being established in support of the annual Air Combat Command Exercise ANGEL THUNDER. The exercise is designed to provide Combat Search and Rescue (CSAR) training for combat aircrews, para-rescue personnel, intelligence personnel, battle managers and joint search and rescue center personnel. The execution of the exercise allows combat air forces to practice effective integration/application of air and space power in the search and rescue mission.

The ROOSEVELT LAKE Temporary MOA will be activated during Exercise ANGEL THUNDER for aircraft and parachute operations involved in the CSAR exercise. Aerial activities will consist of typical MOA flight operations to include tactical combat maneuvering by fighter and transport fixed and rotary wing aircraft, freefall and static line parachute operations, non-standard formation flights, rescue escort maneuvering, and aerial helicopter refueling. Grapevine Airstrip may also be included in the training exercise. The Playas, New Mexico Temporary MOA will have training that will include night extracts and night ground infiltration/evasion/exfiltration scenarios.

Given the amount and type of training being planned for these MOAs, it would be highly recommended that the designated MOA areas and Grapevine Airstrip be avoided during the Angel Thunder Exercise. The times of use will be by NOTAM. Altitudes: 500 feet AGL to 9,000 feet MSL.

The Controlling agency is; FAA, Albuquerque ARTCC.

Potential ELT Problems: Special Airworthiness Information Bulletin (SAIB) (HQ-12-32, Dated May 23, 2012). This Special Airworthiness Information Bulletin informs emergency locator transmitter manufacturers as well as installers and aircraft maintenance personnel of a concern with the ability of hook and loop style fasteners to retain their designed capability to restrain emergency locator transmitters during accident impact. In several recent aircraft accidents, ELTs mounted with hook and loop style fasteners, commonly referred to as Velcro®, have detached from their aircraft mounting. The separation of the ELT from its mount caused the antenna connection to sever, rendering the ELT ineffective. Inconsistent installation and reinstallation practices can lead to the hook and loop style

fastener not having the necessary tension to perform its intended function. Additionally, the retention characteristics of the hook and loop style fastener may degrade over time due to wear and environmental degradation from vibration, temperature, or contamination.

Apparently, the FAA is proposing to prohibit air carrier pilots from using personal wireless devices in the cockpit, although iPads or laptops that pilots use for work would still be allowed. For some time the FAA has prohibited activity that would distract pilots from their duties under what is called a "sterile cockpit" policy. Published in the Federal Register, the new proposal would extend the prohibition against personal electronics to the entire flight to reduce distractions for pilots. With the proliferation of electronic devices providing for the distraction of the general aviation pilot, perhaps we might take a note, and try to reduce the amount of distraction in our cockpits. How long are you flying along without looking outside for traffic? Most of us are flying VFR and are supposed to be adhering to the principal of see and avoid. I'm certain many of us have come closer to traffic than we would have liked. Lets try to spend more time looking for traffic around us and less at the electronic wonders we fly with. We have some pretty densely populated Class Bravo and Charlie airspace and we don't need to add to the accident statistics.

MISCELLANEOUS ITEMS

It was a pleasure to have been afforded the opportunity to see and visit with many of the APA members that attended the recent Cactus Fly In at Casa Grande Municipal Airport. The weather was excellent and there were a lot of outstanding airplanes on display for our admiration. The forum presentations that APA put on were very well attended and we hope everyone found them informative and enjoyable. We do want to thank the Arizona Antique Airplane Association for again providing display space for us at their event.

I presume some of the APA members have taken advantage of the availability of the Luke AFB Aux Field 1 ILS for practice instrument approaches. I would appreciate it if you would drop me a note and let us know how it is working out and what your experience has been.

There are a number of airports around the state that have runway repair/upgrade projects scheduled for this spring and summer, so be sure to check for NOTAMS before you depart. You don't need a surprise when you arrive at your destination.

Aviation safety needs to be a concern for all of us. From the National Transportation Safety Board (NTSB) reports, there were four aviation accidents reported in Arizona this last reporting period. One of them involved serious injuries. See my April Aviation Accident Report for details.

We are continuing to work with airports around the state providing a general aviation user perspective in the process of updating their Airport Master Plans. We are presently working on the updating of both the Gila Bend Municipal Airport and the Nogales International Airport Master plans and an update of the Phoenix Sky Harbor FAA Part 150 Noise Study.

THINGS TO DO - PLACES TO GO FOR BREAKFAST:

Legends Over The Colorado Air Show at Laughlin Bullhead International Airport. Saturday April 6
Gates open at 9:00 am

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.)

The third Saturday of the month there is a fly in breakfast at Benson (E95) @ Southwest Aviation
(Rumor has it that there may be special fuel prices for breakfast attendees.)

April Aviation Accident Summary

Jim Timm

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

In this last reporting period, the National Transportation Safety Board (NTSB) has reported four aviation accidents in Arizona. Of these, one accident resulted in two serious injuries and three accidents resulting in no injuries. Additional aircraft accidents may have occurred in the reporting period that had not been recorded and reported by the NTSB, however, they will be available and covered in the next report. The injury accident was the result of contacting an obstruction in flight during takeoff. One non injury accident could have been the result of a mechanical deficiency and the other two were the result of contacting an obstruction during landing or losing control during roll out.

While it's good that the number of accidents reported were down a bit, we do not like to see reports of accidents that could have been avoided. Lets keep the numbers down and minor in nature.

The following information was taken from the preliminary reports that had 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 is completed, which in some cases may be a year or more later.

Accident Date; Monday January 21, 2013(Reported 3/7/13)

Title 14 CFR Part 91 Operation

Location; Tucson

Aircraft; Cessna 140

Injuries; 1 Uninjured

(Preliminary and Final Report)

The pilot stated that he was returning to the departure airport and completed a normal traffic pattern for the active runway. After touchdown, he attempted to hasten the landing roll and exit off the runway at the first turnoff to accommodate the airplane that was landing after him. The tail wheel and rudder began to shimmy and in response he pushed the control wheel forward. He then applied brake pressure in an attempt to make the exit and the airplane lurched forward, coming to rest inverted on the runway. The wings, fuselage, and rudder were substantially damaged.

The pilot stated that there were no mechanical malfunctions or failures with the airplane that would have precluded normal operation. He additionally reported that he thought the accident may have been prevented if he increased his yearly flying time and flew with an instructor more frequently.

Accident Date; Saturday, February 2, 2013 (Reported 3/1/13)

Title 14 CFR Part 91 Operation

Location; Wilcox

Aircraft; Cessna 172

Injuries; 3 Uninjured

On February 2, 2013 about 1630 MST, the Cessna 172M, collided with rough terrain following a total loss of engine power during cruise flight and subsequent off-airport forced landing in Aravaipa Canyon, 26 miles north-northwest of Wilcox. The pilot and 2 passengers were not injured. The airplane sustained substantial damage during the accident sequence. The accident flight was the last leg of a multi-leg cross country flight that had originated from Globe, with a planned destination of Benson Municipal Airport.

The pilot stated that about 2,000 feet above ground level, the engine suddenly lost power. He switched the fuel selector handle from the 'Both' position to the 'Right' tank position, knowing the right wing gauge read about half a tank. Despite his efforts, the pilot could not restart the engine and the airplane touched down on the rough terrain. The nose landing gear dug into the terrain and the airplane nosed over, which resulted in substantial damage to the firewall and vertical stabilizer and rudder.

Visual meteorological conditions prevailed for the flight and no flight plan was filed.

Accident Date; Monday, February 25, 2013 (Reported 3/14/13)

Title 14 CFR Part 91 Operation

Location; Quartzsite

Aircraft; Summit II (Experimental Powered Parachute)

Injuries; 2 Serious Injuries

On February 25, 2013, about 1030 MST, an experimental amateur built Summit II was substantially damaged during takeoff at a private airstrip near Quartzsite. The non-certificated pilot and his passenger were seriously injured. A witness located near the accident site reported that the pilot was taking off in a northerly direction and shortly after the wheels lifted off the ground, the wind shifted from the north to the south-southeast. The powered parachute veered to the east and was under full power and ascending. Subsequently, the parachute cables struck a windsock and the powered parachute impacted the ground. Visual meteorological conditions prevailed.

Accident Date; Tuesday February 26, 2013 (Reported 3/4/13)

Title 14 CFR Part 91 Operation

Location; Peoria

Aircraft; Blumer Challenger II SPEC. (Experimental)

Injuries; 2 Uninjured

On February 26, 2013, about 0956 MST, an experimental Blumer Challenger II collided with a sign during an off field landing on a road near Peoria. The private pilot and passenger were not injured; the airplane sustained substantial damage. The local personal flight departed Pleasant Valley Airport in Peoria, about 0950.

The pilot reported that the engine lost power, and he decided to land on a dirt road. He landed uneventfully, but a wing collided with a road sign during the landing roll. The airplane spun off the road into desert terrain, and sustained substantial damage to the wing and fuselage.

Visual meteorological conditions prevailed, and no flight plan had been filed.



Gila Bend Fly-In

Corey Drury



Raffles Tickets
\$1

TOWN OF GILA BEND AIRPORT PRESENTS THE 4TH ANNUAL FLY-IN SAT APRIL 20TH 2013

ADMISSION \$1 (with raffle prize entry)

(Sunset Dinner) FRIDAY APRIL 19TH 2013 FEATURING
MUSIC, BBQ AND SMORES

(DINNER STARTS AT) 5:30PM- (DONATION BBQ) (FREE
TRANSPORTATION TO LOCAL HOTELS (UNDER THE WING TENT
CAMPING IS ALLOWED, COME HANG OUT AND EAT DINNER AND
SMORES)

\$3 JAG student Pancake Breakfast will follow the next day with Coffee, Hot
Chocolate and Juice

SCHEDULE OF EVENTS

SATURDAY APRIL 20TH 2013

**Air soft and paintball range will be available (for adults and children) along
with several vendor novelty items and food.**

6AM--AIRCRAFT ARRIVAL STARTS (PARKING WILL BE
ASSIGNED UPON ARRIVAL)

DONATIONS ONLY SUNSET BBQ AND MUSIC,
SMORES BONFIRE APRIL 19TH

7 AM VOLUNTEER PANCAKE BREAKFAST. (\$3.00) \$3
DONATION SUPPORTS LOCAL CHILDRENS PROGRAMS.

PANCAKE BREAKFAST \$3 SAT APRIL 20TH.

7AM- MEET AND GREET, AIR FAIR FINAL SET UP

CHILDRENS BOUNCERS, SLIDES, CLIMBERS
AND OBSTACLE COURSE WILL BE AVAILABLE.

8AM- GENERAL \$1 ADMISSION STARTS AND GETS YOU
(BOUNCE AREA, NOVELTY VENDORS, AND FOOD
VENDORS OPEN

SEVERAL VENDORS AND FOOD STANDS

DJ WITH MUSIC ALL DAY

8:30- SHUTTLE SERVICE TO THE AIR FARE FROM THE
CARE FIRST CENTER NEXT TO COUNTY COURT HOUSE

SHUTTLE SERVICE WITH CARE FIRST CENTER.

9:00AM CHILDRENS SHOOTING RANGE OPENS

CHANCE TO SHOOT AT THE RANGE VARIETY OF
**WEAPONS FOR A FEE TO POSSIBLY INCLUDE
50 CAL WITH A TRAINED INSTRUCTOR**

12:00PM ADULT SHOOTING RANGE SHUTTLE

MANY VARIATIES OF AIRCRAFT TO VIEW

5:00 PM FLY-IN ENDS

RAFFLE PRIZES ALL DAY (\$1)

For air-fair or vendor information contact:
Corey Drury Gila Bend Airport Manager
Phone: 623-810-4662
Email: gilabendairport@gmail.com

Forest Service Thank You Letter

Stefanie Spencer



United States
Department of
Agriculture

Forest
Service

Tonto National Forest
Tonto Basin Ranger District

28079 N. Az Hwy 188
Roosevelt, AZ 85545
Phone: 928.467.3200
Fax: 928.467.3239

File Code:

Date: 03/29/2013

Mark Spencer
AZ Pilot's Association, President
P.O. Box 1220
Pearce, AZ 85625

Dear Mr. Spencer:

We want to thank the AZ Pilot's Association and the RAF for all their efforts in repairing and maintaining the Grapevine Airstrip on the Tonto Basin Ranger District, Tonto National Forest.

In addition to all the work the association has done on the Airstrip, we want to thank you in particular for the additional personal help you have given us at the Roosevelt Lake Visitors Center in getting our Audio/Visual DVD equipment back on line. For two years we have been using old VCR tapes as one way to put on educational programs for the thousands of visitors we get each year.

Your personal efforts in the fore mentioned services are not only a commendation, but also a recommendation to any public entity to avail themselves of the assistance provided by the AZ Pilot's Association and RAF.

Thank you for helping us out. It is a great indication of public and private groups working together to benefit all the people who use the National Forests and Parks.

Sincerely,

KELLY L. JARDINE
District Ranger

ROBERT W. MORRISON
Volunteer Interpretation Specialist, Roosevelt Lake Visitor Center

CC John J. McKenna, Jr.



Caring for the Land and Serving People

Printed on Recycled Paper



From the Flight Deck - April

Roy Evans II

“Any traffic in the area, please advise.” When I hear that, those little hairs on the back of my neck stand up straight, my adrenaline starts rushing, my heart starts racing, and I’ve begun multitasking my duties of aviating and navigating with trying to hunt down whomever else is in the pattern before we make an awful first impression.

It reminds me of a fierce game of hide and seek, except I’m running at over 150 mph and my traffic appears to be the size of a grain of sand hiding in a sea of infinite blue running right for me. In the airlines, it’s common practice to make radio calls short and brief, especially when dealing with busy ATC (like Phoenix on a cloudy day). Not only does it give ATC time to handle all the other traffic, it also gives us time to attend to other duties, like checklists, callouts, and calls to our operations personnel at the gate.

However, when it comes to non-towered environments, there’s this idea that the more we say, the better we’re making ourselves and our positions known. “Durango Traffic, Cessna One Two Three Four Five is about six miles out inbound on the GPS approach from PELDY for a full stop landing currently out of nine thousand six hundred descending to nine thousand any traffic in the area please advise.” Now, if they were flying something fast, by the time that radio call is over, they’re nearing the missed approach point, and negating the purpose of the position report itself. Add in the ever-popular southern drawl, and they’re taxiing to parking wrapping up the “please advise.”

Just like the finer things in life, it’s not the quantity, but the quality that matters. Straight from the AOPA [Air Safety Foundation](#), the two golden rules when communicating in non-towered environments are to be specific and be brief.

Being specific in your communications will give your fellow flyers a better sense of what you’re flying. Cessna invokes an image of a high-wing trainer in our minds, but Cessna also makes the fastest operational civil jet, and they even dabbled in helicopters in the 50’s. On the contrary, saying “Mackey SQ2” may confuse a few pilots, and using the “experimental” description won’t get you anywhere. Perhaps the phrase “Super Cub” is more appropriate. Remember, you’re trying to paint a picture of your aircraft in as few words as possible.

Being specific on your location and intentions will also give your fellow flyers a better sense of what you’re doing. Recently, I had one of those hair-raising moments when an aircraft reported their position and it happened to be exactly the same position as mine. Since I’m writing this article, you can deduce there was no awful first impression, however, the difference between **my** 6 miles out and the **other pilot's** 6 miles out is stating what runway you’re 6 miles out for.

Being brief goes against the nature of being a pilot, and is something we can all work on. Once in the traffic pattern, “right base”, “downwind”, and “final for runway 34” are terms we are all familiar with, and while there is some wiggle room for a B-52 downwind versus a power-off 180 downwind, other pilots will know where to look. Saying you’re JUBEP inbound is great! ...except if you have no idea where or what JUBEP is. And anything that would add to the “heads down” hunt for traffic should be avoided. Saying you’re on a five mile final for runway 03 would be a much more beneficial call.

Following the guidance of the [ASF](#), we can all make these non-towered environments less stressful and more enjoyable. Add in the sequestration and the possible closing of a few of our local towers, we may be in these environments more than ever. Since that day in Durango, I’ve not only honed my hunter’s



instincts on finding traffic in the area, I've also worked on my specific, brief communications used in non-towered environments. Even in ATC environments, they'll appreciate a clearer, more concise you. And don't worry, save the long winded story for the campfire. I'll bring the marshmallows.



Chandler Airport Dayz - Uncorked

April 6th & 7th



Legends Over the Colorado

2013 April 6th

Legends Over The Colorado

Air Show

Saturday, April 6, 2013

Gates Open 9:00 a.m

(928) 754-2134



Tickets: \$10 Advance \$12 At The Gate
Call 928-754-2134 or log onto LOTCAirShow.com

GAARMS REPORT:

March 15, 2013

By the time you read this, GAARMS 2013 will be over, and the Arizona Accident Analysis & Review Group (the AZ AARG) will be off and planning GAARMS 2.5, the follow on effort to take the findings and implement some type of action plan to try to reduce the accident rate during the rest of 2013 and into 2014 leading up to GAARMS III. In case you were wondering – “What the heck/who the heck is the AZ AARG” – well, it is a select group of folks out of the Arizona Pilots Association (APA), the Aviation Safety Advisory Group (ASAG), the Arizona Flight Training Workgroup (AFTW), and a few other folks dedicated to improving the safety of flight here in the state. With the recommendations, suggestions, ideas, etc that come out of the GAARMS II symposium, they will make/take strides to some type of process to improve flight safety. But you have to stand by until after GAARMS to find out what those will be.



As you read in the last newsletter, 2013 is already off to a very bad start – a terrible crash at Casa Grande involving a King Air BE-90 practicing takeoffs and landings. Look like a “Loss of Control” during a Vmc single-engine out go-around – (my opinion only), resulting in 2 fatalities, and down at Ryan Field, a C150 “Loss of Control” stall/spin during the downwind-to-Base turn – (again, my opinion only), with 1 fatality. Fortunately, there have NOT been any more fatal accidents since the last newsletter.

If you have been following aviation safety, you might have noticed that the National safety Transportation board (NTSB) has gotten into the act of trying to improve General Aviation safety. NTSB says “General aviation has the highest aviation accident rate within civil aviation. The rate is 6 times higher than for small commuter operators and 40 times higher than for transport category operations. Although the overall general aviation accident rate has remained relatively steady at an average of 6.8 per 100,000 flight hours, the components of that figure have changed dramatically over the last 10 years. In particular, personal flying accident rates have increased 20 percent, while the fatal accident rate has increased 25 percent over the same 10-year period. The NTSB sees this statistic play out frequently, having investigated an average of 1,500 general aviation accidents each year, in which more than 400 pilots and passengers are killed annually.”

You can read all about it [here](#). It is interesting reading, and the bottom line is the Safety Board recommends the following to the Federal Aviation Administration:

1.) Add a specific requirement for all pilots who do not receive weather-related recurrent training, that the biennial flight review include the following:

- Recognition of critical weather situations from the ground and in flight;
- Procurement and use of aeronautical weather reports and forecasts;
- Determination of fuel requirements; and
- Planning for alternatives if the intended flight cannot be completed or delays are encountered.
- (For example, the “standard briefing” section of [NWS/FAA site](#) contains all of the information cited in AC00-45E, “Aviation Weather Service,” as constituting a standard briefing, as well as

additional graphical weather products, yet it includes a disclaimer stating that it should be “used for advisory purposes only.”)

- 2.) For pilots holding a private, commercial, or airline transport pilot certificate in the airplane category who do not receive recurrent instrument training, add a specific requirement that the biennial flight review include a demonstration of control and maneuvering of an airplane solely by reference to instruments, including straight and level flight, constant airspeed climbs and descents, turns to a heading, and recovery from unusual flight attitudes.
- 3.) Establish a minimum number of weather-related questions that must be answered correctly in order to pass Federal Aviation Administration airman knowledge tests.
- 4.) Develop a means to identify pilots whose overall performance history indicates that they are at future risk of accident involvement, and develop a program to reduce risk for those pilots.
- 5.) Determine optimal information presentation methods and delivery systems for flight service station weather information briefings, including the possibility of supplementing or replacing some portions of the current standard weather briefing with graphical data.
- 6.) Revise guidance materials associated with pilot weather briefings to include guidance for pilots in the use of Internet, satellite, and other data sources for obtaining weather information suitable for meeting the intent of 14 Code of Federal Regulations Part 91.103 and subsequently inform the aviation community about this change.

With the above high level strategies in mind, the AZ AARG will take a very hard, in-depth look at each fatal accident within the state of Arizona, as well as any fatal accident out of state involving an Arizona-based pilot in an effort to understand as much of the circumstances leading up to or causing that accident in an effort to identify anything we, as the Arizona Pilots Association, and its related safety programs, can or could do to prevent similar accidents in the future down at our level. And like I stated in the last newsletter, that process is not nearly as easy as you would think. There are usually several mitigating or circumstantial inputs/decisions etc that led up to the actual accident, in which any different decision or action could have prevented or at least lessened the severity of the outcome.

Until then, please continue to attend our safety programs and retain your culture of safety. Coming up in 2013 are –

- | | |
|----------|---|
| April 13 | Lake Havasu - Ercoupe fly-in |
| April 20 | Multiple Locations State-Wide - Safety Stand down
Tucson
Deer Valley
Cottonwood
Flagstaff
Falcon Field
Glendale |
| May 11 | Sedona – program TBD |
| June 15 | Flagstaff - EFB Workshop |

Should you desire a safety program at your local airport, contact APA via our website or call our Safety Program director, Craig Albright, at 480-776-9358, or me, [Fred Gibbs](#) at 410-206-3753.

WINGMAN Program – Try NOT to come to a safety program by yourself. But don’t just bring your buddy who always comes with you, bring someone new, and get your BFF to also bring some one new.

We need you to help us expand our audience, to expand our reach, and to expand our ocean of faces. Statistics show that the folks having accidents are the ones who don't participate in the WINGS or safety programs, so help us reach out to those folks and pull them in. I never complain when a program runs out of chairs!



Proposed State Legislation

Tod Dickey

I would like to forward a list of bills which are being proposed in the state legislature.

One bill in particular, Senate Bill 1317, proposes to add Indian Tribal Airports to the list of public airports eligible for funds from the State Aviation Fund. This bill has been introduced a few times in past years and has never made it into law. According to ADOT, there are 7 tribes that have airports on their lands, for a total of 12 airports. Five of these are on Navajo land. There are 58 registered aircraft based at these airports. Twenty-six of these 58 aircraft are based at Avi Suquilla (P20) Parker airport. Most of these are not owned by Native Americans. None of the aircraft owned by Native Americans and based at tribal airports have applied for the state aircraft registration exemption. This exemption requires that the aircraft be operated solely within the boundaries of the tribal lands.

So far, most of the opposition of this bill is coming from the airports that are already receiving the state funding. The consensus is that adding these airports would dilute their ability to get funds from the State Aviation Fund. This fund (when it's not swept by the legislature) pays out about \$20 million per year to eligible state airports. The main sources of income for this fund are aircraft registration fees and the \$.05 per gallon tax on Avgas.

This bill has progressed through the Senate and is now in the AZ House of Representatives. Anyone wishing to comment on this should contact their state Representative.



Chandler Airport Dayz

April 6th & 7th

Join us! at the
Chandler Municipal Airport for

SATURDAY APRIL 6th
8:00am - 5pm
-and-

SUNDAY APRIL 7th
8:00am - 4pm

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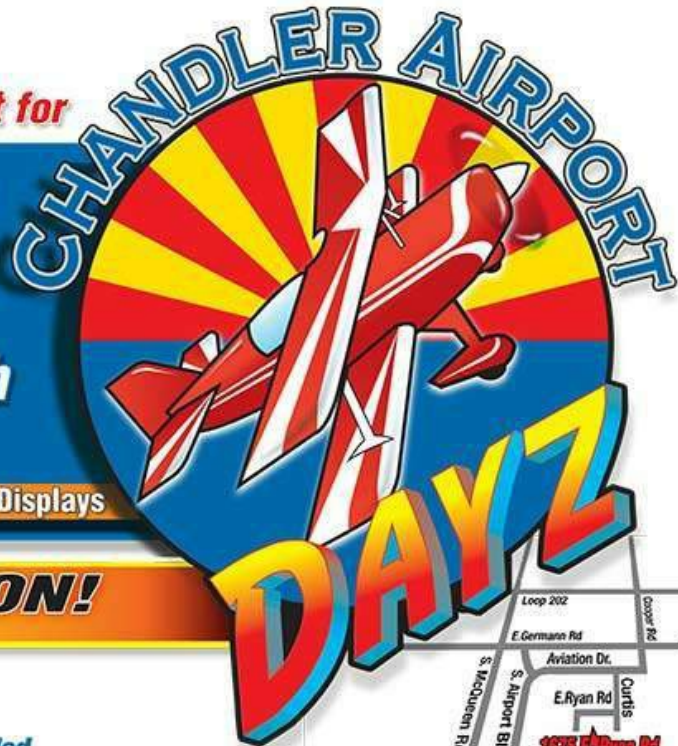
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- The Chandler Airport Alliance



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WARBIRD RIDES

Mistakes And Risk Management

Barbara Harper, ATP CFII MEI LRJet

Along the way in flight training and thereafter, we find we learn best from other people's 'mistakes and of course our own. Part of risk management assessment is evaluating oneself for a flight. This can be a low to a high risk value. For instance, the low risk can be pilot currency, health and rest to a high risk of serious fatigue. There is also performance factors included in risk management evaluation. So, the aircraft, is it fully functional or not. Is the weather VFR and to stay VFR or not. And, are you familiar with the route and airfield destination. Does the airfield have the facilities you need, fuel, food and restrooms? Risk management in aviation is a way to identify and assess the impact of your flight. But, it also aims to facilitate the exchange of information. The purpose of risk management is to generate ideas and promote good practice for all flyers and passengers. Most pilots do a self-assessment, but does the passenger? All are involved for a safe and enjoyable flight. After all, if the assessment of risk was made hastily, the consequences of getting things wrong can be serious.



Some people enjoy taking risks, but others do not. Take for instance flying up the Verde River at a low altitude. There are cables that are strung across, a breeding ground for Bald Eagles, and a noted Wilderness area with high mountains on both sides. Automatically, the pilot thinks, I should fly 2,000 feet above the terrain because of the wilderness area. No scud running in this area for me is a risk I will not take. Because of the desert and mountain beauty, some pilots continually do so. Why isn't the aeronautical chart, iPad, and Garmin 1000 communicate seamlessly this area to the pilot better? What kind of language do we need to transfer this type of information? Should we use words or phrases like Nike ad "Just do it" or, Budweiser's "Whassup?" Would one consider this transfer of map knowledge to the pilot a risk assessment? In the meantime, what about the map maker? In fact, why don't we have a "fly a map maker day" to illustrate the importance of knowledge transfer on a map. Higher responsibility by the pilot and map maker requires higher learning.

How important are the physiological needs of pilots? By now everyone knows of the business decision to close the Executive Terminal at Tucson with no services available. Although there is fuel available at the local FBOs, if just desiring to use the LOO, or restroom, (el sal de banyo) there is a parking fee at these FBOs if one does not purchase fuel. With a brand new general aviation ramp in front of the Executive Terminal funded by the government, If one does stop in this area, there is a buzzer which puts one in touch with an employee somewhere on the airport property who at their leisure will come and open the doors so that you can use the outhouse, that's if you can hold it that long. Falcon, Scottsdale, Chandler, Glendale and Goodyear all have open public restrooms with easy accessibility. In the same way, when purpose and cause/effect understanding are present such as restroom usage, why is Tucson different? Is there a business mistake somewhere here since we all have to restructure our risk management assessment and evaluation for flights to Tucson International Airport, best decision is divert to Marana or Ryan.



Poker Run Flying Event

Poker Run Flying Event

April 20, 2013

1:00pm

Falcon Field

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Buying an Airplane

Howard Deevers



Probably the one thing that every pilot wants is to own his/her own airplane. After we learn to fly then we need something to fly. I have written about flying clubs in the past, and will write more about them in the future. But, airplane ownership is probably more on the mind of most pilots than anything else, except, I hope, staying current.

After getting your pilots license, then you need to look around for options for flying. Renting at a local school or FBO might be an option. Flying clubs are another option. Partnerships are another option. Partnerships offer you the owner option, or at least part of being an owner.

Some pilots actually buy an airplane before getting their license. That is a bit more rare, but I know a few that have done that.

I learned a lot about buying an airplane when I was a club member in Pittsburgh. The club (48 members) would ask for volunteers to serve on a committee to purchase another airplane, or replace one already in service with the club. I jumped on that and found it to be a very valuable experience. I learned from the experience of senior members about what to look for.

Naturally, one of the first decisions was, how much can we spend? When the budget was set, then we discussed the type of plane we wanted: high wing, low wing, radios, how many hours on the air frame and engine, and many more details. Once those basic decisions were made, we started our search and tried to keep the search as close as possible to the area we were in. But since airplanes can go just about anywhere, if we found what looked like a good deal but was far away, we would make arrangements to see the plane, maybe half way. Since most of the travel was at our own expense, we were careful about where we would go.

In this case we were replacing a Piper Cherokee 180 that had been in the club for several years. The replacement would be a newer Piper PA 28-181, called the Archer. The hunt was on for one with no more than 1000 hours total time, and IFR equipment.

TRADE A PLANE became our bible, but not exclusively. We would check bulletin boards, and other publications for any ads that might be of interest. If we found something that looked like it would fit our needs, and budget, then two or more of us would arrange to see the plane. There were times when the airplane owner would bring the plane to us or an airport closer to us.

We looked at every new issue, and checked out all other sources. We found one that fit our requirements located in York, PA, not too far away. After the purchase committee members inspected the plane, it was time for a “pre-purchase inspection” by a mechanic. We had to pay for that.

I don't remember the purchase price that was negotiated, but do remember that we sold the Cherokee 180 that had just over 3000 hours on it for \$10,000. With that money, and the reserves that the club had built up, we were able to purchase the Archer outright. Even though most of us had flown the Cherokee 180, the club decided that all that wanted to fly the new Archer would need at least a one hour check out with a CFI before going solo in the new plane. Not a bad idea after all. There are some performance differences and the time with a CFI was good in any case.

So, if you are planning to buy an airplane, do your “homework” well in advance. Think about what airplane you would like and how it should be equipped within your budget. Then go on the hunt for the

best deal you can find. Getting a CFI involved is a good idea as well. But be sure to ask your friends that already have a plane what they think too. At first there will be too much information for you, but over time you will sort out what you need to remember and make a good decision on what you want.

Don't forget to spring for that all important "pre-purchase inspection." Have a mechanic take a closer look at the plane than you will. This does not have to be as in depth as an Annual inspection, but a good mechanic will find things that you didn't even think about.

Of course, if you are well off enough to purchase a new plane, you will have the advantage of a factory warranty. Used airplanes do not come with a warranty.

There are a lot of very good used airplanes available. Do your homework and then go shopping. You will likely find a a very good airplane that will bring you a lot of pleasure flying for many years. And when you do get that airplane, be sure to fly to an Arizona Pilots Association safety seminar somewhere in the State, and; Bring your Wingman.



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An Arizona Pilots Association Safety Initiative



Special Use Airspace -- Temporary Military Operations Area

Effective Dates: April 7 – 20, 2013.

The ROOSEVELT LAKE Temporary Military Operations Area (MOA), over Roosevelt Lake in the Tonto National Forest in eastern Arizona, supports the annual Air Combat Command Exercise ANGEL THUNDER. The exercise is designed to provide Combat Search and Rescue (CSAR) training for combat aircrews, para-rescue personnel, intelligence personnel, battle managers and joint search and rescue center personnel. The execution of Exercise ANGEL THUNDER allows combat air forces to practice effective integration/application of air and space power in the search and rescue mission. Training will include night extracts and night ground infiltration/evasion/exfiltration scenarios at the Playas training facility.

The ROOSEVELT LAKE Temporary MOA will be activated during Exercise ANGEL THUNDER for aircraft and parachute operations involved in the CSAR exercise. Aerial activities will consist of typical MOA flight operations to include tactical combat maneuvering by fighter and transport fixed and rotary wing aircraft, freefall and static line parachute operations, non-standard formation flights, rescue escort maneuvering, and aerial helicopter refueling.

ROOSEVELT LAKE Temporary MOA, NM

Boundaries: That airspace within a 10 NM radius of Latitude 33°41'57"N, Longitude 111°03'52"W
[Phoenix (PXR) VORTAC R-059/48.1 NM].

Altitudes: 500 feet AGL to and including 9,000 feet MSL.

Times of Use: By NOTAM April 7-20, 2013.

Controlling Agency: FAA, Albuquerque ARTCC.

Using Agency: U.S. Air Force, Commander, 563rd Rescue Group, Davis-Monthan AFB, AZ.

[Ed: The monthly Grapevine Fly-In is canceled, but we are having an awesome Double Circle Fly-In Camping event that weekend instead.]



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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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