



## Arizona Pilots Association

<http://www.azpilots.org>



# APA NEWSLETTER

**2013 May**  
Asa Dean, Editor



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## President's Report

### Tommy Thomason, APA President

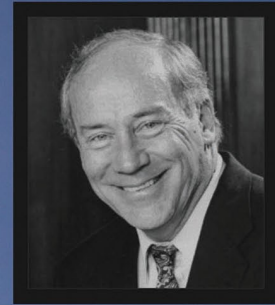
Greetings and welcome to the April, 2013 issue of the Arizona Pilots Association Newsletter. Once again this past month has been filled with all kinds of fun flying events and activities. The Chandler Dayz weekend was a huge success with over 5,000 attendees. There was a Poker Run and BBQ at Falcon Field. Gila Bend Airport hosted their 4th annual fly-in with lots of fun activities for enthusiasts of all ages. The APA / RAF hosted another fly-in / campout to Double Circle Ranch. Pegasus Airpark hosted a fly-in / pancake breakfast. The American Yankee Association had a fly-in to Laughlin. There was an FAA safety program at Gateway. And there was a number of other events around the state. Take a look at our calendar of events on our [website](#) for several more upcoming events



Don't miss our Annual Membership Meeting hosted by Frank Setzler at Chandler Aviation from **10 to noon on May 18th**. Our guest speakers this year are **Dawn Nave** from the Arizona Historical Society on Aviation History and **Ed Beauvais**, founder of America West Airlines. The meeting will be followed by lunch provided by **Taqueria Guadalajara**. Enjoy tacos stuffed with grilled steak, marinated pork, chicken, or spiced pork and a huge bar of salsas and toppings, all complimented with beans, rice, and an ice cold glass of horchata.

Have Fun and Fly Safe.





Ed Beauvais - Keynote Speaker  
Founder of America West Airlines

# *Remembering the Past, Building a Future*

## **2013 Annual Meeting**

Saturday, May 18th, 2013

10:00am to Noon

Chandler Aviation Facility at KCHD

Lunch Catered by  
**Taqueria Guadalajara**

**Ed Beauvais - Keynote Speaker**  
The Legend Behind *America West Airlines*

### **Dawn Nave**

Presenting local resources from the Arizona  
Historical Society on Aviation History.  
*Ruth Reinhold's* leather case from the 1920s  
and other photos will be on display.



Ruth Reinhold Collection, Courtesy of the Arizona Historical Society Museum at Papago Park, #136



Ruth Reinhold Collection, Courtesy of the Arizona Historical Society Museum at Papago Park, #118

## **FREE Youth Membership!**

If you are 13-18 yrs old, join the club  
with friends that love aviation!



**ARIZONA  
HISTORICAL  
SOCIETY**  
*Let's make history!*

## Keynote Speaker Edward R. Beauvais

Edward R. Beauvais has been in the air travel industry since 1960. He was the founder of three airlines in the U.S. subsequent to the air carrier industry's deregulation in 1978. He founded America West Airlines and built it into a billion dollar operation within eight years after its start up. He was Chairman and Chief Executive Officer of America West for eleven years, from 1981 to 1992. During this period, America West acquired over 100 Boeing and Airbus aircraft, grew to a 14,000 employment level.

After leaving America West in 1992, Beauvais founded two new low fare airlines. Western Pacific Airlines (Westpac) was formed in 1994 and initiated service at its Colorado Springs hub in April, 1995. Mountain Air Express (MAX), a Colorado Springs based commuter carrier initiated service in 1996. Ed retired from Westpac in January 1998. Mountain Air Express (MAX) was sold to Air Wisconsin in 1998.

Prior to the formation of America West, Beauvais was the Chairman and CEO of his own air transportation consulting firm from 1970 to 1981. His firm provided economic research and development services to many airlines, including Continental Airlines, Frontier Airlines, Trans Texas Airlines, USAirways and New York Air. His firm also provided aviation related consulting services to many communities, including Baltimore, Boston, Houston, Louisville, Oakland, Phoenix, Toledo and Wichita. He began his aviation career in 1960 as an accountant for Frontier Airlines, and in 1963 joined Bonanza Airlines, which merged with two other airlines in 1968 to become Airwest Airlines.

A native of Pueblo, Colorado, Beauvais graduated from Regis University in Denver in 1958 and holds a Bachelor of Science degree in Accounting and Economics. He received an Honorary Doctorate in Aviation from Embry-Riddle University and an Honorary Doctor of Management from Colorado Technical University.



## Executive Director's Report, May, 2013

### Jim Timm, Executive Director

I trust everyone is getting out there and taking advantage of the good flying weather. I fear it won't last long enough, so lets go flying and take advantage of it while we still have it with us. But please fly safe!

Be sure to put Saturday May 18 on your calendar for the Annual APA Membership Meeting. This year's meeting will be held at the Chandler Municipal Airport at Chandler Aviation. The program will start at 10:00 am and end at 12:00 with a lunch available on site after the meeting. The program this year will feature Arizona's amazing aviation history and our keynote speaker will be Mr. Ed Beauvais, founder of America West Airlines. The program should be both entertaining and informative for all and we will look forward to seeing you there.



Well, the good news and the bad news, the FAA has backed off on closing some of our contract towers for the moment. They have now set the closing date at June 15, 2013 to give the local governing bodies enough time to take appropriate action if they wish to keep their towers open. I haven't heard a time line, but it appears that this is only the start. There are indications that further down the road there will be two



more tower closure waves. I have also heard comments that the FAA would like to terminate the contract tower program, so we shall see. The next closings may very likely start including some low activity FAA towers. Because of labor contracts, Closing an FAA tower could take up to a year lead time.

### **Miscellaneous Items**

Aviation safety needs to be a concern for all of us. From the National Transportation Safety Board (NTSB) reports, there were two aviation accidents reported in Arizona this last reporting period. One of them involved serious injuries and a fatality, the other accident did not involve any injuries. Neither of these accidents should have happened. See my May Aviation Accident Report for details.

I hope APA members have been taking advantage of the availability of the Luke AFB Aux Field 1 ILS for practice instrument approaches. It would be appreciated if you would drop us a note and let us know how it is working out for you 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.

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:**

The first Saturday of the month there is a fly in breakfast at Coolidge Airport (P08). Time: 8:00 to 11:00 am. (The May breakfast will be the last one until next fall)

The last Saturday of the month there is a Fly in breakfast at Casa Grande Airport (CGZ) Time: 7:00 to 10:00 am. The Casa Grande breakfast will continue through the summer as it is held in the air conditioned airport terminal.

(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.)



## **May Aviation Accident Summary**

### **Jim Timm**

In this regular reporting of aviation accidents that have occurred in Arizona, we should try to 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) reported two aviation accidents in Arizona. Of these, one accident resulted in two serious injuries and a fatality and the other accident resulted in no injuries. The injury/fatal accident was the result of engine stoppage after losing oil pressure. The non injury accident was the result of loss of directional control during takeoff. With all the media coverage, I'm certain everyone also saw the gear up landing that was made by a Piper Comanche at Scottsdale Airport. It is very likely that this accident may never show up in the NTSB reports. It should be noted that gear up landings often do not meet the damage or injury requirements for

a National Transportation Safety Board report or investigation and therefore they are seldom reflected in general aviation safety statistics. There is always the potential for serious personal injuries and the repair costs associated with any gear up landing are usually substantial and can be financially damaging.

There are several lessons to be learned from the reported fatal accident. The pilot/owner had limited flight experience and perhaps also a limited aviation background. There are indications that the airplane may have had a questionable maintenance history and had an accident history. Unfortunately it may be a while before the accident investigation is completed and a final report is issued and we find out why the engine lost oil pressure and shut down. Because of when the airplane was manufactured, (1960) it was not required to be equipped with shoulder restraints and none had ever been installed, but, had they been installed, it is believed that the life of the passenger would have been spared. Shoulder harnesses do save lives and reduce injuries and if at all possible they should be installed and used in all aircraft. If you don't have them, see what it would take to have them installed. They are a good insurance that the life you save could be your very own in case of a serious accident.

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.

While it's good that the number of accidents reported were down, we do not like to see reports of accidents that could have been avoided. Lets continue to 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; Thursday, March 28, 2013**

Title 14 CFR Part 91 Operation

Location; Wikieup

Aircraft; Mooney M20A

Injuries; 1 Fatal, 2 Serious Injuries

On March 28, 2013, about 1115 MST, a Mooney M20A made an off airport forced landing near Wikieup. The private pilot and one passenger sustained serious injuries, one passenger sustained fatal injuries. The airplane sustained substantial damage from impact forces. The cross-country personal flight departed Sedona about 1030, with a planned destination of Shafter, California. Visual meteorological (VMC) conditions prevailed, and no flight plan had been filed, however, the pilot was receiving flight following from Albuquerque Air Route Traffic Control Center.

The pilot informed the controller that the engine had lost oil pressure, and he needed vectors to the closest airport. The controller advised him that the closest airport was Bagdad, 20 miles away. The engine lost complete power, and the pilot made a forced landing in rough terrain. The pilot and front seat passenger were pinned in the wreckage. The back seat passenger sustained a serious injury, but was able to egress from the airplane and call emergency services.

Shoulder harnesses were not installed and were not required because of the date of manufacturer of the aircraft, but if installed, would have saved the life of the passenger.

There are indications that the aircraft may have had a questionable maintenance history.

**Accident Date; Thursday, April 4, 2013**

Title 14 CFR Part 91 Operation

Location; Phoenix (DVT)

Aircraft; Cessna 172S

Injuries; 3 Uninjured

On April 4, 2013, about 0930 MST, a Cessna 172, was substantially damaged when it impacted airport terrain during an attempted takeoff from Deer Valley Airport (DVT). The certificated flight instructor (CFI), the student pilot, and the passenger were uninjured.

According to information provided by the CFI, the purpose of the flight was to practice takeoffs and landings. The student pilot was in the left seat, and the CFI was in the right seat. During the takeoff roll on runway 7R, the airplane began to veer to the right, and the CFI verbally instructed the student to correct back to the left. The airplane then veered toward the left side of the runway, while continuing to accelerate. About the time that the airplane crossed the runway centerline from right to left, the CFI took physical control of the airplane, and as it approached the left runway edge, the CFI attempted to lift off. After liftoff, the airplane nose "dropped," the airplane banked to the right, and struck the runway. About the same time the CFI reduced power on the engine. Paint transfer marks and airplane damage were consistent with the airplane striking the right wing and/or tailplane on the runway. The airplane came to rest inverted, adjacent to the south (right) side of the runway, about 1,450 feet from where the takeoff roll began. All occupants evacuated the airplane, and there was no fire, or any indications of a fuel spill.

Examination of the CFI's pilot logbook indicated that he had a total flight experience of about 303 hours, all of which was in single-engine airplanes. Examination of the student pilot's logbook indicated that he had a total flight experience of about 4 hours, all of which was in the accident airplane make and model. The logbook indicated that his first instructional flight was conducted 6 days before the accident flight.

The DVT 0953 automated weather observation included wind from 230 degrees at 3 knots. Visual meteorological conditions prevailed.





## From the Flight Deck - May

### Roy Evans II

“What kind of man would live where there is no danger? I don't believe in taking foolish chances. But nothing can be accomplished by not taking a chance at all.” This was said while Charles Lindbergh was discussing his plans to cross the Atlantic, I was thinking about his quote the other day holding short of 25R in PHX. On this particular day, PHX was experiencing some gusty winds, walls of dust, and the occasionally-reported rain shower that made for an exciting day flying around the valley of the sun. But it wasn't my flight that had me thinking about Lindbergh... it was a single-engine Cessna enjoying what appeared to be two handfuls of a crosswind approach and landing.



Throughout the history of aviation, we've made great strides to mitigate these foolish chances by giving pilots better resources to avoid an undesirable state. We first started out assuming that the person in charge knew everything, and challenging their authority was an easy way to find yourself unemployed. Once we realized all Captains are not created the same, we created Crew Resource Management that opened the doors to a more collaborative cockpit, emphasizing all the available resources available to us. Usually, this is where pilots will sarcastically sing “Kumbaya” and whine until the free lunch is served.

Nowadays, most general aviation pilots have a plethora of resources available to them. Sometimes, I mean most times, they're better equipped flying their Rotax-powered LSA's than I am flying the CRJ. Yet with all these resources available to pilots, we're still taking ‘foolish chances’ that are unnecessary. With all this emphasis on resources, pilots are reaching a point of information overload. We literally have iPads, smart phones, and panel-mounted GPS' telling us all kinds of valuable information, yet we still get lost, hit mountains, and land at the wrong airport.

This is where the aviation community has come to address these issues and more with our favorite solution...a new acronym. TEM, or Threat and Error Management, is what airlines are teaching their pilots today in addition to enhanced CRM training. TEM focuses on identifying threats, such as weather, aircraft performance, and fatigue, and developing mitigation strategies to circumvent them. TEM also focuses on identifying errors, such as incorrect frequencies, autopilot modes, or forgotten procedures, and managing them before they lead the pilot into an undesirable aircraft state (UAS).

At work, we're trained to identify the largest threats for every part of our flight, and verbalize them to our crew. Once identified, we work together using CRM to develop a mitigation plan to prevent these threats from developing into potential errors or UAS'. If we can't come to an agreement on how to best avoid these threats, we don't go. In the case of my flight, we had 35 knot steady-state winds gusting to 45 knots at both PHX and TUS (our destination), no more than 25 degrees off of runway heading. No thunderstorms were forecast or observed, and visibilities in the dust were greater than 3 miles. Having dealt with the haboobs of the valley, this was nothing new to me or my First Officer, and with adequate fuel to return back to PHX (or head somewhere much nicer and sunnier, say, SBA), we elected to go. To cope with the conditions, we added a few knots to our landing reference speed, activated the continuous ignition, and took off with all available thrust (as opposed to reduced thrust).

As for our friend in the Cessna, I'm sure this was no training flight, or a casual joy ride around the valley, as these weather conditions spread through most of that day. Regardless of the reason why they were flying, it appeared as though they had made a plan to mitigate the threat of the winds and dust storms, and followed through with it, ending with the control lock in and the tie downs secured to the ramp...or they were very lucky. Either way, we both have good stories about how bad it really was on final.

## GAARMS REPORT: 1013 April 12th

### Fred Gibbs

The 2013 General Aviation Accident Reduction and Mitigation Symposium (GAARMS) went off without a hitch on Saturday, March 23rd. I must say I was disappointed with the attendance. Approximately 60 folks were in attendance, but over 16,000 emails went out via the FAASAFETY.GOV notification process! And, only about half of those were APA members!



Does the pilot community not care about safety? Why is it so hard to get folks to attend safety programs that could have a major impact on their life? It is hard to imagine that some one cannot find 2 hours of time once a quarter to attend a safety program – at no cost, with free coffee and donuts! With just a little effort – and dedication – attending even one seminar a year, and flying with your favorite instructor (who promotes the WINGS program) once every 4 months, can earn you a pair of FAA wings under the WINGS program, and NEVER have to do one of those “BS” BFRs. Speaking of flight Reviews, read the following paragraphs from the NTSB's lists of recommendations to improve GA safety:

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 website 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.

I must say that, overall, we pilots do a pretty good job of staying safe. The total number of accidents, while sort of high, does not include a whole lot of fatal accidents overall, as compared to automobile accidents. There are about 50,000 people killed in automobile accidents every year! But statistically speaking, there are a hell of a lot more cars on the road than airplanes, a lot more folks on the road every minute than there are GA airplanes in the sky. Thus GA has a much higher percentage of accidents and fatalities than automobiles, and, of course, airplane accidents are big news for the TV news programs, no matter how badly they report them.

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 more in this [PDF file](#). And now we are under scrutiny of the NTSB, who talks directly to the FAA, who will have to do something, whether right or wrong, they will do something – maybe pass or write another regulation!

As you read in the last newsletter, 2013 is 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. There was also a fatal accident in March out by Wikieup - an emergency landing after an engine failure in a Mooney. This was a very sad accident – only one fatality, the pilot’s wife in the right seat. The pilot, and his son in the back, survived the emergency landing. This accident should never have happened – a classic case (in my opinion only, for whatever that is worth) of poor maintenance creating the accident. The pilot handled the emergency very well, and did a terrific job of landing his crippled airplane off-airport in a survivable, controlled crash landing. Unfortunately, the aircraft was **not** equipped with shoulder harnesses, and the pilot's wife died from impact with the aircraft structure! With this in mind, does your aircraft have shoulder harnesses? Yeah, I know, they are not required for older aircraft, but it is a very cheap investment in a life-saving piece of equipment. It is a proven fact that seat belts/shoulder harnesses significantly reduced both the injury and fatality rates in automobiles, so why would you **not** want them in your airplane?

Please continue to attend our safety programs and encourage a culture of safety with your fellow pilots. I hope many of you attended the Safety Stand Downs that were held on April 20th at Tucson, Deer Valley, Cottonwood, Flagstaff, Falcon Field and Glendale.

#### **Upcoming programs are -**

MAY 11 - Sedona – Engine Management & Density Altitude

May 18 – APA Annual Meeting – Chandler Aviation

JUNE 15 - Flagstaff - EFB Workshop

#### **So, how safe is safe?**

If we consider statistics, is operating at a 99.99% accident-free level every month a good safety record? Let’s look at the figures – there are roughly 26,500 pilots in the state of Arizona. A 99% safety level equals 1 out of every 100, a 99.9% equals 1 out of every 1000, and a 99.99% level equals one out of every 10,000. Therefore, if we operate at a 99.99% safety level on a monthly basis, we are accepting a fatality rate of 2.5 pilots per month for our Arizona pilot population. See where I’m going? That would be a terrible record, totally unacceptable. We need to move to a 99.99% level on a yearly basis – thus reducing the fatal accident rate all the way down to only 2.5 fatalities per year. That would be a significant improvement over where we are now! And we need to improve our current accident rate – did you know Alaska had fewer fatal accidents in 2012 than we did here in Arizona? That really says something...

Should you desire a safety program at your local airport, simply contact APA via our web site or call our Safety Program director, Craig Albright, at 480-776-9358, or me, Fred Gibbs at 410-206-3753 or [email me](#). The Arizona Pilots Association provides the safety programs at no charge, and will most certainly help you organize a program of your choice and can recommend programs that your pilot community might really like.

Don't come to a safety program by yourself. But don't just bring your old buddy who always comes with you. Bring some one 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!!!



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

*HELP SPREAD THE SAFETY CULTURE!*

*An Arizona Pilots Association Safety Initiative*





## Aviation History Exhibit

2013-04-10 (2 pages)



# Aviation History Exhibit

Douglas Government Center

1012 G. Avenue Douglas, AZ 85607

April 10, 2013—May 25, 2013

Mondays, Wednesdays & Fridays 9 a.m.-12 noon

Saturdays 1 p.m.- 4 p.m.

*Featuring a life size replica of the 1909 Douglas  
Flyer; history on Women Pilots including  
Heather Taylor's Breaking Through The  
Clouds—the award winning documentary  
about the women who flew across the country  
in the first women's national air race in 1929;  
and much more!*



### 1909 Douglas Flyer

Replica on exhibit was funded by "Wrighter" Arvin Schultz and built by Rich Ivansek, Aviation Historians

**Opening Reception with Arvin Schultz and Rich Ivansek**

**April 10th 3:30—5:30 p.m. Government Center**

Douglas International Airport 1929

Powder Puff Derby  
Stop at Douglas



**Closing reception and film screening with Heather Taylor,**

**Archetypal Images, LLC**

**May 27th 1-4 p.m. Government Center**



## Sequential, Sequester, Sequestering -- Sequestration, A Cult

**Barbara Harper, ATP CFII MEI LRJet**

What the heck does that mean? Is this about horses or some other nonsense? In aviation if your airport is on the sequestration list you are in deep doo-doo. No controlling at your airport, no separation, you are on your own for safety. Safety, means nothing to Congress people; only money, greed and power does. We as pilots are being punished for the wrong acts of our congress people. What can you as a pilot do? Well, none of the thousands of letters did anything to save our towers. But, you can report every unsafe event at your airport by reporting on the national

[Aviation Safety Reporting System \(ASRS\)](#). As been noted at NASA in their collection of data, I have yet to be informed as to their solutions and results of a local airport who allows bad pilots to misbehave. So, then, it is up to you as the pilot if you want to exercise the published form on the internet for the unsafe report.

There are new rules in Congress and they are not about safety in aviation. Their talking points are about money. So what does Congress stand for? Perhaps it's time to outsource our representatives in Congress. Spelled out, we need to focus on common sense since they see no evil. Why won't anybody listen? Obama's cult flies at 45,000 feet and upward and does not have anything to do with us low levelers. His plane most likely lands and takeoffs at military airports. Is he afraid of the aviation system, our public airports? Is there a military airport near you? Then as taxpayers we should be able to park our planes and use their safety conscious personnel.

Pilots are smart and recognize that this administration has personally crushed the growth in aviation. In other words, this cult has bankrupt safety for politics. Leaders are suppose to make a difference - at least the good ones. Leaders are to lead, and to create a better future. But there is a leadership crisis within the present administration. They are foggy with no vision, no inspiration, where is the wisdom and wise leaders? One of the elements of leadership is feedback. Who has read all the messages about the closure of over 100 towers begging not to close them. Nobody. How many people are now unemployed because of this cult decision? The leader has no clue. And yet, this country's leadership wants more jobs for the public - Poppycock! He just let go many hundreds plus all the business people who support the towered airports. There is no commitment to economic values in these days of the fragility of today's business climate. They have no passion, values, or sense of finding ways to create new opportunities. They do not even know where the imperfections or gaps in the aviation management system are located -- we do, it's a knowledge call for understanding of cause /effect relationships.

God save our Country's Imperial Feudal Lord!



## Getting There... Safely

### Howard Deevers

Cross country flying is about the best use of aviation I can think of. To me, 'going somewhere' is what flying is all about. This past month, I had the opportunity to fly cross country from Tucson to North Carolina with a friend in his Cessna 172.



My friend had a family wedding to attend in Raleigh, NC, and asked if I would go along to assist him in the experience. We expected to encounter at least some IFR conditions during the flight. We started planning this trip in January. We had made a long cross country similar to this 3 years ago, but in a Piper Arrow. The Arrow is a bit faster than the C172. We are both instrument rated and current pilots, but I told him that this would probably be a lesson in weather avoidance, rather than weather flying.

We started looking at the weather forecasts for across the country about one week before our April 1 departure. Some weather fronts were draped across the middle of the country and could possibly keep us on the ground at least one day on our eastward travel. As it turned out, we were able to travel eastward between the fronts, and avoided any major weather issues. We were lucky. The trip to the Atlantic Ocean, landing at Charleston, SC took only two days, with an overnight stop Shreveport, LA. We continued on to Wilmington, NC the next day. The IFR parts were mostly just climbing through and descending through some overcast layers, but stuff you would not do if not instrument rated.

One of his family members in North Carolina was shocked to learn that he would fly a little airplane that far across the country. He actually lives in San Diego, so it was a coast-to-coast trip and back for him. My friend said that it was for the adventure and the learning experience. And it was.

Getting back was more of an adventure. The good tail winds going east, were still going east! Of course, we had head winds on the way back almost all of the time. The 'weather-avoidance' part came when we reached Northern Texas. After an IFR arrival to Wichita Falls, TX we were catching up to some severe weather forecasts. That forced us to stay put for two nights until the really bad stuff passed over. We were lucky to get the plane in a hangar at the airport there, as there was some major hail along with the severe thunder storms. After those passed we were able to continue to Tucson, with a stop in Midland, TX. Again, head winds made the trip a slow one.

Along the way we had plenty of time to think about weather, systems use, navigation, ATC communications, and a lot more. It was a good trip and a good learning experience for both of us.

Sure, a faster airplane would be fine. But you could make that trip in a Cessna 150, or a Piper Cub. Just allow plenty of time. One of my favorite writers, Richard Bach, recounted his adventures of making such a cross country trip in a biplane. Many years ago, even before I got my pilot's license, I read a story about two college age boys making a trip completely around South America in a Cessna 150. Talk about a Summer adventure! That story was just one of the things that inspired me to get a pilot's license, not that I am ever likely to make a trip completely around South America in a Cessna 150.

Will our adventures inspire anyone to get a pilot's license? I don't know, but sure do hope so. See you at the next safety seminar, and don't forget to "bring your wingman."



## Formation flight to Sedona March 30, 2013

### Jordan Ross

In early March my long time friend and flying buddy, Tom Mitchell, invited me to come to the formation flying clinic being put on by Todd McCutchan of the T-34 Association at Atlantic Aviation's facility at Deer Valley Airport in north Phoenix. Tom was participating in the clinic which spanned four days beginning March 28 and ending March 31, 2013. He is a formation pilot and one of the owners of a beautiful T-34A Mentor decked out in Luftwaffe markings and based at Deer Valley Airport. It is certainly one of the most distinctive paint schemes you'll ever see on a T-34.

While not a warbird or formation pilot myself, attending these clinics and associating with the pilots who participate in them is a wonderful way for me to gain knowledge about flying and particularly about safety in flying, formation or otherwise. I have had the privilege of riding along on several formation flights over the years and, for me, it is one of the most enjoyable things you can do with your shoes on.

My day to attend was Saturday, March 30. Tom was out on an instructional ride with an aspiring formation pilot candidate when I got there so I spent some time walking the ramp and taking photos of some of the planes that were there for the clinic. A B-25B named "Executive Sweet" from Camarillo, CA was there earlier, but this day it



*Close flying with close friends*

had gone to Sedona, AZ to sell rides and participate in an airport open house. Other planes on the ramp were T-34s, CJ-6s, Yak-52s, a T-28, an L-39 an L-29 and the only YT-34C flying.

The plan for Saturday was to do a mass formation flight to Sedona in connection with their airport open house, have lunch at the Mesa Grill on the airport, mingle with the people attending the open house, then fly back to Deer Valley Airport. On the way up the formation would do a fly over for a veteran's ceremony being held in Cottonwood, AZ. The flight would be a mix of T-34s, CJ-6s Yak-52s.

Tom had arranged a back seat ride for me with George Wilen, a former Air Force fighter and tanker pilot, who owns a T-



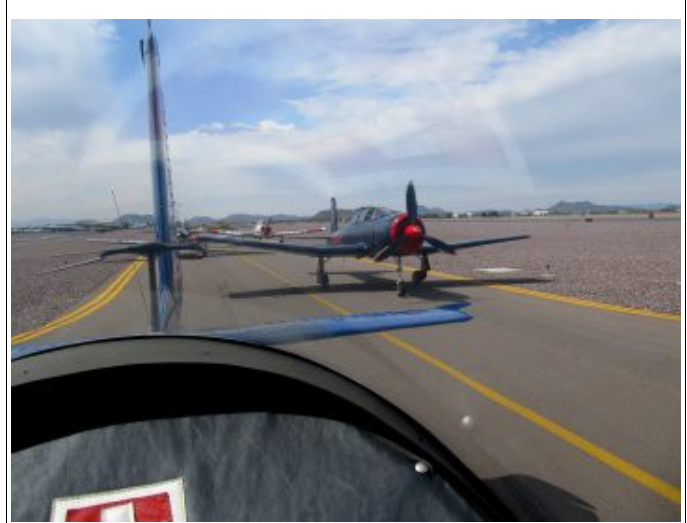
*Flight leader Todd McCutchan conducting briefing*

34B painted in a very attractive red, white and blue scheme with the letters SG on the tail. I have known George for many years. He is one of the most knowledgeable and experienced formation qualified pilots



around. I felt very fortunate and comfortable being with George on this flight. A good thing considering that tight formation flying puts the planes within a few feet of each other at times.

The flight began with the all important briefing conducted by flight leader Todd McCutchan. There would be 18 planes in the flight broken up into five sections, Alpha through Echo. The group was identified as Phoenix Flight for communication purposes. George and I would fly as Bravo 2 which put us on the right wing of our section leader. The briefing took the better part of an hour as every detail of the flight has to be discussed and understood by everyone participating. This is crucial to flight safety in a formation flight of any size, let alone one with 18 planes in it. Everyone was assigned a position and call sign for the flight. Radio frequencies, engine start time, taxi procedures, abort procedures, enroute emergency landing places, weather, cruise altitude, NOTAMS, TFRs, flight join ups, and in flight emergency procedures are only some of the things that had to be outlined and understood. A large whiteboard listed all the pilots and who was flying with them and it displayed a diagram of where each plane would be in the formation.



*Formation taxi to Rwy 25 left at DVT*

At engine start up time two of the group had mechanical problems and had to drop out, so there would now be sixteen planes. Taxiing out had to be done exactly to plan so no one ends up sandwiched into someone else's section. All the planes entered the taxiway from the ramp in proper order and were staggered along the right and left sides of the taxiway, not lined up in the middle. This gives everyone much better vision of where the other planes are

around them and takes up much less space than single file would. Prior to taking the runway the entire group simultaneously stops at a 45 degree angle to the taxiway centerline and does their preflight run ups. It is an impressive sight to see all those planes doing exactly the same thing at the same time. The Blue Angels would be envious.

Once run ups were complete and everyone had checked in as ready, our flight leader obtained tower clearance for takeoff. At this point all sixteen planes taxied onto Runway 25 left. The leader taxied far enough down the runway to allow room for all of the following planes to get into position on the runway before anyone left the ground. The planes were staggered on the runway on the left

and right sides and not lined up on the centerline. Again, this is a safety tool to allow everyone enough room to maneuver and to deal with any emergency issues that might pop up on the take off roll. Taking off nearly side by side with another airplane on the same runway is a very exciting thing to see and participate in. Thanks to Deer Valley tower personnel for their help and cooperation in getting the flight airborne out of their very busy airport.



*George and Jordan at Sedona*

Once airborne the flight headed over to Lake Pleasant to form up before getting on course for Cottonwood. The join up requires the lead airplanes to perform a circling maneuver, giving the trailing aircraft time to catch up and get into their assigned positions. A couple of 360's over Lake Pleasant was all it took for this experienced group of pilots to get where they needed to be. Joining up is one of the trickier parts of formation flying as airplanes are closing on each other at a rapid rate and the pilots have to know exactly when to start correcting to reduce closure rate and slide into position for the flight. This is where each of these pilots has to have "my life is in your hands" confidence that everyone in the group is qualified for formation flight and knows what they are doing. None of the formation pilots I know would ever fly formation with anyone who they do not know is formation qualified and certified. It is serious business and should never be attempted without proper training.



*George Wilen (left), Jordan Ross at DVT before flight*



*Lunch for the flight at Mesa Grill at Sedona Airport*

The flight to Cottonwood was uneventful and the pass over the veteran's ceremony came off without a hitch. We hope those on the ground enjoyed what they saw. Then it was on to Sedona, a very short flight from Cottonwood. We circled around to the north of the airport and got into the formation the leader



wanted for the two “show passes” we would do prior to landing. These passes were to show off the formation and do a little ground shaking at this otherwise generally quiet airport. After the second show pass we flew a left downwind and base to get into position for an overhead approach for Runway 21 with a left break at the numbers for landing. Land we did. Sixteen planes landing at about 10 second intervals put on quite a show for the 400 to 500 (my guess) spectators. And yes, we know Runway 3 is the favored landing runway at Sedona, but the wind dictated using Runway 21 on this occasion.

After everyone was on the ground the flight formed up on the taxiway near the approach end of Runway 3, again using the staggered positioning described earlier. Just before reaching the turn off to enter the ramp in front of the terminal, everyone got in single file and entered the ramp. The marshals had us park right in front of the crowd wingtip to wingtip in two rows. Once all that was accomplished flight lead called “cut engines” and we all shut down at the same time. At that point the crowd started clapping. That was really fun to see and hear. The pilots were very appreciative of the crowd giving them a hand.



*Pre-flight briefing at Atlantic Aviation*

After securing the planes, we made our way to the Mesa Grill for lunch. The very accommodating people who run it had set up tables for us outside under some pine trees. Since the temperature was running in the mid to high sixties during our visit, being outside was really quite pleasant. The service was fine considering there were about 34 of us coming in at one time. The burger I had was delicious and the view of the red rocks from our eating area was spectacular. The airport is on top of a mesa about 500 feet higher than the city. As a bonus we were treated to the sound of the B-25's big radial engines as it came and went giving rides. The runway at Sedona is very close to the restaurant.

One of the famous Sedona vortexes is near the airport. Some people swear they feel the positive energy from these vortexes while in Sedona. I can't say I have but I am always taken by the overall beauty of the place. Whether you fly or drive, a visit to the Sedona Airport is a must when in that area. The view alone is worth the trip and having a restaurant there is a super bonus.

The briefing for the return flight to Deer Valley was held in a very nice conference room in the main terminal building. Again, all the important information to conduct the flight was reviewed. Then it was out to the planes for start up at the designated time.

After start up all the planes went into motion at the same time to taxi to Runway 21. Once everyone got to the run up area for 21 and confirmed they were ready to go, the entire flight moved out onto the runway. Again, the leader moved far enough down the runway to allow all the planes to gather on it. As before, we were staggered on the left and right sides of the runway but at Sedona, noise abatement



procedures discourage formation take offs so we used single ship take offs at five second intervals. Once airborne the planes proceeded out 5 to 6 miles from the airport to conduct the forming up process.

After takeoff one of the planes in Echo flight experienced a total electrical failure and could not communicate or fully retract its landing gear. That plane, accompanied by a wingman, decided to return to Sedona and they dropped out of the flight. I understand they were able to get the gear down and landed safely at Sedona. The pilot, an A-10 driver from Davis Monthan AFB, and his son returned in the B-25 so their situation ended well. The rest of the flight then continued on back to Deer Valley. Since in flight problems had been covered in the briefings, everyone in the flight knew what needed to be done and did it.

The landing at Deer Valley was preceded by a pass down 25 Left for the benefit of some friends and family members of the flyers who had come to the airport to watch the flight return. I understand that was a big hit with those folks and everyone else who saw it. After the low pass the flight got into position for an overhead approach to 25 Left, executed a left break and landed one after the other at about 10 second intervals. When everyone was down and lined up on the taxiway, the group made its way to the ramp where they disbursed to their parking spots.

Most formation flights are not over until the post flight briefing is done. This is when the leader and the pilots go over what went right and what, if anything, didn't go well during the flight. Constructive corrective discussions take place with regard to safety and making the next flight even better. Everyone got back safely from this trip and all the airplanes could be used again, so it was a success.

The photos accompanying this story were taken by myself and David Rodriguez who was back seating in the yellow T-34 and who made the journey over from San Diego to attend the clinic. My thanks to David for sharing his photos. My thanks also to Tom Mitchell for making sure the technical details and other parts of this account are accurate. Finally, my thanks to George Wilen for the great ride.



## Tuweep Update

### Mark Spencer

Hi gang, I apologize for being quiet, I had to back away from this for a few weeks to catch my breath. It's taken a lot of time, and I'll have to admit I've been pretty frustrated with the situation. Here's the current status: The AZ Land Department offered us a path to re-open Tuweep that includes four primary requirements:

1. A responsible party with the ability to enter into a Permit for the operation of Tuweep for recreational pilots,
2. The permittee must obtain and maintain liability insurance in the amounts recommended by the state's Risk Management,
3. The permittee must agree to reimburse ASLD for out-of-pocket expenses incurred with the reopening of Tuweep-in particular, the increase in ASLD's annual liability insurance premium, and
4. The permittee paying an annual fee for the use of Tuweep.

The APA would step up to items 1, 2, and 4, 1 and 3 being the same, at an annual cost of around \$3,500, but item 4 is the killer at around \$7,000. The bottom line is that a \$10,000 fee to use one backcountry airstrip when no other recreator pays more than a \$15/year recreational permit fee, makes this a precedent we dare not set. The main reason for this expense is because they have chosen to require a lease from us, rather than just the recreational permit. By doing this, they have stepped out from under the protection of our RUS, thus creating the additional liability burden in insurance costs. We have had multiple discussions and letters back and forth expressing the inequity of this, with the State Lands team, as well as legislators, and even advisors to the Governor. While we have had sympathetic ears, we've made no further progress. If you are interested in reading recent correspondence, contact us.

Looking forward we are considering a potential purchase of the entire parcel, or a court challenge of the state's position as an abuse of discretion. The second option is potentially expensive, but with a good potential to win since they truly have no rational reason for the position they have taken in treating aviation different than all other modes of access and recreation. The pilot community has never taken this path before, but we are running out of options on this one.



# Arizona Backcountry

## Mark Spencer

It's been a busy few months with many successes and events! Grapevine continues to be popular destination every third weekend. If you enjoy the beauty and life of the desert, Grapevine is as good as any I have found in my 35+ years in Arizona. The saguaros, prickly pear, and all three major desert trees live side by side here. When the sun goes down, the skies light up with stars you'd never see these days from Phoenix or Tucson.

Last weekend was also a terrific success at the historic Double Circle Ranch fly in camp. Nineteen aircraft in all made the trip, with 15 remaining overnight and around 30 people attending.

Between strolls to the creeks, games, and food, I'd have to say that it does not get any better than this on this side of heaven. On Saturday evening we all carried our potluck meals down to the old lodge building and set out a spread that would entice anyone.

There were an abundance of choices; I barely hit half of them. We had everything from Tommy's famous Dutch oven enchiladas to elk burritos. I am really looking forward to our June 7-9th camp out at Pleasant Valley, 24AZ! The Grand Gulch clean up went well also, and this airstrip is ready to be utilized.



There is a great deal of work involved as we add backcountry airstrips to the AZ inventory, and we have some big projects ahead at our newly opened airstrips. We'll be crack, and surface sealing the 3,800' long Grapevine airstrip this fall, if we can raise adequate funds.

We are also beginning to order signs for the various airstrips. This is necessary to both establish our presence and to keep folks informed. For example, at Pleasant Valley, the airstrip is also used as a road, so we'll be posting signs very soon informing automobile and OHV traffic. We'll be

adding a picnic table to the Double Circle site, and hope to begin some basic and necessary maintenance to the lodge building in the coming months. All of this does take time and yes, dollars, so please do your part with both and consider a [generous donation](#) to the cause of backcountry in Arizona!





# Springerville Airport Terminal -- Grand Opening -- Page 1 of 2

Saturday, 2013 May 4th, 7am-3pm, Building Dedication 11am



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May 4, 2013

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- 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
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