
# Arizona Pilots Association

http://www.azpilots.org

# APA NEWSLETTER

## 2013 June

Asa Dean, Editor

## Table of Contents

# President's Report

## Tommy Thomason, APA President

Hello and welcome to the June 2013 issue of the Arizona Pilots Association Newsletter. The temperature is continuing to rise and so is density altitude. This is the time of year when most of the country is pulling their airplanes out and doing more flying and we Arizonans are starting to slow down with our flight activities. None the less, the APA remains busy working with various organizations, committees, and scheduling of upcoming events. We most recently had our Annual Members Meeting at Chandler Aviation with a number of our own members providing updates on back country, get- away flights, our website, tower closures, safety, a little history of Arizona aviation, and our guest speaker Ed Beauvais, founder of America West Airlines. Ed gave a really interesting talk about how Phoenix became the hub of airlines business in capturing some of the west coast business.

This month, we have one last back country fly-in to Pleasant Valley Airstrip near Young, AZ, a Breakfast Club Fly-In to Payson, a Breakfast and Young Eagles in Show Low and a couple of FAASTeam Safety Seminars. I hope you are able to participate in some of these events.

Have fun and fly safe...

# Executive Director’s Report, Jun, 2013

## Jim Timm, Executive Director

I hope everyone is able to enjoy the cool early morning flying weather. Summer is rapidly approaching. On Saturday May 18 we had the 2013 APA Annual membership meeting and we couldn’t have asked for finer weather for those that elected to fly in. Everyone had a good time and it was good to see some of you again. We had the annual directors election and we want to welcome a new member to the board, Tyrel Greenwade. Tyrel will be replacing Dr. John Raniolo.

Well, once again, the good news and the bad news, as a result of a reshuffling of funds, the FAA will continue the operation of all the contract towers for the balance of this funding year which ends in September. In the next fiscal year it is very likely the tower closure issue will come up again, you can be sure. It will be interesting to see what the next closure proposal will look like. I’ve heard some comments that it could possibly include some low activity FAA towers.

This year's legislative session came to an end without any proposed legislation that would have been an issue for us. The really good news is that this year the legislature left our aviation fund intact and did not sweep out any funds as they have in the past. Fortunately, they apparently were occupied with too many other issues. There is one concern however. There is approximately $28 million currently in the fund that is uncommitted. This is a substantial enough amount of money that it could attract unwanted attention. Hopefully some of the airports around the state will get on the ball and submit requests for airport improvements and get some of the funds committed to projects.

**Miscellaneous Items**

The FAA air traffic control people report there is a continuing problem with pilots lining up for the wrong runway at airports with parallel runways. Apparently, it's not just happening at the smaller general aviation airports, but it's happening at some of the larger air carrier airports also. The FAA is considering undertaking a major safety program to address the problem. Listen to the ATIS, and also carefully verify you are lined up for the correct runway. Please, be alert and try not to be part of the problem, or worse, an incident.

So far this past year there have not been any significant airspace changes in Arizona and there don't appear to be any on the immediate horizon. However that may very possibly change when the FAA announced the locations of the six UAV, or Drone, test sites that they are mandated to come up with. There has been an aggressive push by industry and educational interests to have some of the test sites located here in Arizona.

There is a meeting coming up soon to evaluate whether the voluntary measures that were published in a letter to airmen issued twice in the past year and a half have been effective in reducing the number of TCAS alerts that the air carriers operating out of Williams Gateway Airport (IWA) had been getting. Hopefully the recommendations have been effective enough to avoid consideration of a regulatory airspace change to correct the problem. A possible change could include considering implementation of Class C airspace over IWA.

I hope APA members have been taking advantage of the availability of the Luke AFB Aux. Field 1 ILS for practice instrument approaches. The latest word from the Luke AFB TRACON is that, from their perspective, it is working well. Based on their numbers, it appears that there are not a large number of pilots using it. Apparently the large flight schools are not using it. It's also possible that could be changing. 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. As a side note, if you have DME equipment and you use the AUX. 1 ILS, the LAFB TACAN VHF frequency is 113.0 MHz. This information may be added to the approach plate in the near future.

In the way of information; A formula to get the DME(VOR) frequency from a TACAN channel is the following: There are two 'key numbers' - 1063 and 1053 - which you have to add to the TACAN channel to get the DME frequency. Up to channel 59 you have to add 1063. From channels 70 and on you have to add 1053.

Example:

| | |
|---|---|
| TACAN channel is 44: | 44 + 1063 = 1107 = 110.7 MHz |
| TACAN channel is 77: | 77 + 1053 = 1130 = 113.0 MHz. |

Effective May 1, the operating hours for Phoenix-Mesa Gateway (IWA) tower have been extended. It's hours of operation are from 5:00 AM local time (1200 UTC) until 12:00 AM local time (0700 UTC).

Concurrent with this change, the effective hours of the IWA Class D airspace will also change to 5:00 AM local time (1200 UTC) until 12:00 AM local time (0700 UTC). 24 Hour operation is also being considered.

Aviation safety needs to be a concern for all of us. From the National Transportation Safety Board (NTSB) reports, there were seven aviation accidents reported in Arizona this last reporting period.

The one reported fatal accident was determined to be the result of a self inflected gunshot wound and the final report stated that the manner of death was determined to be suicide. Of the remaining reported accidents, one accident resulted in a serious injury, one accident resulted in a minor injury and the

remaining four accidents resulted in no injuries. See my June Aviation Accident Report (below) for the details.

A significant number of airports around the state are reporting that they have runway repair/upgrade projects scheduled for this summer, so be sure to check for NOTAMS before you depart. You don't need a surprise when you arrive at your destination and discover something like a runway is closed for resurfacing. For example, in the September - October time frame, Glendale Airport will be closed for one week for runway resurfacing. (When we get closer to the date we will get more specific information to you.)

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:**

> Suspended until fall is the first Saturday of the month fly in breakfast at Coolidge Airport (P08).
>
> The last Saturday of the month there is still 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.)

# June Aviation Accident Summary

## Jim Timm

In this regular reporting of aviation accidents that have occurred in Arizona, we need 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) had issued reports on seven aviation accidents in Arizona. Of these accidents, one report stated that it was determined the pilot had died as a result of a self-inflected gunshot wound and that the manner of death was determined to be suicide. Of the remaining six accident reports, one accident resulted in one serious injury, one accident resulted in a minor injury and the other four accidents did not result in any injuries. The serious injury accident resulted from loss of engine power as the aircraft turned from base to final and the aircraft landed short of the runway in desert scrub. The minor injury resulted from a loss of aircraft control during landing and striking an obstruction while executing a go around. The remaining accidents were the result of various causes ranging from inadequate care during ground taxi to loss of power during cruise flight.

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. In some cases,

accidents that are relatively minor in nature and do not include serious injuries may not have a report issued by the NTSB for several weeks and in some cases almost a couple of months from when the accident occurred.

The number of accidents reported are up a bit, however, some of them occurred in the previous reporting period. Lets try to do what we can to keep the numbers down and minor in nature.

In most cases 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; Sunday, March 17, 2013 Reported 4/19/13**
Title 14 CFR Part 91 Operation
Location; In Chino Valley
Aircraft; Robinson Helicopter R22 Beta
Injuries; 2 Uninjured Final Report

During a descent for an off airport pinnacle landing, the helicopter encountered a downdraft about 75 to 100 feet above ground level (agl), and the pilot receiving instruction, increased collective. The flight instructor instructed the pilot receiving instruction to be less aggressive using the collective as the flight continued the descent to the landing area. As the helicopter descended through about 10 to 25 feet agl, it encountered a second downdraft and the pilot receiving instruction increased collective followed by a decrease in rotor RPM. Subsequently, the flight instructor took control of the helicopter as it contacted the ground and then became airborne again. The helicopter yawned to the right, and landed upright on sloping terrain. Post flight examination of the helicopter revealed that the tail boom was structurally damaged just aft of the fuselage attach point. The pilots reported no pre-impact mechanical malfunctions or failures with the helicopter that would have precluded normal operation.

No pilot information was made available.

**Accident Date; Sunday, March 17, 2013 Reported 5/7/13**
Title 14 CFR Part 91 Operation
Location; Gila Bend
Aircraft; Cessna 172N
Injuries; 1 Minor Injury Final Report

The student pilot reported that while attempting to land the airplane drifted left and he decided to execute a go-around. During the go-around, the airplane struck a tree located about 178 feet left of the runway, and subsequently impacted the ground. Post accident examination revealed damage to the engine firewall and wings. No pre-impact mechanical malfunctions or failures with the airplane were reported that would have precluded normal operation.

No detailed pilot information was made available.

**Accident Date; Tuesday, March 19, 2013 Reported 5/7/13**
Title 14 CFR Part 91 Operation
Location; Mesa
Aircraft; Boeing B75N1
Injuries; 2 Uninjured Final Report

The pilot reported that after touchdown, the tail wheel equipped airplane tracked left of runway center as it decelerated. He applied corrective actions; however, the airplane continued to track left and

subsequently departed the runway edge. The right wing made contact with the ground during the runway excursion, and was substantially damaged. Post accident examination of the airplane revealed no evidence of a mechanical failure or malfunction that would have precluded normal operation.

No detailed pilot information was made available.

**Accident Date; Wednesday, March 20, 2013**
Title 14 CFR Part 91 Operation
Location; Gila Bend
Aircraft; Cessna 172
Injuries; 1 Uninjured  Final Report

The student pilot reported that while taxiing to the ramp he misjudged the airplane's wing distance from the upper part of a fuel tank at the fueling station. The left wing contacted the tank and was substantially damaged. The pilot's taxi route was actually on the parking apron instead of the taxiway, which brought the airplane within close proximity to the fueling station.

The pilot reported no pre impact mechanical malfunctions or failures with the airplane that would have precluded normal operation.

No detailed pilot information was made available.

**Accident Date; Monday, March 25, 2013  Reported 4/22/13**
Title 14 CFR Part 91 Operation
Location; Maricopa
Aircraft; Owens Velocity 173
Injuries; 3 Uninjured

On March 25, 2013, about 1310 MST, an experimental Owens Velocity airplane, experienced a loss of engine power during cruise and made a forced landing on a dirt road near Maricopa, Arizona. The pilot and two passengers were not injured; the airplane sustained structural damage to the wings and fuselage.

The local area flight had departed Pegasus Airpark, Queen Creek, about 1230. According to the pilot, they had been airborne about 25 minutes when the engine lost power. He attempted to restart the engine, but was unsuccessful. He identified a dirt road as a landing site. The pilot flew a normal pattern for landing on the dirt road. He landed the airplane successfully, however, on the landing rollout the airplane struck a berm and pitched the airplane up. The airplane became partially airborne, and came to rest in an open field. An Federal Aviation Administration (FAA) inspector responding to the accident site reported that all three landing gear had separated from the airplane with damage to the fuselage and wings.

Visual meteorological conditions prevailed. No flight plan had been filed.

**Accident Date; Saturday, April 13, 2013**
Title 14 CFR Part 91 Operation
Location; San Manuel
Aircraft; Beech 35-B33
Injuries; 1 Serious Injury

On April 13, 2013, about 1310 MDT, a Beech 35-B33, collided with a ditch during a forced landing near San Manuel Airport. The airline transport pilot sustained serious injuries. The airplane sustained substantial damaged to both wings during the accident sequence. The cross-country flight departed Pegasus Airpark, Queen Creek, about 1230, with a planned destination of San Manual. The pilot reported that he initially departed from Pegasus Airpark with the intention of getting fuel at San Manuel. He flew the trip at an altitude of 5,000 feet msl, and selected runway 29 for landing. He approached the

airport in a right traffic pattern, and as he transitioned from the base to final leg, the engine lost all power. With limited time to troubleshoot, he performed a forced landing into desert scrub short of the runway.

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

**Accident Date; Saturday, April 20, 2013**
Title 14 CFR Part 91 Operation
Location; Bullhead City
Aircraft; Hoffman RV4
Injuries; 1 Fatal

On April 20, 2013, between 0600 and 0720 MST, an experimental amateur built Hoffman RV-4, crashed at Bullhead City Airport (IFP). The commercial pilot had sustained fatal injuries as a result of a self-inflicted gunshot wound, the airplane sustained substantial damage by impact forces. The cross-country personal flight departed Cottonwood, sometime after 0600 with an unknown destination. Airport personnel from IFP reported that during an airport safety sweep about 0720, they found the crashed airplane between the runway and the taxiway. They reported it was not present during the previous sweep at 0430. There were no identified witnesses to the airplane impact.

A witness at Cottonwood Airport (P52), reported that he heard what he believed to be the airplane departing sometime after 0600. He further stated the airplane was observed at the airport on Friday night.

On April 22, 2013, the medical examiner performed an autopsy on the pilot. It was determined that the pilot died as a result of a self-inflicted gunshot wound. The manner of death was determined to be suicide.

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

# From the Flight Deck - June

## Roy Evans II

We've all heard stories of how tight-knit the aviation community is. And, even with the number of pilots out there, chances are you'll run into someone who you know, who you've flown with, or who knows somebody you know, much like the 'six degrees of Kevin Bacon'. This last month I was at a job fair and put this theory to the test. To much amazement, one fellow attendee had been a roommate of a good friend of mine in grade school, went to flight school with another grade school friend, and flew for a charter company with another friend from college. I guess I should warn those friends he's got some dirt on you now, so play nice.

Just like in the aviation community, we are even more tightly-knit to the aircraft we fly, and I'm not talking about seat belts. Airplanes not only provide us a medium in which to win the war against gravity, they do so communicating with us the whole time. This communication is typically taught to the pilot through the panel, where instruments relay values of airspeed, altitude, heading, and many others, to the pilot to help build the big picture of what the aircraft is doing. However, just like in everyday conversations, your aircraft talks with you through nonverbal communications.

Studies have reported that up to 80% of communication is fed through nonverbal means. If that's true in humans, how can it be true in airplanes? One of the techniques I use when instructing new students, a method taught to me by many of my flight instructors, involves covering all the flight instruments for the first few hours of instruction, and periodically covering the instruments through their training. Showing students the ability to fly an airplane without using the 20% of the aircraft's communication methods allows them to fully grasp the fundamentals of flight, and lays down a foundation of solid aircraft control that aids in mastering the control of the aircraft throughout their flight training curriculum. Plus, it forces them to enjoy the view, and helps alleviate any potential nausea when you're teaching people to fly in the summertime over the mountains.

The 80% of communication can come through many of the other senses. Primary students are taught to feel the aircraft through the flight controls, and how trim can alleviate those pressures. We take these students through the stall regime to give them the experience of feeling the aircraft stall, and through maneuvers like steep turns to feel the acceleration of the aircraft, and what a coordinated turn feels like. We teach them to hear the aircraft slice through the air, and translate the noise of the aircraft to it's velocity. In some instances, we teach students to smell things before they present themselves as problems, like burning insulation or leaking fuel.

I remember flying with a commercial student doing pattern work. Sharp kid, a great pilot, but he had a reputation of being uncoordinated on the departure leg. So here we are, heading on our first circuit when I feel the typical lean in my seat as we climb in uncoordinated flight. A quick glance to the inclinometer ensures me I'm not sitting on a wallet full of hundred dollar bills. "Hey, it feels like we're uncoordinated," I say to the student. "No, we're fine," he says. "You sure? I think the ball's out of the gate." "Nah, I can tell by the seat of my pants we're fine." "Look again, your butt's broken."

Gaining a mastery of controlling the aircraft doesn't have to be reserved to the commercial applicants flying the performance maneuvers, nor does it mean you have to have a perfectly calibrated butt. Just like in everyday conversations, knowing what to look for and listening to both verbal and nonverbal communication, you will have all the information you need to correlate your aeronautical knowledge and put it to use. Last I heard the Air Force has fixed my previous student's butt. Then again, there's not much P-Factor in an F-16.

# GAARMS REPORT: 2013 May 19

## Fred Gibbs

By the time you read this, you may have already attended our May annual meeting at Chandler Aviation and heard the latest update on GAARMS. But what you may not know is that right after the annual meeting, the Arizona Aircraft Accident Review Group (affectionately called the AZ AARG) held their meeting over in the airport conference room to work on identifying and developing solutions, tactics and strategies to try to reduce the fatal accident rate, and the overall accident rate, here in the state and among our pilot community, i.e., you!

In last month's newsletter, I included the following excerpt from the NTSB about what they think the FAA should be doing 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.

The latest round of discussions has the FAA now going in a different direction. This excerpt came out of the AVwebFLASH newsletter – **FAA Calls for GA Safety Improvements**

> With the busy summer flying season upon us, FAA Administrator Michael Huerta on Tuesday met with leaders from EAA, AOPA, GAMA, NBAA and others in the general aviation community to discuss actions to enhance safety and reduce accidents. The GA fatal accident rate has remained flat over the past five years, Huerta noted. "We cannot become complacent about safety," he said. "Together, we must improve the safety culture to drive the GA fatal accident rate lower." The group agreed to set short-term goals to raise awareness on the importance of basic airmanship and to promote a positive safety culture. Huerta also asked the aviation community to commit to several longer-term goals.
>
> Huerta called on the aviation community to install life-saving equipment in older airplanes, such as angle-of-attack indicators, inflatable restraints, and two-axis autopilots; to improve data collection and analysis; and to improve airman certification testing and training. To meet these goals, the GA community and the FAA agreed to work together and move forward as quickly as possible on three key initiatives -- an overhaul of airman testing and training standards, an expedited rewrite of Part 23 that will make it faster and cheaper to install new technology in airplanes, and more industry-wide efforts to collect and analyze safety data.

What does this have to do with APA, you ask? Well, when you look at what the FAA is proposing, the AZ AARG is right in line with them, or is it vice versa?

The AZ AARG believes in new technology for safety of flight, such as Cirrus's CAP parachute recovery system, airbag/inflatable seat restraint systems, etc., as well as some good old technology, like shoulder harnesses **in every aircraft**, angle-of-attack indicators, and even a basic autopilot or wing leveler. But there is still no substitute for good basic stick and rudder flying skills – airspeed and altitude are your friends, and they are complementary – gotta have both to be safe. You can trade some of one for the other, but you need both to fly successfully!

So what do you think about the need to "improve the airman certification testing and training" standards? Improve it to what, is my question! Yeah, airman testing, specifically the written, definitely needs to be overhauled. Things like ADF need to go; things like GPS need to be added; the requirement to be able to read the "secret code" weather formats needs to be dropped. There is so much available on the web, it makes the coding obsolete for the average pilot. (The weather service can still use it if they want!) And the FAA needs to stop writing trick questions that test your reading ability, not your knowledge levels.

With regard to the revision to the Part 23 rules… HOORAY! The paperwork and "BS" requirements to install new seat belts, an angle-of-attack indicator, or any other equipment you might like to have in your airplane to help you fly and manage better is ridiculous – and very expensive. Why should new seat belts and shoulder harnesses cost over a thousand dollars? I can probably put a 5-point NASCAR-approved restraint system in my race car for under $300.00 bucks…

So far this year, we have only had 4 fatal accidents with 5 fatalities (Quick, knock on wood!):

- A crash at Casa Grande involved a KingAire BE-90 practicing takeoffs and landings.

- At Ryan Field, a C150 had a stall/spin during the downwind-to-base turn.

- Out by Wikieup, an off-airport emergency landing after an engine failure in a Mooney resulted in one fatality, the pilot's wife in the right seat.

- At Bullhead City, a pilot committed suicide during the approach to the airport.

As analyzed by the AZ AARG, two of these accidents were determined to be loss-of-control accidents, which go back to basic flying skills, although the KingAire accident was a much more "advanced" loss-of-control issue. The Mooney off-airport emergency landing – a story all to itself – was/is an equipment issue: **no shoulder harnesses installed in the airplane** - which I believe could have prevented the fatal injuries. The 4th accident, the suicide, was most likely not something we, as a safety-oriented organization, could have done anything to prevent.

APA continues to provide our safety seminars all across the state, with the next one coming up in Flagstaff:

June 15, Flagstaff: EFB Workshop

This is a workshop-type safety program, where we will break out into groups to address the specific operation of your EFB; i.e., ForeFlight, WingXPro7, or Garmin. Should you wish to participate, please register at **both** FAA Safety website **and** directly with Fred Gibbs. We need specific information regarding your present skill level on the App you use, so that we may determine how many instructors will be needed for each App. Also, be sure to watch for the FAA's SPANS notice. It has a limited circulation, so if you live more than 75 miles from Flagstaff and you want to attend, you need to search the FAA Safety website or contact Fred Gibbs directly!

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

**WINGMAN Program –** Don't come to a safety program by yourself. But don't just bring your old buddy who always comes with you. Bring someone new, and get your BFF to also bring someone 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!


EVERYMAN NEEDS A
WINGMAN
NEVER COME ALONE TO A
WINGS SAFETY PROGRAM
HELP SPREAD THE SAFETY CULTURE!
An Arizona Pilots Association Safety Initiative
ARIZONA
Pilots Association

# Rotating Beacon, A Safety Implement of Sorts

## Barbara Harper, ATP CFII MEI LRJet

Sometimes the beacons are not always in the same location for a given type of aircraft. There is no standardized pattern or regulation relating to the flash patterns, it simply depends on what type of flasher module is used. Boeing seems to synchronize the beacons so that the top and bottom flash at the same time. Airbus does the same thing. Yet, it is further synchronized with the flash sequence of the wing tip strobes. So, Canadair Regional Jets, CRJs, blink independently, top-bottom-top and on say the 757 they both blink at the same time.

The flash patterns of Cessnas, Pipers and Beechcrafts all vary. Then, of course, there are those that are interfaced with strobes. Although it is not required, do you as a pilot turn the rotating beacon on prior to turning the engine as a safety alert to people around the aircraft? As a totemic reminder, it is also useful to leave the switch in the ON position so that when departing the aircraft it will tell you if the master switch was left on.

All aircraft must have an approved anti-collision light and position light system for nighttime operations. The position lights consist of an Aviation Red on the left-side, an Aviation Green on the right and an Aviation White Tailight (ref. FAR23.1389) and required under FAR 91.205(c). There are different requirements affecting different aircraft. These aircraft are categorized by the date of application for type certificate. Home built aircraft are determined by the date of issuance of the Experimental Operating Limitations. And, there are many more different categories. In the same way, there are many different lighting installation locations. One can have a combination of wingtip, fuselage or vertical fin location for the lighting installation. In flight, one can see the red and green navigation lights, but it is very difficult to see the red beacon or white light on the tail of the aircraft. Likewise with airliners and fighter jets it is very difficult to see the tail at night. One would think that the manufacturers would have noted the light flaw installation by now. After all, do the engineers who developed this placement of the rear navigation light care, or even fly at night?

A strobe light, affectionately known as a stroboscopic lamp, is a device used to produce regular flashes of light. These flashes are of a high-intensity burst of white lights, help other pilots recognize the aircraft's position in low-visibility conditions and also to aid in collision avoidance. Navigation lights are required to be turned on from sunset to sunrise. The anti-collision light system, either strobe lights or rotating beacon, is required for all airplanes built after March 11, 1996, for all flight activities in poor visibility, and recommended in good visibility, where only strobes and beacon are required. Equally important, lighting technology has a glossary. The three defined products are Halogen Lamp, Strobe Tube, and LED (light emitting diode).

In 2011, a lighting system was developed for the use in spacecraft. It is a navigational lighting system consisting of five flashing high power LED lights; a flashing red light on the port side of the spacecraft, a flashing green on the starboard side of the spacecraft, two flashing white lights on the top and one flashing yellow on the bottom side of the fuselage. To this end, if you happen to see these colors and sequence of lights ahead of you on landing, go around.

# Air Sense Is Task Competence

## Barbara Harper, ATP CFII MEI LRJet\

Why do we sometimes mumble when speaking to an air traffic controller? Tired, don't care or waiting too long to transmit your message. Does your personal temperament influence your behavior when finally speaking to ATC? This behavior and subsequent task performance is related to intelligence.

There are three types of intelligence; General, Creative and Technical. **General** intelligence can be related to personal traits and how one works with words, numbers, spatial orientation, and abstraction. **Creative** intelligence is very important for success in management. **Technical** intelligence, on the other hand, is geared toward motivation in aspects of one's work.

Knowledge, skills, and abilities are involved in aviation intelligence and sometimes call for specific task competencies. Task competence takes many forms. For instance, one is the importance of memory. One of the basic checks and balances in the air traffic control system is the read back/hear back process between the controller and pilot. Then of course there is the optimality of intelligence and competence. After all, no one I know of writes about the controller memory lapses.

In the meantime, there is intuition. Intuition is part of the feedback listening integral exchange. For example, pilots are expected to voice their receipt and understanding of an air traffic clearance. The expectation is documented by the Aeronautical Information Manual which requires air traffic controllers to correct the pilot if the read back is incorrect. Thus, the pilot and air traffic controller, through feedback, ensure the communication exchange has been flawless. However, listening is the most overlooked and underutilized skill among pilots and controllers today. Actually listening is the most powerful tool in communication. It is a learned skill that takes practice and hard work.

# RV Airspace

## Glenn Brasch


Glenn Brasch, owner of RVairspace.com, is a retired law enforcement officer who spent over half of his career flying fixed and rotor wing aircraft. He currently works as a medevac helicopter pilot for one of the world's largest helicopter companies. He is passionate about aviation safety and holds an Aviation Safety Certificate from the Institute of Safety and Systems Management at the University of Southern California. He is active in promoting aviation to young people, and has flown over 100 kids in various airplanes. A Commercial pilot with two instrument ratings, and ratings in single, multi-engine airplanes and rotorcraft-helicopters, Glenn also worked as a Certificated Flight Instructor in both fixed wing and helicopters in a past life. He hopes to complete and fly his RV-9A this year ending a 10 year project.

# Oh! Those Arizona Bumps!

## Howard Deevers

How many times have you heard people say that they envy us living in Arizona because of all of that "great flying weather?" Well, we have to admit that we DO have better flying weather than many other parts of the country. What we fail to tell them is: that when it IS NOT good, it really is, Not So Good.

Now that Summer is on us, and temperatures reach near 100 quickly in the day, the thermals make flying at low altitudes like driving on an old dirt road in a car with no shock absorbers. As much as I do like flying, I really don't enjoy getting tossed around and hitting my head on top of the cabin hard enough to knock off my head-set. If that has not happened to you here in Arizona, you are not flying enough.

Of course, the best way to avoid such unpleasant conditions is to fly early in the morning or later in the evening, when it is a bit cooler and the air is more stable. But, we can't always pick those times, so we just know that we are going to get a kick some times and put up with it.

There are other factors to summer flying in southern Arizona: heard of "density altitude?" Sure, but do you know how it affects your plane, your load, your performance? This might be a good time to grab your favorite CFI and go out to review all of that. It was a question on your Private Pilot check ride, but how many times have you reviewed those performance charts since then?

Summer time brings other things with it. Strong winds cause dust storms. Don't forget those "dust devils" we see rising from the desert floor, also. Fly over one of those and it will be a ride you won't forget soon! About a month from now we can look forward to the "Monsoon Season."

Moving here from Pennsylvania, I had no idea what the summer thunder storms were like here. We did not fly through thunder storms in Pennsylvania either, but they looked different. Thunder storms were generally associated with frontal activity, and those fronts could extend a very long way, sometimes from Buffalo, NY to Birmingham, AL, and all you could do is sit on the ground until it passed. Some times as long a day or longer. You had to be very lucky to 'find a hole' to get through those fronts.

Here in Arizona those "monsoons" are large clusters that you can easily see, and many times just fly around them. If you fly through one of those, and survive, I want to hear from you. What was that old rule about staying 5 miles away from a thunder storm? Ten miles is better! And some of those tops are up to 30,000 feet or more. Even the airliners go around them.

All of this is just general information. If you really want to study weather, and all pilots should study weather, then look for one of Fred Gibbs' seminars on WEATHER 101. If you have not seen one of his weather programs you are missing a lot. Fred really knows weather as a Flight Service Specialist for many years. When you do come to a seminar, don't come alone; "Bring Your Wingman."

**Runway Safety -** We had 40 people show up at Tucson for a Runway Safety program. Arizona, and the South West region, lead the country in Runway incursions. That is not a record to be proud of and we need to do everything possible to 'not be number one' in this area for long. Samir Kanuga has done the best Runway Safety programs I have seen, so I invited him to come to Tucson from Scottsdale, and present it again. Thanks to Samir for coming and doing a great job, again.

We constantly hear "It's a crowded sky," but when you are flying planes are not so close together. On the ground at a busy airport it is a different matter. Some of the worst accidents and loss of life have been on the ground. We need to pay attention while on the surface. It is just too embarrassing to have an incident while on the ground.

# EAA 586 Show Low Fly-In Breakfast

## Zola Hamm

# Support APA with Stylish Merchandise

APA Merchandise is available at the APA Web Store. You may also contact any APA board member if you have questions or need additional information.


# APA Website

## Stefanie Spencer

Please visit our website for the latest information. Leave email for Stefanie: Webmaster@AZPilots.org.

# Newsletter Authors

## Monthly Deadlines

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

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

Contact the editor, Asa Dean:
Newsletter_Editor@AZPilots.org

# Advertisements

As a benefit to **current members** you may advertise **aviation related items** that are **owned by you** in the APA Newsletter. Maximum size of the ad is 7 inches wide, 8 inches high. Resizing is at the discretion of the editor. Minimum 12 point font. The following copy-ready formats are acceptable: Text (TXT), Portable Document Format (PDF), Joint Photographic Experts Group (JPEG or JPG), Microsoft Word document (DOC) or Open Office Writer (ODT). Provided that it is a simple layout and you don't know how to produce your own copy-ready advertisement, you may simply include your text and attach picture(s) in an email. Please email your ad to both the webmaster and the newsletter editor. Advertisements to run more than one month must be resubmitted each month.

# APA Membership

If you are not a member of APA you are encouraged to join and help us keep General Aviation available, safe and fun for all. Your support is very much appreciated. Please visit our website for details and where you can join APA, If you have questions, please go to our website's contacts web page where you can send an email, see our mailing address or contact us by telephone. You can also help APA by purchasing some of our logo items, **Caps, T-Shirts and Patches.**