



Arizona Pilots Association

<http://www.azpilots.org>



APA NEWSLETTER

2013 September

Asa Dean, Editor



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President's Report

Tommy Thomason, APA President

September is here and so is the beginning of some of Arizona's best flying conditions. Density altitude still remains a major factor in your flight planning though. I hope you have all had a great summer and welcome back to all the winter visitors that are starting to trickle back. Please enjoy this month's issue of the Arizona Pilots Association Newsletter. Our authors have done another great job of putting together articles of interest. The Back Country Committee met earlier in the month to put together a great schedule of fly-ins. Get-away flights are continuing throughout the season as well as our FAASTeam Safety Seminars, and a number of other monthly activities. Visit our website on a regular basis to see what's on the calendar each month at www.azpilots.org.

Have Fun and be Safe



Executive Director's Report, Sep, 2013

Jim Timm, Executive Director

The flying still isn't much fun in this hot weather we have been having. While I was at the EAA AirVenture in Oshkosh, I was pleasantly surprised to run into many of you there also. I think we all agreed, that the weather this year was the best we have ever seen for many years. Cool and no rain or strong winds. I wish we could have brought some of that great weather back with us. In spite of the exceptional weather, the attendance appeared to be down significantly from previous years, in spite of what the EAA and media said. A number of the usual vendors were also absent as was the military and their airplanes. The FAA and other federal agencies were either absent or they only had a bare bones staff present. In spite of the apparent down turn, there were still a lot of outstanding and beautiful airplanes to see. All in all, I still think it was a great fun event and wouldn't want to have missed it.



Miscellaneous Items

September 3, 2013 reconstruction of taxiway Victor will begin at Phoenix-Mesa Gateway Airport (IWA) and is anticipated to last 160 days. A Safety Risk Management Panel was convened to identify risk and determine what measures would be necessary to minimize the new hazards introduced by the construction project. It was determined that due to the dynamic nature and diversity of the Gateway traffic, and the likelihood of a simultaneous runway construction project, that eliminating practice instrument approaches during the Victor construction project was in the best interest of safety.

Beginning Tuesday, September 3, adjustments at the airport will include:

- No practice instrument approaches.
- No helicopter pattern traffic to Taxiways Alpha or Bravo.
- Helicopters may not depart from or land to Taxiway Whiskey
- All turbojet aircraft landing on runway 30L, expect to roll to end and exit at Golf.

We have been advised that on December 12, 2013, radar service in northern Arizona will be transferred to the Phoenix TRACON. This change will then permit “tower to tower” radar service from northern Arizona to Phoenix. The next challenge will be to get low altitude radar coverage and service between Phoenix and Tucson. This would mean getting a radar antenna located south of Phoenix to cover this gap.

An Airspace Caution! With the coming of fall and the sports season, when flying in the area of Glendale airport and the Phoenix Stadium, be aware of sporting events at the stadium as the attendance could very likely trigger a TFR for the event. If your not a sports fan, keep an eye on the paper for events and/or check NOTAMS for the area.

In the late September, early October time frame, the Glendale (GEU) runway will be closed for one week for crack sealing. Again, check NOTAMS before you takeoff to avoid surprises.

We have been advised that, in the near future, Pinal Airpark will be opening to public use. For the past several years we have been less than welcome there. Apparently there is going to be a significant change with a new operation moving in. We will pass on more information as it becomes available to us.

Airborne pilot deviations continue to happen, especially in high traffic density metropolitan areas like Phoenix. Deviations can easily be avoided using three simple steps:

Plan Each Flight - with attention to airspace entry coordination requirements and TFR's.

Squawk and Talk - File IFR or request flight following service from ATC.

Give Yourself Some Room - Don't fly too close to the airspace you are trying to avoid. The FAA/ATC relies on radar depiction to determine aircraft position and not GPS positioning. Leave a little buffer space.

For more information go to [Avoiding Pilot Deviations Brochure](#).

Be sure to continue checking for NOTAMS before departing on a cross country flight. There still may be a forest fire TFR and also a significant number of airports around the state are still planning runway repair/upgrade projects for this summer. You don't want to have a surprise when you arrive at your destination and discover the runway is closed for resurfacing or repair. We will try to advise you when we receive specific notices of projects being started.

We have received another Flight Advisory notice that there will again be GPS Interference testing at Beatty, NV on August 14 to 31 from 0300Z-1230Z. The testing could potentially cover much of Arizona. Pilots are strongly encouraged to report anomalies during testing to the appropriate ARTCC to assist in the determination of the extent of GPS degradation during tests and also please advise APA.

Luke Air Force Base is satisfied with the general aviation use of the Luke Aux. 1 ILS, however they are cautioning, it may be shut down from time to time because of a continuing problem of vandalism and theft of the equipment. Repair teams have also been reluctant to enter the area on occasion because of apparent drug dealing activity. Because of the remote location of the equipment, Luke and the sheriff's departments do not have the manpower necessary to prevent the theft and vandalism. Perhaps the best and only thing we can do to help, is to immediately report to the Luke RAPCON any suspicious activity we may observe in the area.

Aviation safety has to be a concern for all of us. From the National Transportation Safety Board (NTSB) records, there were again, only three accidents reported in the last reporting period. Of the reported accidents, two resulted in no injuries and one accident resulted in a minor injury. We need to take a careful look at what has happened in these accidents and do what we can to prevent having something

similar happening to one of us. See my September Aviation Accident Report for the details of the latest three accidents.

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 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.

(The fly-in breakfast is put on by a community service group 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.)

Check with the APA Getaway Flights program for weekend places to fly.



September 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 the necessary action to prevent similar accidents from occurring.

During this last reporting period, the National Transportation Safety Board (NTSB) records reported three accidents that occurred within the state of Arizona. The number of accidents reported this past period was once again, fortunately, very low which may continue to be the result of high summer temperatures and people are not flying much and also perhaps to a degree, the high cost of flying. I certainly hope that our Arizona pilots are not going to other states and having accidents during this period, but are being careful in their operations no matter where they fly.

Two of the accidents did not result in injuries and one resulted in a minor injury. One non-injury accident resulted from a landing gear leg collapsing during landing and the other non-injury accident involved an airplane, while taxiing on the ramp, colliding with another parked airplane, resulting in substantial damage. The minor injury accident was the result of loss of control during the takeoff roll. We need to look at these accidents carefully and do what we can to prevent something similar from happening to us.

Additional aircraft accidents may have occurred in the reporting period that had not yet been recorded and reported by the NTSB, however, they will be available and covered in the next report. Fortunately, once again the number of accidents reported were low and only one minor injury occurred. I only hope that we can to continue to keep the numbers down and the damage minor in nature.

The following information was taken from the preliminary reports issued by the NTSB and contain only the initial information available and is subject to change and may contain errors. Any errors in the preliminary NTSB report will be corrected when the more detailed final report is completed, which likely may be a year or more later.

Accident Date; Wednesday July 3, 2013

Title 14 CFR Public Use Operation

Location; Phoenix

Aircraft; Cessna T210K

Injuries; 1 Uninjured

In the afternoon of July 3, a Cessna T210K sustained substantial damage when the left main landing gear collapsed while landing at Phoenix-Mesa Gateway Airport. The private pilot, and sole occupant of the airplane, was not injured. The personal cross-country flight had originated earlier from Falcon Field Airport.

The pilot reported that he had put the landing gear down, but the left main landing gear down-and-locked light did not indicate that it was safely locked. After several attempts to get the left main landing gear safely down and locked, the pilot landed the airplane and the left main landing gear collapsed. The left horizontal stabilizer and elevator were bent and wrinkled.

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

Accident Date; Saturday July 13, 2013 Reported 8/8/13

Title 14 CFR Part 91 Operation

Location; Mesa

Aircraft; Diamond Aircraft DA 20-C1

Injuries; 1 Uninjured

About 1347 MST, a Diamond DA20-C1 sustained substantial damage following a ground collision with a parked airplane while taxiing, prior to takeoff from Falcon Field Airport (FFZ), Mesa. The student pilot, the sole occupant of the airplane, was not injured. According to the flight instructor, the student pilot was to depart on his first solo flight. The flight instructor departed the airplane prior to the accident. The student pilot reported that while he was taxiing, the right wing of the airplane struck the right wing of an airplane parked near the taxi line.

Visual meteorological conditions prevailed

Accident Date; Wednesday, July 31, 2013

Title 14 CFR Part 91 Operation

Location; San Manuel

Aircraft; Stribling RV4

Injuries; 1 Minor Injury

About 1200 MST, an experimental amateur built Stribling RV-4 sustained substantial damage during a loss of control during the takeoff roll, at the San Manuel Airport (E77). The private pilot, sole occupant of the airplane, sustained minor injuries. The personal flight had a planned destination of Live Oak County Airport (8T6), George West, Texas. The pilot reported the takeoff roll seemed normal until just prior to rotation speed when the airplane suddenly veered to the left and departed the runway surface. The airplane came to rest inverted in a ravine about 420 feet from the runway. Examination of the

airplane by a Federal Aviation Administration inspector revealed that the fuselage and wings sustained substantial damage.

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



GA Industry Rallies to Oppose Cylinder NPRM

Submitted by Mark Spencer

SAN ANTONIO, TX. August 22, 2013 -- The General Aviation community has mobilized to oppose a proposed AD on TITAN® brand 520/550 series cylinders produced between 2002 and 2009. Aircraft owners, mechanics, engine shops, and several GA organizations worked feverishly to spread the word about the consequences that would be felt in their respective businesses. Diminished aircraft value, potential safety hazards of mid-time cylinder replacement, reduced flight hours, and most prominently, the 83,000,000 dollar price tag, were among the comments posted to the NPRM docket.



Many proposed AD's receive fewer than a dozen comments to their docket. This one has already garnered over 45 in just a few days. Most all of the comments express serious concern over the consequences of the proposal, and also address the fact that the FAA has not presented a root cause nor any technical data in support of its proposal. News organizations across the country have picked up the story and spread it amongst their subscribers. General Aviation's most important trade organizations, like Aircraft Owners and Pilots Association (AOPA), Cessna Pilots Association, Cessna Flyer Association, and General Aviation News posted it to their websites. Parts distributors and OEMs posted on their websites their opinions on the far-reaching consequences of this action, and reinforced the significance of the NPRM to the general aviation industry. Direct links to these articles and comments can be found at the [ECi website](#), as well as at [Piston Power](#), a website dedicated to regulatory issues affecting general aviation.

"I am encouraged by the number of comments being posted not only to the comment section of the NPRM, but also throughout all of the General Aviation community," said Danbury AeroSpace President, Ty Stoller. "It is important that the FAA understand the safety and economic consequences of this unnecessary action." Stoller encouraged everyone to go to the [ECi website](#) and read all the test results and reports, then post their comments on the [NPRM docket](#). The Comment period remains open until October 11, 2013.

About Engine Components International

ECi® is internationally recognized as a world class distributor of general aviation engine parts and repair services as is evidenced by the compliance of its Quality Management System to the ISO 9001:2000 international standards.

ECi provides an extensive line of TITAN® FAA-PMA (certified) approved product lines and TITAN® EXP™ (experimental line) replacement parts for Lycoming and Continental engines which include: TITAN® complete cylinder assemblies, camshafts, connecting rods, crankshafts, crankcases, gears, pistons, ring sets, valves, guides, seats, springs, sumps, and more. The new TITAN EXP KitEngine™ for 320/340/360 series engines features ECi's exclusive TITAN cylinders with unsurpassed Nickel+Carbide™ bores, guaranteed up to 5 years.

We recognize that our future rests in the hands of the thousands of people that maintain and rebuild piston engines every day; a future that looks very bright to all employees at ECi.

For more information on ECi products and services, contact us at 1-800-ECi-2FLY (1-800-324-2359), 210-820-8101 or write us at sales-service@eci.aero.

[See more](#)



From the Flight Deck - September

Roy Evans II

When put up against all the other weather phenomenon that exists within the mid-latitudes, the North American Monsoon season takes the crown as my favorite. From when I was younger, chasing the thunderstorms on my bicycle trying to find the best vantage point to see lightning, my inner storm chaser persona started taking off. Once I started flight training, much like many who do so in the valley, the early mornings became my playground, typically void of any weather, except for heat.

Nowadays, flying transport category aircraft for a scheduled airline, weather is something you have to deal with. Sometimes with a delay and sometimes with some creative routing.



A few weeks ago, I had the morning off in Flagstaff. Taking advantage of their trail system, I ran around the countryside for an hour or so and had to take a few moments here and there to try to read the weather. Having taken a few meteorology classes, I'm no expert on how these monsoons work, but putting the pieces together, you can estimate how strong these thunderstorms can be. This day, the skies appeared fairly ominous, yet, there were still patches of blue sky still void of the thick clouds I figured would make our flight to Phoenix event-free.

Some of my co-workers like to call the monsoon season the "Ring of Fire", as many times a glance at the NEXRAD for the area will show moderate to extreme precipitation echoes surrounding the valley, as if someone spilled marinara sauce over the radar map. Typically there are some small gaps in the convective activity where everyone tries to squeeze through. These gaps make easy excuses to steer clear of predetermined flight paths as pilots who fly with autopilot systems select heading modes versus lateral navigation modes. But not my First Officer Rick. See, Rick is one of the few exceptions in the airline world. Rick absolutely loves to fly. In fact, I think he loves it more than I do. As we're out on the ramp in Flagstaff looking out west towards our departure path, we can make out a small break in the clouds, where we both decide we should tell (not ask) center where we're headed.



Autopilot off, Rick made his way through the valley of clouds, as cells south and north of Sedona impeded the standard routing for aircraft inbound from the north. I couldn't help trying to snap one of these panoramic photographs of this part of our flight, and, in pure Rick fashion, he's over there smiling the whole way. It was as if my dreams of flying through canyons were being answered, as these cloud canyons continued their way down to the downwind leg into Phoenix. And through all this, not even the lightest of turbulence got in the way.

See, I love the monsoon season because in typical line flying, we're stuck on these predetermined flight paths from point A to B. We're more "Children of Magenta" versus the adventurous pilots whom we envisioned ourselves becoming. Many of us are not even looking outside, admiring the views of the beautiful landscape which we have the pleasure of traversing. When monsoon season comes, Mother Nature sets up her best obstacle course and forces us to look outside. Instead of merely looking at the METAR/TAF weather, we're looking at myriads of weather products to help form a plan of attack, sometimes just following the crews in front of us, making the fastest, most populated conga line thousands of feet in the air. We're practicing our target shooting with our weather radar, observing these thunderstorms build and dissipate, having the awesome privilege to not only see these radar images live, but also the image of the clouds themselves and getting to correlate the two images most people never get to see.

Yeah, monsoon season adds to our workload. Sure, it's unfortunately going to cause some delays. And, yes, it has the potential to make the air a little rough, sometimes taking your precious half can of Sprite break off the agenda. But even through all that, you can't not look at the monsoon season and admire it's strength and beauty. Just like when I was a kid, running around trying to find the best place to see these storms build and dissipate. It took me a few years, but now I think I found that perfect place to watch all this happen.



GAARMS REPORT: 2013 August 19

Fred Gibbs

Geez, I just got back from a 3,950 mile two-week road trip through Utah, Wyoming, Idaho, Montana, then west to Seattle (stayed 3 days), then down the coast to Monterrey and through Big Sur country, across to Bakersfield, through Barstow and Laughlin, and back home to Flag.

My good 'ol 350Z performed flawlessly – yeah, I drove! I took 2 weeks off from flying, although on some stretches of highway up through Wyoming and Montana I was as fast as a C152 and sometimes an older C172! I had my iPad with wingXPro7 on, tracking my progress and telling me about the airports we did pass.



We stopped at Jackson Hole airport on the way into Yellowstone. What a spectacular setting the Grand Tetons make. And we visited another airport, Paine field in Everett, Washington. In case you did not know it, that is the home of the Boeing Factory, where they make the 747-8, the 767, the 777, and the new 787 Dreamliner – all in one hangar! If you ever get to Seattle, you have got to go to see the Boeing factory. IT IS BIG! In fact, they claim you can put Disneyland inside

the hangar, and still have parking space. And there were probably 20 aircraft sitting outside getting ready for delivery – 777's at 250 million a piece, a couple of 747-8's at 400 million, and several Dreamliners at only 150 million – what a bargain. Oh, did I mention that inside of the hangar were also the production lines for the Navy's P-8's and the new Air force Tanker the KC-46, both based on the 767.

Oh well, now I need to get back to work. I have several students to get ready for check rides over the next month and a half, 3 safety programs to coordinate for September, and still do some consulting work for my company. But my mind is still on the car show and car auction we stumbled onto in Monterrey. Wow, there were some nice cars there for sale, from muscle cars to street rods to luxury touring cars to Ferraris, Maseratis, Lamborghinis, Detomaso Panteras, Corvettes, Cobras and just about anything else you could want – if you had enough money!

OK, OK, vacation is over, and here I sit composing my article for the newsletter, trying to get my mind back into the aviation safety mode. It appears you all flew very safely while I was gone – good job y'all! Our safety record so far this year, taking all the fatal accidents into account, is significantly better than last year's. But we cannot let down our guard. Safety of flight is an ongoing effort – the never ending trip.

One of the seminars we are planning in September – in Prescott – is on automation in the cockpit. By now you are all aware of the Asiana 214 accident in San Francisco, and many of you have probably seen the video on the approach comparing the perfect approach to their approach. Automation was a big factor in this accident. The crew was letting the automation do the flying instead of the pilot doing the flying, and that is the subject of the Prescott program. Kinda like Abbott and Costello's routine of "whose on first?", the program is on "Who's flying this thing?". One of the scariest question you can ask yourself is "What's it doing now?"! If that is the question, the first thing you need to do is turn it off and take command of your aircraft. Automation is designed to alleviate the pilot of menial, routine chores when flying, like altitude hold, heading or NAV hold, etc, even altitude changes. Don't get me wrong, I love automation – to a point – but I always "trust, but verify". I watch its every move, to see if it does what I expect it to do, but never abdicate my authority as the pilot-in-command. It works for me, not the other way around.

We are also having a seminar up here in flagstaff in September, on local ops here in the high country, a little prep for winter, and the guys from the Phoenix TRACON talking about the future airspace change, where they will become responsible for the airspace over Sedona, Prescott and flagstaff below 10,000 ft. Albuquerque Center will retain everything above 10,000 ft, and possibly still have all the airspace (like now) at night. Stay tuned – this could improve service, but we don't know when this will happen, thus why we invited them up.

Last month I wrote about the possible direction of the Flight Service Stations and DUAT/DUATS, and I am thinking of doing a survey of our membership with regard to FSS usage vs. DUAT/DUATS usage. Being an old FSS specialist down to the quick, trained in weather and weather briefings, it is a subject dear to my heart. Arizona doesn't have any weather relative to back east where I learned to fly, thus I believe most Arizona trained pilots are not as proficient in weather interpretation.

Of course, when the weather is, and is fore-casted to be, clear and 10 for the next 3 weeks, how much weather do you need to know? And how much actual instrument time do you really ever get? IPC's are very common in order to stay current. But I stumbled across an article the other day – I think it was by Richard Collins – us old guys know who he is, talking about a collegiate flying competition, zeroing in on IFR flying.

The participants were all aviation school trained, the best of each school representing their school, and under the hood flying IFR approaches, were damn good! But when they were put into actual IMC – IFR weather – their performance deteriorated significantly.

That is not a surprise to me, and should not be a surprise to you, but somehow, it is. Until you have shot an approach down to ILS minimums – 200 and a half – and NOT found the airport, and HAD to execute a real missed approach, you do not really understand the dangers of NOT having actual instrument time! It is just as hard to get actual time up here in Flag – when the weather turns IMC, you most likely DO NOT want to be out there. Winter IMC in the north country can be, and is, deadly – that old nemesis ICE is always there, and our airplanes are not made to fly in that.

If your flying takes you into southern California, or anywhere along the coast, you can expect actual IMC – the marine layer, right down to the ground. It is really a bit scary to descend out of clear skies into the clouds descending through 900 feet on the way down to the airport, but that is exactly what you can expect along the coastal areas. And you should always know what to expect before you get there, thus a really good weather briefing – and understanding the weather briefing - is necessary. If you self-brief using DUAT/DUATS, **you need to ask yourself the question:** “Do I really understand what is going on and what to expect, or should I call a briefer at Prescott FSS to explain it all to me”? And remember, aeronautical information is just as important as meteorological information, maybe more important – TFR’s, VIP movements, anyone? Comments always welcome.

APA, working with, and under, the FAA's FAAST team umbrella, continues to provide our safety seminars all across the state, with many more coming up through the rest of the year. Watch your email for FAASAFETY.GOV announcements of upcoming seminars and/or go to the APA web page.

Proposed locations and dates are as follows:

Month	Day	Airport	Location	Time
September	14th	Flagstaff FLG	Wiseman Aviation	10:00:00 AM
September	21st	Sedona SEZ	Terminal building	10:30:00 AM
September	28th	Prescott PRC	Ye old golf club house	10:00:00 AM
October	TBD	Tucson	TBD	TBD
November	16th	Lake Havasu	D2 Aero	10:00:00 AM

Should you desire a safety program at your local airport, simply contact APA via our [website](#). You can connect with me through the Safety Program Director 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.



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!

Runway Incursions; Compliance and Influence

Barbara Harper, ATP CFII MEI LRJet

Runway incursion reporting is not easy -- that is for the controller. The controller has a specific criteria to follow per the rules of FAA (we all know what that stands for), and ICAO (International Civil Aviation Organization).

In the past if one made a mistake the controller would have a chat with you to rectify the issue, maybe. The pilot of course was humble and promised to not violate and listen to the controller intently in the future. There was no filing of a report unless there was an accident. Of course, this system gave way to the new reporting system.

Meanwhile, developing and deploying the new runway incursion criteria has not helped to process information in a meaningful manner. What is statistically significant in the reports? Are these just collected sophisticated statistics that go nowhere? Have they looked at all the sources of error? Did the statistics indicate an outcropping airport error? That is, was there sufficient information to notify the pilot via paint, signage, communication and lineage? Statistics provide a comprehensive representation of the incursion. They are intended to synthesize the issue. Also, collection of this data is considered to be applied social research. The applied researcher needs to examine the runway incursion problem at more than one level of analysis. After all, there is a difference from acquirement of knowledge and use



of knowledge production. Consequently, I am trying to understand how this data strives to improve our understanding of the incursion problem.

I always believe the pilot and controller are a team at the airport. Together they interact with each other's expertise to have a safe taxi, takeoff, enroute, landing and taxi. What is wrong with this teamwork? The cultivation of this incursion teamwork is nil. So why not get in the habit of helping each other to be safe? Pilots want to be consistent and safe, so do controllers. The safe operation at airports calls for understanding and planning of the taxi to and from runways. Do remember to use good radio technique and accurate communication when contacting ATC at the airport.

Influence can be a dangerous ethical or abuse manipulation in runway incursions reporting. For instance, there is evidence that a military fighter jet breached the landing rules at an airport. It is listed as a footnote but not included in the monthly incursion reports. Thus, as a scholar or a business person, are these numbers or statistics valid for the Runway Incursion Report? Not on your life! The social codes of shame and guilt are more deeply rooted than embarrassment in aviation. Apparently this falls into the realm of business ethics, or moral behavior. In fact, this means that there are separate reporting exchanges for the public airport. Where are the experts or persons in positions of authority for these issues with the military at public airports? So, what is the solution? We need to develop new ways to be safe at airports by trying out new technologies and products. In the meantime, Hotspots at airports are a concern for both the pilot and controller. After all Hotspots are noted on airport schematics but not designated physically on the airport. Apparently yellow hold lines are not a powerful message to pilots.

Therefore, the wizards of the airport should paint a very large **S** for the notorious spot on the airport in the color of **PINK** or **RED** outlined of course in black. In other words, S could also be the trigger message for **S A F E T Y**. On the whole, listed are the airports that have **HOTSPOTS** on their airport diagrams in the Airport Facility Directory: Chandler, Glendale, Grand Canyon, Mesa/Falcon Field, Phoenix Deer Valley, Phoenix Sky Harbor, Phoenix Mesa-Gateway, Prescott, Tucson Ryan Field, Tucson International. Remember listening is a learned skill and is the most powerful tool in aviation.



Doolittle Raiders - Final Toast

By Bob Greene, CNN Contributor, submitted by Tod Dickey

The cup of brandy that no one wants to drink.

Recently, in Fort Walton Beach, Florida, the surviving Doolittle Raiders gathered publicly for the last time.

They once were among the most revered men in the United States. There were 80 of the Raiders in April 1942, when they carried out one of the most courageous and heart-stirring military operations in this nation's history. The mere mention of their unit's name, in those years, would bring tears to the eyes of grateful Americans.

Now only four survive.

After Japan's attack on Pearl Harbor, with the United States reeling and wounded, something dramatic was needed to turn the war effort around.

Even though there were no friendly airfields close enough to Japan for the United States to launch a retaliation, a daring plan was devised. Sixteen B-25s were modified so

that they could take off from the deck of an aircraft carrier. This had never before been tried -- sending such big, heavy bombers from a carrier.

The 16 five-man crews, under the command of Lt. Col. James Doolittle, who himself flew the lead plane off the USS Hornet, knew that they would not be able to return to the carrier. They would have to hit Japan and then hope to make it to China for a safe landing.

But on the day of the raid, the Japanese military caught wind of the plan. The Raiders were told that they would have to take off from much farther out in the Pacific Ocean than they had counted on. They were told that because of this they would not have enough fuel to make it to safety.

And those men went anyway.

They bombed Tokyo, and then flew as far as they could. Four planes crash-landed; 11 more crews bailed out, and three of the Raiders died. Eight more were captured; three were executed. Another died of starvation in a Japanese prison camp. One crew made it to Russia.

The Doolittle Raid sent a message from the United States to its enemies, and to the rest of the world: We will fight. And, no matter what it takes, we will win.

Of the 80 Raiders, 62 survived the war. They were celebrated as national heroes, models of bravery. Metro-Goldwyn-Mayer produced a motion picture based on the raid; "Thirty Seconds Over Tokyo," starring Spencer Tracy and Van Johnson, was a patriotic and emotional box-office hit, and the phrase became part of the national lexicon. In the movie-theater previews for the film, MGM proclaimed that it was presenting the story "with supreme pride."

Beginning in 1946, the surviving Raiders have held a reunion each April, to commemorate the mission. The reunion is in a different city each year. In 1959, the city of Tucson, Arizona, as a gesture of respect and gratitude, presented the Doolittle Raiders with a set of 80 silver goblets. Each goblet was engraved with the name of a Raider.



Every year, a wooden display case bearing all 80 goblets is transported to the reunion city. Each time a Raider passes away, his goblet is turned upside down in the case at the next reunion, as his old friends bear solemn witness.

Also in the wooden case is a bottle of 1896 Hennessy Very Special cognac. The year is not happenstance: 1896 was when Jimmy Doolittle was born.

There has always been a plan: When there are only two surviving Raiders, they would open the bottle, at last drink from it, and toast their comrades who preceded them in death.

As 2013 began, there were five living Raiders; then, in February, Tom Griffin passed away at age 96.

What a man he was. After bailing out of his plane over a mountainous Chinese forest after the Tokyo raid, he became ill with malaria, and almost died. When he recovered, he was sent to Europe to fly more combat missions. He was shot down, captured, and spent 22 months in a German prisoner of war camp.

The selflessness of these men, the sheer guts ... there was a passage in the Cincinnati Enquirer obituary for Mr. Griffin that, on the surface, had nothing to do with the war, but that emblemizes the depth of his sense of duty and devotion:

"When his wife became ill and needed to go into a nursing home, he visited her every day. He walked from his house to the nursing home, fed his wife and at the end of the day brought home her clothes. At night, he washed and ironed her clothes. Then he walked them up to her room the next morning. He did that for three years until her death in 2005."

So now, out of the original 80, only four Raiders remain: Dick Cole (Doolittle's co-pilot on the Tokyo raid), Robert Hite, Edward Saylor and David Thatcher. All are in their 90s. They have decided that there are too few of them for the public reunions to continue.

The events in Fort Walton Beach this week will mark the end. It has come full circle; Florida's nearby Eglin Field was where the Raiders trained in secrecy for the Tokyo mission. The town is planning to do all it can to honor the men: a six-day celebration of their valor, including luncheons, a dinner and a parade.

Do the men ever wonder if those of us for whom they helped save the country have tended to it in a way that is worthy of their sacrifice? They don't talk about that, at least not around other people. But if you find yourself near Fort Walton Beach this week, and if you should encounter any of the Raiders, you might want to offer them a word of thanks. I can tell you from firsthand observation that they appreciate hearing that they are remembered.

The men have decided that after this final public reunion they will wait until a later date -- some time this year -- to get together once more, informally and in absolute privacy. That is when they will open the bottle of brandy. The years are flowing by too swiftly now; they are not going to wait until there are only two of them.

They will fill the four remaining upturned goblets,
And raise them in a toast to those who are gone.

For more information, visit their [website](#).



COPPERSTATE Fly-In Is Non-Towered This Year

Please be extra vigilant

Casa Grande Municipal to Operate As Non-Towered Airport during COPPERSTATE Fly-In

(CASA GRANDE, ARIZ., Aug. 20, 2013) — Each October, pilots arriving for the COPPERSTATE Fly-In at the Casa Grande Municipal Airport in Casa Grande, Ariz., have been greeted by an enthusiastic crew of FAA air traffic controllers, drawn from facilities throughout the western United States, all proud to have been selected to staff the temporary COPPERSTATE Control Tower. This year, however, things will be different.

While both management and controllers from the air traffic control facilities involved are eager to support the Fly-In, the FAA's implementation of a user fee structure to fund such operations has dictated otherwise. For the first time in the 40-year history of the event, COPPERSTATE organizers would be required to pay a user fee, of many thousands of dollars, to cover controller salaries, overtime, travel and other expenses. To add insult to injury, the FAA also declared the military surplus control tower that COPPERSTATE has provided for the past 10 years (and which has worked flawlessly, unlike the FAA tower used previously) to be unsuitable for controller use. Of course, the cost of the FAA-mandated portable control tower, and the technical staff to support it, would be added to the bill.

As a totally volunteer, non-profit, 501(c)3 organization, COPPERSTATE takes great pride in running a "lean and mean" operation, thereby maximizing the funds available to fulfill its mission of providing scholarship programs for young men and women seeking careers in the aerospace industry. While the FAA has never provided a firm quote of the costs demanded for this year's temporary tower (despite numerous requests that they do so), off-the-record estimates and a perusal of reimbursable agreements paid by similar events make it clear that payment cannot be made without severely compromising, if not eliminating, the scholarship programs that the Fly-In supports.

Fortunately, however, there is an alternative: Casa Grande Municipal Airport is a non-towered airport — and it will simply remain so during the Fly-In. While traffic volume is expected to be high, a safe environment for air operations can be maintained by eliminating the operational complexity of previous years, which was primarily due to the use of special traffic patterns for local flights (passenger rides, factory demos, showcase, etc.). During this year's event, these special traffic patterns have been eliminated, and all pilots will follow standard recommended practices for operations at non-towered airports.

While COPPERSTATE's usual Notice To Airmen (NOTAM) will disappear along with the tower, much of the Fly-In information previously provided by the NOTAM can now be found in a Notice To Pilots, published on the COPPERSTATE website: <http://www.copperstate.org/>. This information is provided as a courtesy to pilots, who are reminded that all operations during the event are at the pilot's own risk and discretion.

While their ATC colleagues will be missed, the staff of COPPERSTATE looks forward to a safe and successful event. Please make a note on your calendar to attend COPPERSTATE 2013, scheduled for October 24-26, 2013 at Casa Grande Municipal Airport, in Casa Grande, Ariz.

For fly-in information, visit the COPPERSTATE Fly-In & Aviation Expo website: www.copperstate.org.



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Part 91 ramp check? Just say "No." - (I did.)

Mike Palmer, ATP/x-CFII

The August 2013 issue of the [APA's Newsletter](#) offered some advice about how pilots should deal with ramp checks. (See the Executive Director's Report, pages 3 and 4.)

Unfortunately, the Executive Director did not make any distinction in the article between Part 135 operators ("Commercial" pilots), Part 121 operators ("Airline" pilots) or the general catch-all, Part 91 operators ("Private" pilots). But these are important distinctions because, per the Fourth Amendment of the United States Constitution, **there is no such thing as a "ramp check" for Private pilots!**



**Artist Rendition based
on written description.**

See, according to the Constitution, which calls itself the "Supreme Law of the Land" (supreme over the FAA and Homeland Security), you have a right to be free from warrantless searches. As it pertains to Private pilots and so-called "ramp checks," the Fourth Amendment means that an FAA Inspector does not have the right to board or enter your private property (your aircraft) unless he has a search warrant. Even the chief legal counsel of the AOPA sees this. (See the last paragraph of the [January 2011 article Ramp check by John Yodice](#).) As such, a lot of what you've been told about ramp checks (even by the AOPA in a later article and on its website) is wrong.

Since you'll probably have to educate the authorities about this (as I once had to), let's start by discussing where the concept of a "ramp check" came from in the first place. It's quite logical when you know the facts. Unfortunately the logic has become fuzzy over time.

So first, so that you know the facts, you need to know that we pilots are bound by law to obey the FAR's only. That is, we are NOT bound to obey the FAA's internal rules for its employees, known as FAA Order 8900.1, as some would have you believe.

Unfortunately, that title, "Order," for the FAA's Handbook is an intimidating misnomer. It has even confused at least one federal judge who improperly dismissed an aviation matter because the judge took the title too literally. But the FAA's internal regulations are not "orders" that apply to YOU. They only apply to FAA workers.

Nevertheless, the belief that the FAA's Handbook is controlling law for pilots is fairly entrenched within the FAA. See, for example, [this article on ramp checks, written by a FAAS Team Program Manager](#). Notice that he says HE is required to obey the Handbook. Again, that does not mean YOU are. (Kudos to him for getting some things right, as we'll see below. But he gets some things wrong too.)

Now that we know we are only bound by the FAR's, let's examine them. It might surprise you to know that there IS such a thing in the FAR's as a "ramp check!" (Although it's not called that by name.) But ramp checks are only for FAR Part 135 Commercial operators and FAR Part 121 Air Carriers. See [FAR 135.73](#) and [FAR 119.59](#) respectively. There is a logical basis for this.

See, these operators fly the public around for hire. And the FAA's mandate is to protect the public. Therefore, Congress gave the FAA the right to board these aircraft for inspection whenever it wants. In essence, these operators waived their Fourth Amendment right to warrant-less searches when they signed up to carry passengers for hire. But if you're a Part 91 Private pilot, none of the FAR's about impromptu invasive inspections (i.e., ramp checks) apply to you.

Unfortunately, fuzzy logic has crept in over time. While it's the FAR's that give inspectors the legal authority to inspect commercial operators, when it comes to inspecting private operators, Inspectors cite their internal Handbook for authority instead. But, as we've said, the Handbook is not controlling law for pilots.

Kudos to the FAAST guy (above) for acknowledging that, per the FAR's, private pilots don't have to provide access to their aircraft. Too bad he contradicts himself later when he says you may have to remove your Airworthiness Certificate so he can inspect it. (He cites [FAR 91.203](#) for authority but [FAR 91.203](#) does not say that.)

Even if the FAA's internal rules did apply to you, that doesn't automatically make them lawful orders. Let's say, for the sake of argument, that, the Constitution notwithstanding, an internal FAA order said an FAA Inspector could board your Part 91 private plane during a ramp check. That would be like the IRS writing an internal rule in its Special Agent's Handbook saying an agent could kick down your door anytime he wanted. That is unconstitutional and therefore, not lawful. You do not have to comply.

Next problem: The FAA confuses the differences in the FAR's between commercial and private pilots, telling us you have to produce the same papers that a commercial operator would. But you don't.

For example, commercial operators have to calculate and record a Weight & Balance manifest before every flight for hire. But as a Part 91 operator, there is no such requirement for you. You only need know that you are within your W&B for safe flight. Kudos to the FAAST guy again for acknowledging that Part 91'ers don't have to show a W&B calculation.

Similarly, as a Part 91'er, you do not have to show aeronautical charts either. Again, that's a Part 135 regulation. (Specifically it's [FAR 135.83](#).) See how this goes?

Now, as with a cop, an FAA inspector can ask you anything he wants. (The FAAST guy says he'll ask when you last had a BFR.) But as with a cop, you do not have to answer or consent to a search. And, as with a cop, anything you say can be used against you.

Fact is, by law, there's very little you have to do. The FAR's only say that you have to show (not give or surrender) your pilot's license and medical (and now photo ID) to an FAA inspector or law enforcement officer upon request.

I actually went through this once and survived. Years ago my airplane partner and I had flown in for an air fair in New Mexico to talk up General Aviation. I was immediately suspicious when some guy in a white shirt was kinda waiting for us as we taxied in. (Not a line man.) After saying "Nice airplane" (it's a Glasair and was a novelty at the time) he asked, "Where's your Airworthiness Certificate?"

I knew the only guy in the world who would ask about an Airworthiness Certificate would be an FAA guy. I didn't have to show it to him (especially since he hadn't identified himself), but I humored him. I knew it had to be legible to the passengers or crew and it was. Pointing through the canopy, I said, "It's there." Then I locked up the plane saying, "We're late for pancakes."

I thought that was the end of it, but he returned a few hours later, pulled out his wallet and flashed something at me that said "FAA" in big red letters. (Although I don't know what real FAA identification looks like. Especially nowadays, when anyone can print a fake ID on their computer. And this was a Saturday. Was he really on duty?) He said, "May I have the pleasure of giving you a ramp check?"

I said, "No." I told him, "There is no such thing as a ramp check for Part 91 operators. That's only for Part 135 and Part 121 operators." That stunned him. Then he asked to see my pilot license, which I acknowledged I had to show him. (Although, technically, I hadn't flown in, so wasn't acting as PIC. But I wanted to spare my airplane partner from my actions.)

Now, maybe flashing an ATP license helped, but that pretty much ended it. I did make the mistake of handing him my license. (Lesson from Bob Hoover. Don't do that. As with your driver license, the law only requires you show it. I now carry copies of my pilot and driver license to give to authorities when required.) Thankfully he didn't keep my license but merely wrote down my certificate number in a little notebook of his. I never heard more about it.

Look, our counterparts on the oceans have lost this battle. Pilots of boats let the Coast Guard board their private vessels all the time under the guise of "safety." (Even though the CG is really looking for drugs.) Like the FAA, the Coast Guard can legally board commercial ships without a warrant. But not private ships.

Nevertheless, boat pilots have abrogated their rights. Now so-called Homeland Security is trying to do the same to us. Don't let them. You have a Constitutional right "to be secure in your person, house, papers, and effects, against unreasonable searches and seizures" no matter what some Agency writes in their little Handbook.

Exercise your Fourth Amendment right. "Use it or lose it," as the truism goes. When it comes to a Part 91 ramp check, just say "No."

P.S. If you don't have a cell phone or tablet that records audio, I suggest carrying a digital audio recorder with you at all times. It will record all day on a charge. They cost only \$50 but will be invaluable if ever you have to fight for your rights.



Prepare for the 2013/2014 Backcountry Flying Season!

Mark Spencer

The nine month backcountry flying season is about to begin again, but we've had a great year already! We've accomplished much last year, not in terms of new airstrips, but in our relationships with land managers and in solidifying aviation as a legitimate use in the Forest and BLM lands. We've had signs produced for Pleasant Valley (24AZ), Grapevine, and the Double Circle Ranch, and have permission to install these now. We've made progress in a plan for needed maintenance on the log structures at the Double Circle Ranch, and are invited for a second year now by the Apache Sitgreave's National Forest to participate in a National Public Lands Day event at the Double Circle ranch airstrip the weekend of September 28! We hope to replace broken windows, fascia, and possibly the front door on the lodge building for this year's event. We'll need all the help we can get for this.

We decided last year that it would be important to make our positive mark at these airstrips. Since all but Pleasant Valley are uncharted, signage and improvements seem to be the best way to establish our use and legitimacy. The signage, fire rings, picnic tables, and a resurfacing of the Grapevine airstrip are all part of this. If you can help us financially with the Grapevine resurfacing, [donations](#) can be made to the Arizona Pilot's Association. This is the only airstrip in Arizona located 1400 feet from the largest body of water in central Arizona, and the bass fishing is great! It's a 3400' asphalt strip and area open exclusively to aviators every third weekend of the month! Crack sealing and resurfacing is anticipated to be in the \$15,000 to \$20,000 range. You can also download the pilot briefing on our website.

On a sad note and with a bit of heartache, we found that one of the picnic tables we had installed at Pleasant Valley last year had been stolen, and the second was utterly destroyed by what appeared to be a

four wheeled vehicle running over it. We're looking at options for replacing these before our fall flying season starts. This is only a minor setback at this site that is located just outside the historic community of Young, Arizona.

Airstrips on the Kaibab are still in flux as FS personnel continue to change in the area, but we intend to begin a concerted effort and were recently invited to visit with the acting District Ranger at the Red Butte airstrip!

The Backcountry Committee met this last Saturday to work out the calendar of events for the next few months, and there will be plenty of them, so keep your eye on the calendar AZ Pilot's Calendar!

Backcountry Fly-Ins

Tommy Thomason

The following is the list of backcountry fly-ins, coordinators and events we have scheduled for the upcoming season. We still have a few holes to fill with regards to coordinators / hosts to help us ensure each event runs smoothly. If you would like to help with any of the fly-ins, please contact [me](#) or [Mark Spencer](#).

Date	Location	Coordinator(s)	Activities
September-13			
20-22	Negrito	NMPA	
14-15	Grapevine	Mike Andresen?	
27-29	Double Circle	Mark Spencer , Ty Greenwade , Kevin Pettiette	National Public Lands Weekend, Saturday Potluck Dinner
October-13			
11-12	Payson	Nancy Benscoter Paul Pitkin and Charlie	Campout , Saturday potluck dinner
18-20	Grapevine		work party, Saturday lunch, potluck dinner
24-26	Copperstate		
November-13			
15-17	Grapevine	Paul Pitkin & Charlie	Saturday lunch, potluck dinner
22-24	Young AZ24	Nancy Benscoter & Carl Guilliams	
28th	Thanksgiving		
December-13			
6th-8th	El Tiro	Bernie Gross ?	Campout , dinner
20-22	Grapevine	APA Team	Fundraiser
25th	Christmas		
January-14			
17-19	Grapevine	Jim & Diane Wisda	Lunch, potluck dinner
February-14			
14-16	Grapevine		Lunch, potluck dinner
15th	Turf P48	Tommy Thomason , Bernie Gross	safety seminar, dirtstrip practice./forum
	Alamo	Adam Rosenberg 1st, 8th, or 22nd?	
March-14			
7th-8th	Cactus Fly-In		
14-16	Grapevine		lunch, potluck dinner
April-14			
4th - 6th	Young AZ24		
18-20	Grapevine	Nancy Benscoter , Tod Dickey	lunch, potluck dinner
May-14			
4-6	Double circle		
16-18	Grapevine		lunch, potluck dinner
?	Caveman	Utah Pilots assn	

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APA Website

Stefanie Spencer

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

Newsletter Authors

Monthly Deadlines

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

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



Contact the editor, Asa Dean:

Newsletter_Editor@AZPilots.org

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