



Arizona Pilots Association

<http://www.azpilots.org>



APA NEWSLETTER

2013 October

Asa Dean, Editor



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President's Report

Tommy Thomason, APA President

Aviators and aviation enthusiasts, welcome to the October 2013 issue of the Arizona Pilots Association Newsletter. October is filled with aviation related activities. Don't miss the 41st Annual **COPPERSTATE Fly-In & Aviation Expo** at Casa Grande Airport October 24-26. Stop by the APA/RAF booth and say "Hi" to some of our volunteers. For those of you flying in, please be reminded that due to FAA funding issues, there will not be a temporary tower in effect. For more information go, to COPPERSTATE.ORG.



APA member **Dave Fleming** has recently become our **Scholarship Chairman** to help us with the growth of our scholarship program. Dave is also taking on the revitalization of our quarterly [Meet and Greet Social Dinners](#). Stay tuned to the APA [website](#) and watch for announcements.

The backcountry pilots has had its first fly-in of the season to Grapevine and the USFS has invited us back to participate in the annual [Public Lands Day at Double Circle Ranch](#). We are working on cleanup and the restoration of some of the historic buildings on the ranch. For those of you wanting to experience airplane camping for the first time, or even you experienced campers, join the [APA at Payson](#) the weekend of October 11, 12, &13.

The **Tucson 99's** are hosting a [Treasure Hunt / Poker Run](#) October 26th, Lake Havasu, Benson, and Casa Grande are having Breakfast Fly-ins. Check out our [calendar of events](#) at the APA [website](#) to see what else is going on.

I hope you find our monthly newsletter informative and as always, please provide us with feedback so we may continue to improve and provide you with the information you find useful.

Have Fun and Fly Safe,

Tommy



Executive Director's Report, Oct, 2013

Jim Timm, Executive Director

Fall is rapidly approaching and hopefully cooler flying weather. We are beginning to see an increase in the number of flying events taking place and our winter flying snowbirds should also be returning shortly. Fly safe and I hope to see you at some of the upcoming events.

In reviewing the accident reports over an extended period of time, you would think the accident rate should be going down with all the fantastic new technology many of us now have in our cockpit. Glass cockpit displays, digital auto pilots, GPS navigation, datalink weather and the list goes on. One would tend to think that all this technology would vastly improve safety, but actually, it appears to be having little or no impact at all. There continues to be the problem of pilots losing control of the airplane, and all too often with fatal results.



On take off, on landing and cases of controlled flight into terrain. Is it because of how pilots are being trained or is it because we are becoming so entranced with all this new technology that we are letting our basic stick and rudder flying skills erode away. I have heard comments from the airline community about some airline captains becoming so accustomed to letting the avionics fly the airplane that their hand flying skills are being compromised. Are we in general aviation doing the same thing? Have we maintained, or did we properly learn in the first place, the fundamentals needed to safely hand fly our airplane in all flight regimes.

When was it that you went out flying and did some of the basic flight maneuvers to the standards required when you got your private or commercial license. Try it and be honest about how you do. You might want to get an experienced instructor to go flying with you.

To learn rudder control, get a tailwheel endorsement when you get your next bi-annual, or sooner. Or better yet, get a glider rating. In flying a glider you really do learn what the rudder and other controls are for. It will also certainly improve your planning, as every landing is a forced landing. You don't get to go around if it isn't right. Even if you don't want to get the rating, give it a try just for the learning experience. It will be worth it. In addition to sharpening your skills in effectively using all the new technology you have at your finger tips, also do what ever you can to sharpen your basic stick and rudder skills. Your life could depend on it.

MISCELLANEOUS ITEMS

Last month, just as we hit our publishing deadline, we received a note from Phoenix-Mesa Gate Way Airport (IWA) that there were going to be some severe restrictions on instrument operations at the airport for an extend period of time. Shortly after we had published our newsletter, there was a reconsideration and the severe instrument operations restrictions were rescinded. However, please be aware, that during the lengthy construction period there may be occasional restrictions for both VFR and IFR operations at the airport. It would be wise to check NOTAMS before flying into IWA for the next several months.

A big kick off for our flying season will be the COPPERSTATE Fly-In later this month on the 24, 25 & 26th of October, and it will again be at the Casa Grande Municipal Airport (CGZ). Because of the government sequestration, the FAA will not be providing air traffic control for the event and the airport will operate as an uncontrolled airport as it normally does. While COPPERSTATE's usual 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](#). 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.

Be sure to continue checking for NOTAMS before departing on a cross country flight. A significant number of airports around the state are still planning runway repair/upgrade projects. 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.

Again, Luke Air Force Base has advised us that the Luke Aux. 1 ILS has been under utilized by general aviation. We need to get out there and use it. Do use caution and be aware, it may be shut down from time to time because of a continuing problem of vandalism and theft of the equipment.

Unarmed repair teams have also been reluctant to enter the area on occasion because of what appeared to be 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 that we may observe in the area. We need to do what we can to help preserve this asset.

Aviation safety has to be a concern for all of us. From the National Transportation Safety Board (NTSB) records, there were seven accidents reported in the last reporting period. Of the reported accidents, one resulted in a serious injury. None of the other accidents reported resulted in injuries. We need to take a careful look at what has happened in these accidents, take note, and do what we can to prevent something similar from happening to one of us. See my October Aviation Accident Report for the details of these 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 up dating of the Bagdad Airport, the Gila Bend Municipal Airport and the Nogales International Airport Master plans and an update of the Phoenix Sky Harbor FAA Part 150 Noise Study.

THINGS TO DO - PLACES TO GO FOR BREAKFAST:

The first Saturday of the month, restarting October 5, there will be a fly in breakfast at Coolidge Municipal Airport (P08). Time: 8:00 to 11:00 am.

NOTE: The last Saturday of October is the COPPERSTATE Fly-In and the usual Casa Grande (CGZ) breakfast fly-in will not be held. The regular last Saturday of the month fly in breakfast at Casa Grande will resume in November. (These fly in breakfasts are put on by community service groups to raise funds for community service projects.)

The third Saturday of the month there is a fly in breakfast at Benson (E95) at 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.



October Aviation Accident Summary

Jim Timm

In reviewing these aviation accidents that have occurred in Arizona, we all 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 seven accidents that occurred within the state of Arizona. The number of accidents reported this past period, unfortunately, was up from the last report.

Fortunately, only one of the accidents resulted in a serious injury. The serious injury was sustained by the pilot of a helicopter that lost power while in level cruise flight and made an off airport hard landing. Fortunately, the five passengers on board were uninjured. The non-injury accidents ranged from forgetting to lower the landing gear when landing, to making a very hard landing, loss of control during landing and loss of power immediately after taking off. This month's reporting period contained a varied and in some cases interesting collection of reported accidents, as you will see in the following detailed reports. I'm not sure if it's because of the government sequestration efforts or what, but the last reported accident that occurred in September did not contain any information in the notification of the accident. Only that an accident occurred, where and when it happened and the aircraft ID.

Additional aircraft accidents may have occurred in the reporting period that had not yet been recorded and reported by the NTSB, however, as they become available they will be covered in future reports. While the number of reported accidents was up this reporting period, it was fortunate that there were no fatalities and only one serious injury. We need to do what we can to learn from what has happened and keep the accident and injury numbers down.

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 possibly may be a year or more later.

Accident Date; Saturday June 1, 2013 Reported September 5, 2013

Title 14 CFR Part 91 Operation

Location; Payson

Aircraft; Cub Crafters CC11-100

Injuries; 2 Uninjured

Preliminary and Final Report

The pilot reported that he was flying the tail-wheel equipped airplane and was conducting his second landing at a back country airstrip. During the landing flare, the airplane floated longer than expected and was starting to drift to the left side of the runway. The pilot added full power to go around when the left main landing gear struck a bush and the airplane turned sideways. The right landing gear collapsed and the right wing was substantially damaged when it struck the ground. The pilot reported that after exiting the airplane he noticed that the wind was a gusting right quartering tailwind. The pilot reported no mechanical failures or malfunctions with the airframe or engine that would have precluded normal operations.

The National Transportation Safety Board (NTSB) determined the probable cause of the accident to be the pilots failure to maintain aircraft control during the landing flare with a quartering tail wind.

No pilot information was available.

Accident Date; Friday July 5, 2013 Reported September 5, 2013

Title 14 CFR Part 91 Operation

Location; Casa Grande

Aircraft; Piper PA44-180

Injuries; 2 Uninjured

Preliminary and Final Report

The pilot reported that during a multi-engine check ride, the check pilot (examiner) simulated an engine failure. When the throttle was retarded, the landing gear unsafe warning horn came on and it sounded throughout the remainder of the flight. The pilot performed a simulated single engine approach and decided to delay extending the landing gear until the airplane was on the base leg of the traffic pattern. While turning to the base leg, he was distracted by calls from other traffic and failed to extend the landing gear. The examiner also reported concentrating her attention on the other traffic. The airplane touched down with the gear up and it slid about 1,400 feet before coming to a stop. The airplane's fuselage sustained substantial damage. The pilot reported no pre-impact mechanical malfunctions or failures with the airplane that would have precluded normal operation.

The NTSB determined the probable cause(s) of this accident to be the pilot's failure to extend the landing gear before landing. Contributing to the accident was the pilot's and the flight examiner's distracted attention.

No pilot information was available.

Accident Date; Friday, July 26, 2013 Reported September 10, 2013

Title 14 CFR Part 91 Operation

Location; Phoenix

Aircraft; Cessna 172S

Injuries; Unavailable

Preliminary and Final Report

During a preflight inspection, a flight instructor discovered that the airplane's firewall was substantially damaged. The operator reported that the damage occurred during an unknown flight operation. The airplane's last maintenance inspection occurred about a month prior to the discovery, equating to about 52 flight hours. Numerous pilots flew the airplane during that duration, none of which reported an event that would result in damage to the airplane.

A determination as to the cause of the accident could not be made.

The NTSB determined the probable cause of this accident to be: A substantially damaged firewall that occurred during an unknown phase of flight for reasons that could not be determined. Therefore, a determination as to the cause of the accident could not be made.

Accident Date; Saturday, August 10, 2013 Reported September 10, 2013

Title 14 CFR Part 91 Operation

Location; Prescott

Aircraft; Cessna 172S

Injuries; 1 Uninjured

Preliminary and Final Report

The pilot reported that following a series of practice takeoff and landings, she noticed that the wind was increasing and decided to land. During the landing she did not flare enough, and the airplane touched down just prior to when she thought it would. The hard landing resulted in structural damage to the engine firewall. The pilot reported no pre-accident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

No NTSB accident determination was made.

No pilot information was provided.

Accident Date; Saturday August 10, 2013

Title 14 CFR Part 91 Operation

Location; Overgaard

Aircraft; Piper PA28-180

Injuries; 1 Uninjured

On August 10, 2013 at about 0700 MST, a Piper PA28-180, was substantially damaged during a forced landing following a partial loss of engine power during takeoff from the Mogollon Airpark, Overgaard. The airline transport rated pilot, sole occupant of the airplane, was not injured. The pilot reported that during takeoff from runway 21, the airplane became airborne and did not accelerate as expected and he felt that the engine was not producing full power. The pilot adjusted the mixture to full rich and switched fuel tanks with no change in performance. Subsequently, the pilot initiated a forced landing to an open area beyond the departure end of the runway. During the landing roll, the airplane struck a ravine and came to rest upright. Examination of the airplane by the pilot revealed that the left wing was structurally

damaged. Visual meteorological conditions prevailed and no flight plan was filed for the planned personal cross-country flight which had an intended destination of Scottsdale.

Accident Date; Wednesday August 28, 2013

Title 14 CFR Part 135 Operation

Location; Payson

Aircraft; Bell Helicopter Textron 206L-1

Injuries; 1 Serious, 5 Uninjured

On August 28, 2013 at about 1030 MST, a Bell 206L-1 Helicopter sustained substantial damage during an emergency landing, about 12 miles west of the Payson Airport (PAN). The commercial pilot sustained serious injuries and none of the 5 passengers were injured. The flight departed Scottsdale Airport (SDL), at 0910, with a planned destination of Flagstaff Pulliam Airport (FLG). The pilot reported a loss of engine power while in cruise flight at about 1,500 feet, above ground level, and performed an autorotation emergency landing. The helicopter landed hard and the tail boom separated. Visual meteorological conditions prevailed and a company visual flight rules, flight plan was filed for the local flight.

Accident Date; Sunday September 1, 2013

Title 14 CFR Part 91 Operation

Location; Deer Valley

Aircraft; Cessna 172S

Injuries; Unknown

NTSB Identification: WPR13CA397

NTSB investigators will use data provided by various entities, including, but not limited to, the Federal Aviation Administration and/or the operator, and will not travel in support of this investigation to prepare this aircraft accident report.

No accident information was provided for a preliminary report. Only this notification information was provided when we went to press.



GAARMS REPORT: 2013 September 19

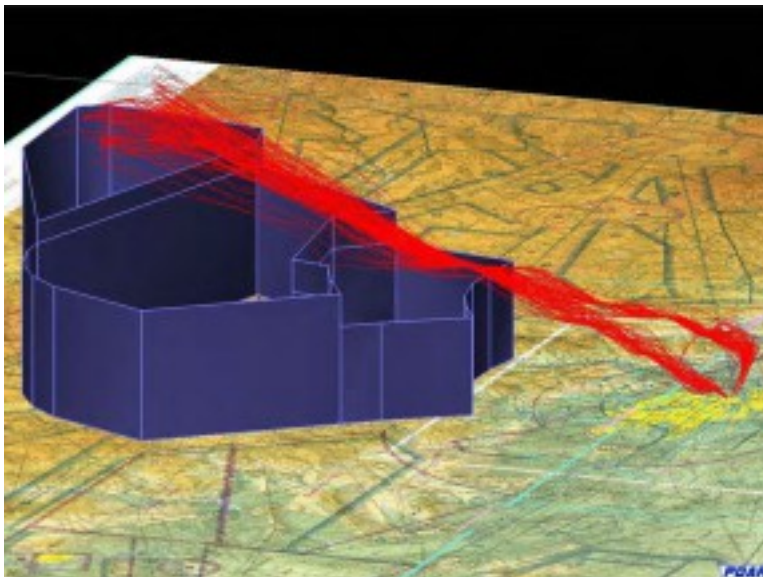
Fred Gibbs

Well, here it is the end of September already – where did the summer go? Monsoon season up here in Flagstaff practically washed July and August away; the rainfall amounts were at record levels. Sure did slow down flying. But as a result of that, and the Monsoon season in the valley, the accident rate was very, very low, with NO fatalities during either of those months. I've always said the FAA Believes the best way to reduce the accident rate is to ground all the pilots! Mother Nature did a good job of that. And the accident rate appears to be remaining the same through September.



Hopefully the rest of the year will stay just as safe – wouldn't that be great. Compared to last year, and taking into account unique circumstances, 2013 so far is a very good year, showing a significantly lower fatal accident rate than a lot of the previous years – quick, knock on wood! But please don't stop being safe now – it takes everlasting vigilance to remain safe, and autumn and early winter poses other challenges to our flying safety. At this rate, there won't be too many fatal accidents to talk about at GAARMS 2014.

NEWS FLASH – There is an upcoming airspace change in the works for the airspace between PHX and



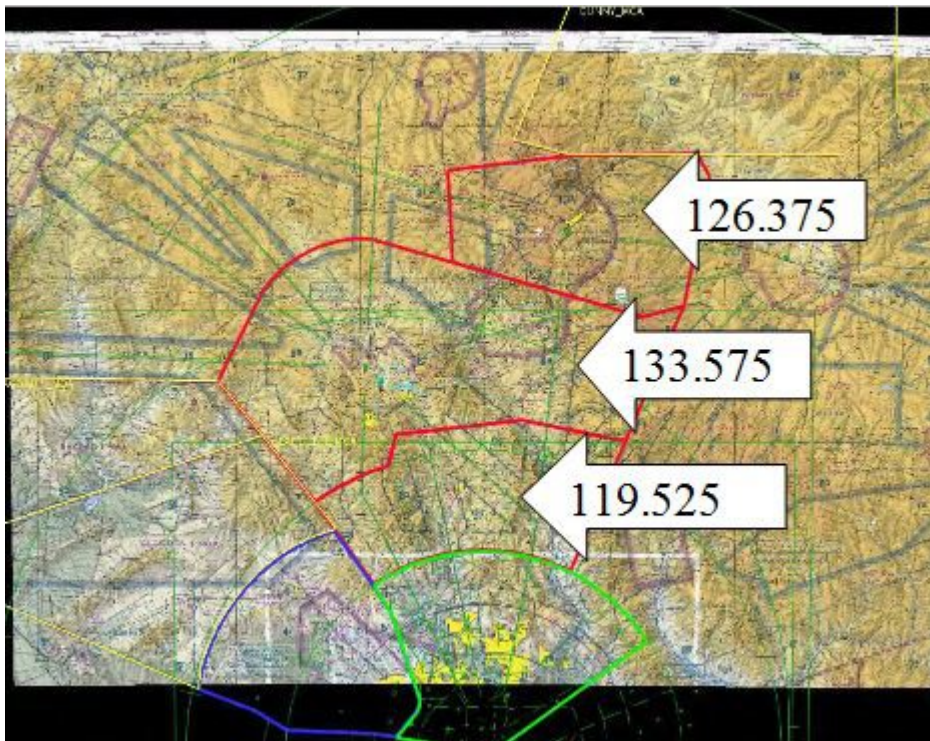
Prescott/Sedona and Flagstaff. PHX TRACON will be assuming responsibility for the airspace below 15,000 over Flagstaff, 13,000 and below over Prescott and Sedona, and everything below 11,000 south of the Verde Valley up to the boundary of the class B. Here is a 3-D pictorial display of what the airspace will look like the picture to the upper right.

Descent profile of aircraft navigating to Phoenix Sky Harbor Airport via the MAIER RNAV STAR. Each red line is one aircraft. The blue polygons depict the new Phoenix TRACON Sectors: KACHINA, JEROME, and CROWN

Pictures are pretty, but here is one of the charts you really need –

Notice the new sectors and the associated altitudes. In essence, PHX TRACON will now be the controlling agency for IFR traffic, and VFR traffic getting flight following, in this airspace within the published altitudes come December 2013. This should make life a lot easier and safer for those of us living and flying in this airspace. Here is the listing of new radio frequencies associated with their respective sectors:

KACHINA	126.375 (FLG Area)
JEROME	133.575 (PRC & SEZ Area)
CROWN	119.525 (Crown King/ Camp Verde area)



The hours of operation are planned to be 1300Z to 0500Z daily (0600 to 2200 local time). The Facility Call Sign will simply be **“Phoenix Approach”**. These times coincide with the hours of operation of the Prescott tower, but **not** the hours of operation of the Flagstaff tower. Flagstaff tower will modify their closing ATIS announcement to reflect the times and appropriate frequencies. The airspace will revert back to Albuquerque ARTCC from 2200 to 0600 local time.

For you VFR guys, to the left, are the sectors depicted on a PHX sectional. When this

goes into effect, you might want to literally draw these lines and frequencies onto your sectional chart until you assimilate the knowledge, altitudes, boundaries and frequencies.

Sector frequencies

Operationally speaking, very little changes – if you are operating out of Flagstaff IFR, the tower will now have new equipment that handles progress strips, and will have your clearance ready for you when you first call, instead of having to call Albuquerque Center for it via phone - significantly more efficient and effective. At night when the tower is closed, and before 10:00PM, you will be able to just call PHX Approach on the new radio frequency, right from the ground. Unfortunately, after 2200 local time (that’s 10:00PM for you guys with digital watches), you’ll have to call Prescott FSS for your clearance – again, a relatively easy process – just call Prescott Radio on 123.65 and listen on the FLG VOR 113.85. (Remember to turn the volume up!).

In Prescott, at night when the tower is closed, after 10:00PM, there is no change to the current procedure.

In Sedona (and probably Cottonwood), you will be able to just call PHX Approach on the new radio frequency, right from the ground. The RCO is just up on Mingus Mountain. After 2200 local time, you should be able to call directly to ABQ Center on the 124.5 frequency – I believe their RCO is also up on Mingus mountain.

VFR operations – i.e., requests for Flight Following is identical except for who you are talking to – After December 12th, you just call Phoenix approach on the appropriate frequency instead of Albuquerque center – after 10:00PM at night until 6:00AM in the morning, you call Albuquerque center on their frequency. This is targeted to go into effect December 12, 2013. Stay tuned...

Remaining safety programs for 2013:

Month	Day	Airport	Location	Time
October	21st	Tucson	Pima Community College	10:00:00 AM
October	24-26	Casa Grande	Back Country Forums - Copperstate Fly-In	
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!

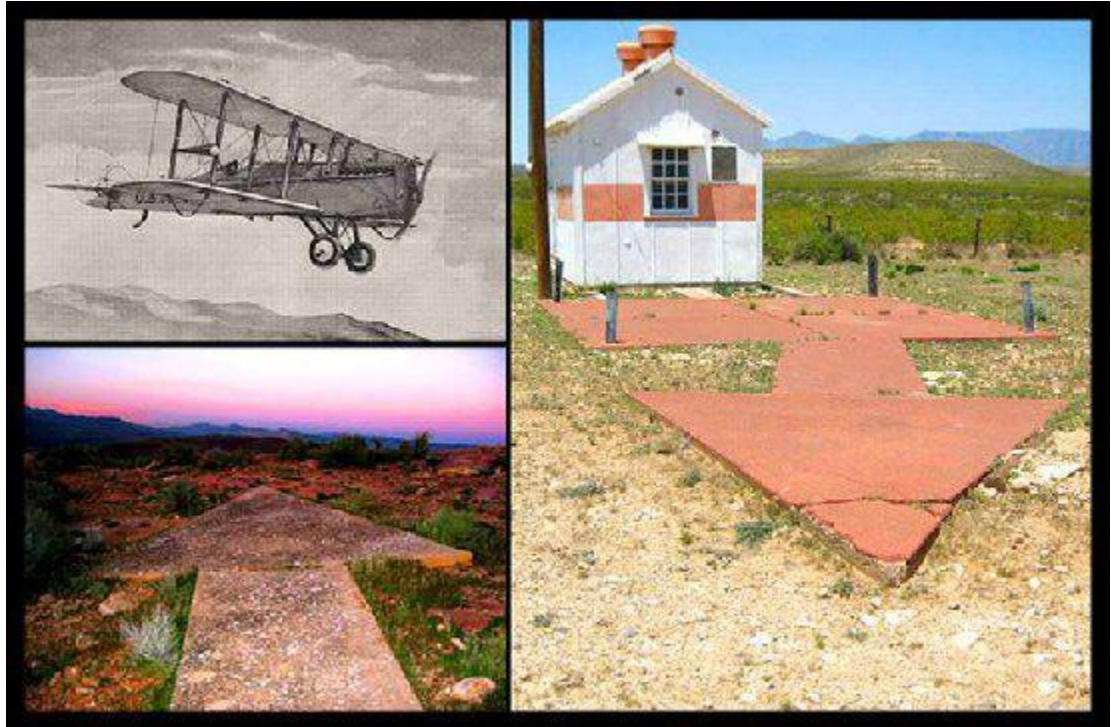
Giant Concrete Arrows That Stretch Across America

Submitted by Fred Gibbs

Every so often, usually in the vast deserts of the American Southwest, a hiker or a backpacker will run across something puzzling: a large concrete arrow, as much as seventy feet in length, just sitting in the middle of nowhere.

What are these giant arrows? Some kind of surveying mark?

Landing beacons for flying saucers? Nope. They are actually arrows marking the Transcontinental Air Mail Route.

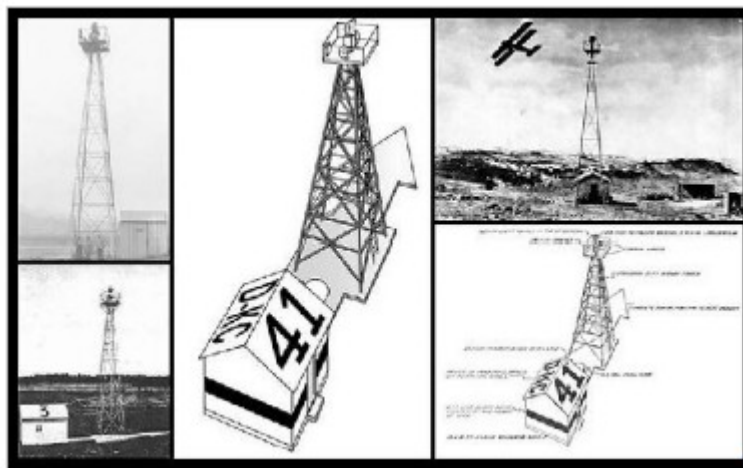


On August 20, 1920, the United States opened its first coast-to-coast airmail delivery route, just 60 years after the Pony

Express closed up shop. There were no good aviation charts in those days, so pilots had to eyeball their way across the country using landmarks. This meant that flying in bad weather was difficult, and night flying was just about impossible.

The Postal Service solved the problem with the world's first ground-based civilian navigation system. They created a series of lit beacons that would extend from New York to San Francisco . Every ten miles, pilots would pass a bright yellow concrete arrow. Each arrow would be surmounted by a 51-foot steel tower and lit by a million-candlepower rotating beacon. A generator shed at the arrow's tail powered the beacon.

Now mail could get from the Atlantic to the Pacific not in a matter of weeks, but in just 30 hours or so. Even the dumbest of air mail pilots, it seems, could follow a series of bright yellow arrows straight out of a Tex Avery cartoon. By 1924, just a year after Congress funded it, the line of giant concrete markers stretched from Rock Springs , Wyoming to Cleveland , Ohio . The next summer, it reached all the way to New York , and by 1929 it spanned the continent, uninterrupted, the envy of postal systems worldwide.



Radio and radar are, of course, infinitely less cool than a concrete Yellow Brick Road from sea to shining sea, but I think we all know how this story ends. New advances in communication and navigation technology made the big arrows obsolete, and the Commerce Department decommissioned the beacons in the 1940s. The steel towers were torn down and went to the war effort. But the hundreds of arrows remain. Their yellow paint is gone, their concrete cracks a little more with every winter frost, and no one crosses their path much, except for coyotes and tumbleweeds.



Online Community of RV Owners and Builders

Glenn Brasch, APA member

RVAirspace.com



The Old “What If,” Again

Howard Deevers

In our training, and BFR’s we do train for **engine-out** emergencies. We have also done a few seminars on Surviving After A Forced Off Airport Landing. In these seminars I suggest that the pilots have some kind of survival equipment on board. Even at the minimum, you should have water and some kind of signaling device.



I got a chance to hike in some of the “Wilderness Areas” here in Arizona. They call them that for a reason. There are Wilderness Areas in the Eastern U S also, but not as many, and not like here. I have also hiked in the Allegheny Mountains in Pennsylvania, and the Smokey Mountains in Tennessee. They don’t compare to the mountains we have in Arizona, or Colorado. The highest point in the Allegheny Mountains in Pennsylvania is just over 5500 feet MSL. That qualifies as a “hill” here in Arizona.

When living in PA years ago, an airplane went down in the Allegheny mountains. And searchers did not find it for days. My friend, that was not a pilot, commented that they should be able to find any downed airplane anywhere in the U S within hours, and rescue the survivors. I told him that airplanes are equipped with an Emergency Locator Transmitter (ELT), but it does not always work, it is not easy to ‘home in’ on such a device, and other factors may be involved.

The Civil Air Patrol, that does go out and look for downed aircraft, reports that over 40 general aviation airplanes have been lost in Arizona over the last several decades, and never found. You might expect that hunters, or hikers like me, would eventually run across a wrecked aircraft somewhere in the mountains here in Arizona. My most recent hike in a Wilderness Area changed my mind.

A favorite thing to do on weekends here in Southern Arizona, it to fly to Payson, AZ for breakfast or lunch. I have done that several times, and am always looking down at the beautiful terrain of mountains, streams, and a few small lakes. I have said many times that I need to see some of this from the ground too. It is just as beautiful at ground level hiking as it is from the air. There are few paved roads that lead back into those areas, and the hiking trails are not always well marked. I can see why fire fighters have such a problem putting out a forest fire that started in such areas. I was thinking that IF I have an engine failure while flying over these areas, I would want to have plenty of altitude, and glide as far as possible to some open land, or at least to near a road.

A little over a year ago, a King Air crossing the Gulf of Mexico had complete engine failure. They got off a distress call, but had no choice but to ditch. All of the occupants got out OK, but the aircraft sank within minutes. They had the best of everything IN the plane including an expensive 406 mhz ELT. All of that was underwater quickly. They floated for 5 hours in the Gulf before being found by the Coast Guard. What really saved them was a small Personal 406 mhz ELT that one of the passengers had. Without that, they may not have been found at all.

None of us ever expect to be forced down. But it does happen. What you carry on board for emergencies depends greatly on the type of flying you are doing, and where you are going. Going to Alaska? Most take the back seats out and stuff the plane with equipment. You probably don’t need to do that for a trip to Payson for breakfast, but it would still be wise to have at least a small survival kit in the back. Make it like your American Express card: “don’t leave home without it.”

Look for your next Arizona Pilots Association Safety seminar near you. And, don’t forget to “Bring Your Wingman.”

T is for the Team, Pilot and Controller

Barbara Harper, ATP CFII MEI LRJet

The FAA believes that disposal income, rather than gross domestic product or enplanements, is the metric used for forecasting future aviation demand. General Aviation forecasts and assumptions are derived from the current registration database.

The industry experts report business usage of general aviation aircraft will expand faster than for personal or recreational use. Based on FAA assumptions, the general aviation market has shown an improvement in 2012. Improvements can also be for the other side of the aviation infrastructure, pilot and controller, a dynamic building team.



Team building engages pilot and controllers who work as a group toward a successful purpose. This group accomplishes a common purpose – safety in aviation. These are committed people in an aviation structure whose goal leads to relationships of trust and respect. The relationships are goal centered and seek safe results through the participation, involvement and commitment of all who contribute. After all, there should be a formula for launching teamwork.

Continuous improvement is the only cultural value that can unify our group. It's not just learning new skills or renewal of old skills; it is personal attributes as well. These focuses will inspire the team to elevate success. In a sincere lasting way, pilot and controller have adopted the values, culture and mission of the aviation world. How does one add additional value to the aviation system? One should develop every potential that you find in you and grow yourself as a listener, and observer. Albert Einstein once wrote "Insanity: doing the same thing over and over again and expecting different results."

Consequently, technology is often thought of in this context. Sometimes technology is also the key for quickly disseminating all kinds of information. For instance, the aviation words density altitude. One mentions this to Easterners (pilots east of the Continental Divide) and most think it has something to do with the altimeter setting. Does anybody know how many aircraft have crashed west of the Continental Divide due to density altitude? Of course, lots and lots. Is this crucial subject renewed with pilots at flight review time, was it ever taught and demonstrated to low landers? Density altitude advisories and effects are covered in the AIM, the aviation bible of flying. (Aeronautical Information Manual, 7-5-4).

Early on, the FAA (demigod of pilots and controllers) established a voluntary aircraft lights safety program, Operation Lights. To enhance the see and avoid concept, pilots are encouraged to turn on their landing lights when receiving takeoff clearance or when commencing takeoff roll. And, further, pilots are encouraged to turn them on when operating below 10,000 feet day or night, especially when operating within 10 miles of an airport and in areas where flocks of birds may be expected. One may also turn on the taxi light when a clearance to taxi has been accepted.

Speaking of birds, it's coming to that time of year when migratory birds go south. Keep in mind that these birds have a third eyelid that helps keep their eyes clean while flying. They do react to aircraft lights if in time to avoid a strike. Unquestionably, use the aircraft lights if flying in a known area of birds, or just avoid overflight in these areas.

Without a doubt, flights over charted U.S. Wildlife Refuges, Parks, and Forest Service areas should be consulted. In this case, FAA Advisory Circular AC 91-36, Visual Flight Rules Flight Near Noise-Sensitive Areas, defines the surface of a national park as the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley. Reviewing resources for

cross country is important. We should keep the emphasis on creating a better team. Without reservation, T for the team is the definitive source for safety.

For Sale

David Clark	H10-13.4 headset	\$125
David Clark	H20-10 headset	\$125
<u>Flightcom</u>	Black hawk50X headset	\$75
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Deluxe Flight bag w/	headset bags	\$50
700x6 8 ply Flight Custom III Tire		\$150
<u>Cabelas Meindl boots (10 ½)</u>		\$50



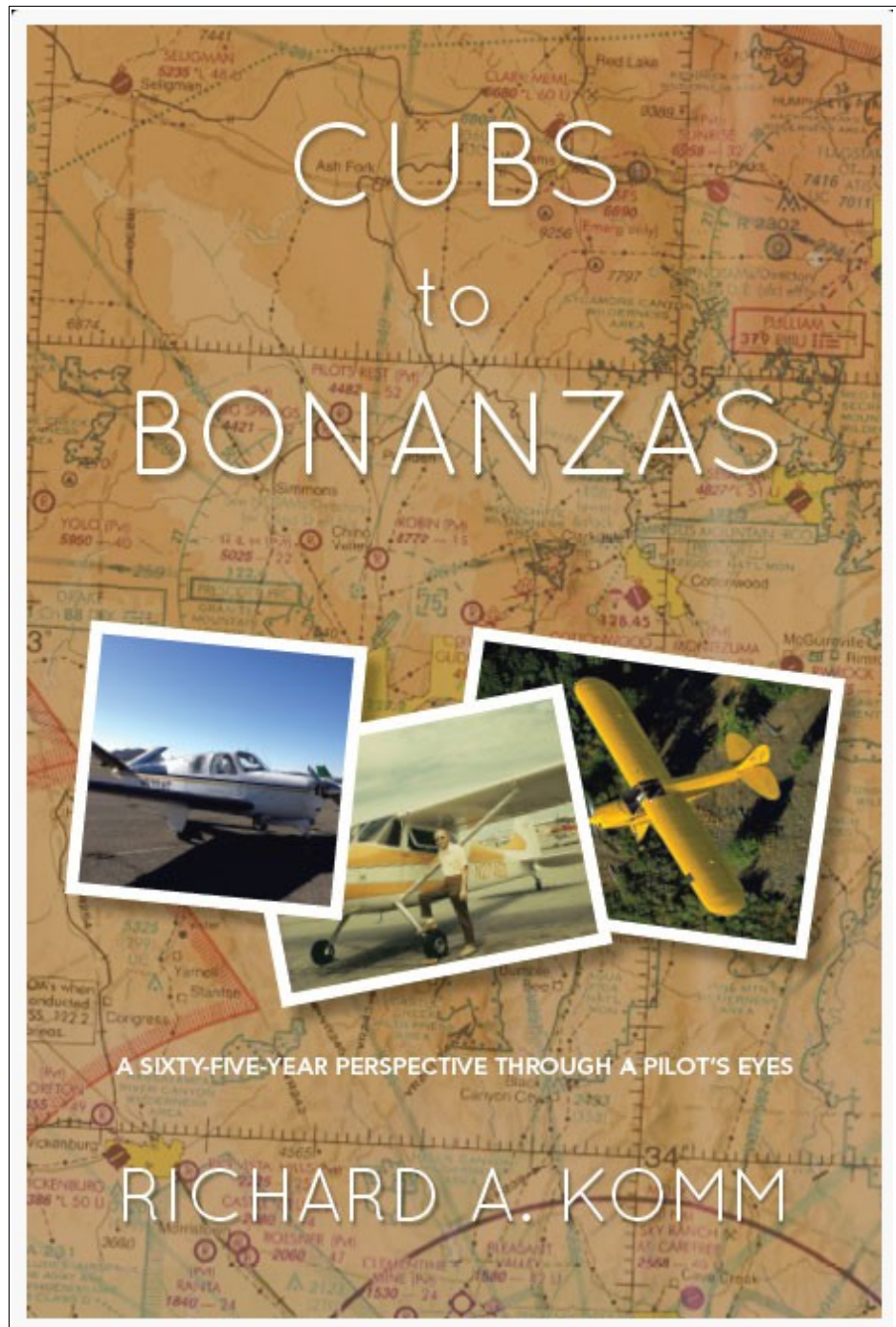
Contact Tommy Thomason
602 708-2040
tethomason@cox.net

Cubs to Bonanzas : A Sixty-Five-Year Perspective through a Pilot's Eyes

by Dick Komm

This is a story about one man's lifelong passion and commitment to flight, starting as a teenager and detailing the intense process of learning to fly in piper Cubs, then sharing the many experiences of flight with its joys and sorrows as experiences by the author over a sixty-five year span. It describes the investment in time, money, and exposure to the risks associated with flight to many destinations, including Alaska, Mexico, the Florida keys, Nova Scotia, and witnessing the entire United States unfold through journeys between the Pacific and Atlantic coasts, the Gulf of Mexico, Canada and beyond. this book also chronicles the struggles to provide the time, money, and personal involvement needed to produce the groundwork necessary to complete this mission. Included are the many changes in the social framework that forms a backdrop to these manifold experiences.

See the [website](#) for more information, a four-page excerpt and to buy a hardcover, soft-cover or e-book.



COPPERSTATE Fly-In Is Non-Towered This Year

Please be extra vigilant

FOR IMMEDIATE RELEASE

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.



Media Contact:
RaeAnn Slaybaugh
Secretary, Board of Directors
News Media Chair
COPPERSTATE Fly-In, Inc.
602.427.8515
rslaybaugh@copperstate.org

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Submitted by Barbara Harper



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Only one pilot needed per team.

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For more information contact: Treasurehunt@tucson99s.org

For registration forms, please visit:

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Part 91 ramp check? FAA admits it can look, but not touch.

Mike Palmer, ATP/x-CFI

I was flattered when the newsletter Editor for the [Idaho Aviation Association Newsletter](#) asked if she could excerpt parts of my article on Part 91 Ramp checks, "Just say 'No.'" (See page 19 of the in the [September issue of the APA Newsletter](#).

But I'm not blowing my own horn. Rather, I'm blowing the Editor's, Crista Worthy!

In my article I had said "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 (so-called FAA Order 8900.1) for authority instead." Crista went one better. She actually read the Handbook! So let's look at that Internal Handbook for a moment, specifically, the section titled [Conduct a Part 91 Ramp Inspection](#). Under the section "Inspector Conduct" we find "An inspector must not open or board any aircraft without the knowledge and consent of the crew or owner/operator."

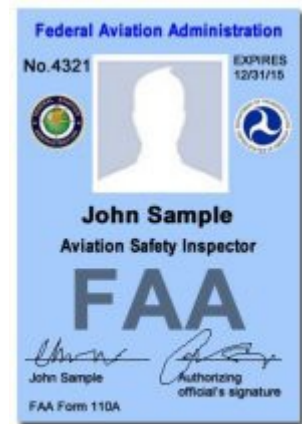
So even the FAA acknowledges that, as a Private pilot, you have a Fourth Amendment right to privacy. An inspector cannot enter your aircraft without your permission.

That's somewhat encouraging, and I suggest you print out that page from the FAA's Handbook and keep it in your flight bag. (Or, download them into your table/smart phone for quick retrieval.) Personally, I have found it helpful to have such documentation handy when dealing with various authorities who overreach.

But let's not fall into the trap that the FAA's Handbook is controlling over us. The Handbook talks about a "Part 91 Ramp Inspection" as though there were such a thing. According to the FAR's, there is not. As I originally wrote, the only items you have to show (not give or surrender) to an FAA inspector are your pilot license and medical (and now photo ID) upon request.

And really, would your aircraft be any less safe if someone couldn't see a piece of paper called an Airworthiness Certificate? But that's an article for another day.

[ED: See more on the subject in the [Idaho Aviation Association's Website](#). See their newsletter for the article, "More on [Ramp Checks](#)" by Crista Worthy, Page 5.]



**Artist Rendition based
on written description.**



APA Social Hour

Dave Fleming, Event Host

Please join your fellow pilots and their spouses for the Arizona Pilots Association Social Hour. This event will mark the first of what we hope will become a quarterly meet and greet event for our organization.

The focus of this occasion is to come together in a social setting in order to become better acquainted away from the hangar. This event will be at **K O'Donnell's Bar & Grille, 14850 N Northsight Blvd, in Scottsdale on Tuesday, October 29, 2013 beginning at 6 pm.** Dress is casual.

The planned agenda will include a no host menu and a 'pilot' raffle where **50% of the proceeds will go to our APA Scholarship Fund.** We'll also have a short presentation by one of our members.

There will be plenty of food, beverages and flying stories, so please join us and bring your spouse. Meet fellow pilots in your area.

The Arizona Pilot's Association (APA) was organized in 1978 to give Arizona's general aviation community a voice in aviation matters. We strive to serve the interests of our 500+ members by providing social interaction and staying abreast of aviation related legislative actions at both the state and national levels. The APA promotes general aviation in advocating advances in flying safety, pilot education and public understanding of general aviation.



Our host for this event is Dave Fleming, who can be reached via [email](#) or his cell at 480-459-6366. Please RSVP by October 22, 2013 if you are interested in attending. Stay tuned to our [website](#) for updates.



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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

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