



Arizona Pilots Association

<http://www.azpilots.org>



APA NEWSLETTER

2013 November

Asa Dean, Editor



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President's Report

Tommy Thomason, APA President

Greetings fellow aviators and aviation enthusiasts. Welcome once again to this month's Arizona Pilots Association Newsletter. I hope you are all able to participate in some of the aviation events and activities taking place around the state. We've had some really fun times so far this month. The Backcountry folks have been to Double Circle Ranch, a camp-out at Payson, Negrito in New Mexico, and Grapevine at Roosevelt Lake. The Breakfast Club has had their breakfast event as well as a couple other airports and their monthly breakfasts. The FAAS team is back up and going strong with their safety seminars now that the government shutdown is over. If you are not registered with www.faasafety.gov, you are missing out on their announcements and the opportunity to earn your "Wings" and Flight Review. I hope you enjoy the newsletter. Please pass it on to your fellow aviators and friends. The APA is going and growing strong to preserve aviation in our great state.

Have Fun and Fly Safe



Executive Director's Report, Nov, 2013

Jim Timm, Executive Director

Fall is finally here and flying is once again comfortable and it's now possible to go flying almost any time of the day without getting cooked alive in the cockpit or getting all beat up with the turbulence. Let's get out there and enjoy it, but please fly safe!

Along with the cooler weather there are a lot of flying activities being scheduled. The major event coming up is the **COPPERSTATE Fly-In** at Casa Grande (CGZ) on October 24, 25 & 26. APA will be there in the main Exhibitor's tent. Be sure to stop by and say hi and bring along a friend and get them signed up as an APA member. APA and the Recreational Aviation Foundation (RAF) will be putting on a couple of very popular forums on back-country flying in Arizona. We will be looking forward to seeing you there.



Miscellaneous Items

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 major projects being started.

A bit of information was received by APA concerning possible **suspicious activity in the Tucson area** that could also possibly involve other airports in the state. The Tucson Airport Police has information to believe that an unidentified group from California is claiming ownership titles and registrations, fraudulent in nature, to aircraft in the region. They may also attempt to gain access or repossession of these aircraft. If any groups make contact with you making claims consistent with this type of action, contact the the airport or local police immediately. Do not take any further action.

The 41st Annual Arizona **Safety Awards Banquet** will be held on **November 2, 2013**, to recognize the outstanding Aviation Services Providers of the year. The recipients of these awards will next move on to compete at the regional level, and if selected there, to also compete for recognition at the national level. It's a fun event with a good speaker and great door prizes. See the event flyer elsewhere in the newsletter for more details.

On **November 14, from 5:00 PM - 8:00 PM** at the **Commemorative Air Force Museum at Falcon Field, the Mesa Chamber of Commerce**, in cooperation with the Commemorative Air Force Museum and the **East Valley Aviation & Aerospace Alliance**, is inviting you to an evening of Aviation Fascination. You will be able to climb in a B-17 bomber, get up close to Boeing's Apache helicopter, get a chance to win a Cessna Skycatcher and enter to win a pair of round trip tickets on Southwest Airlines. This is also an excellent opportunity to visit the CAF Aviation Museum for free.

Aviation safety needs to be a concern for all of us. From the National Transportation Safety Board (NTSB) records, there were two accidents reported in the last reporting period. Of the reported accidents, one resulted in a double fatality and the other accident did not result in any 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 November Aviation Accident Report for the details of these two 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 the Nogales International Airport, the Gila Bend Municipal Airport and the Bagdad 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, is 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 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 two accidents that occurred within the state of Arizona. The number of accidents reported this past period is down from the last report, however there were some accidents that had not yet had reports prepared and published. These will be covered in next month's report.

Unfortunately, one of the accidents resulted in two fatalities, the pilot and passenger. The accident occurred when the helicopter they were in appeared to have lost a rotor blade assembly in flight. The other accident, which resulted in no injuries to the pilot, was the result of the aircraft losing power during landing and made an off airport hard landing. I suspect, because of the government sequestration efforts and the government shutdown, an accident that occurred on September 1, did not contain any detailed information in the notification of the accident. The only information provided was that an accident occurred, where and when and aircraft ID. Until the FAA and NTSB has a budget and is funded again, I fear there will be a significant problem in getting accident reports in a very timely manner. Between now and January we shall see.

As mentioned earlier, additional aircraft accidents have occurred in the reporting period that had not yet been recorded and reported by the NTSB, however, as they become available, we will cover them in future reports. The number of reported accidents was significantly down this reporting period and they appear to have possibly been maintenance related. We must do what we can to examine what has happened and attempt to 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 may be a year or more later.

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 the aircraft accident report."

No accident information was provided for a preliminary report. Only this accident notification information was provided. The aircraft was owned by a leasing company.

Accident Date; Saturday September 14, 2013

Title 14 CFR Part 91 Operation

Location; Casa Grande

Aircraft; Cessna 182A

Injuries; 1 Uninjured

On September 14, about 1224 MST, a Cessna 182A experienced a loss of engine power while landing at the Casa Grande Municipal Airport (CGZ). The pilot made an off airport forced landing. The airplane encountered rough terrain during the landing, which resulted in a nose-over. The commercial pilot, the sole person on board, was not injured. The airplane sustained substantial damage to the vertical stabilizer and rudder.

The pilot reported to the National Transportation Safety Board investigator-in-charge that as he was approaching to land, he advanced the throttle control and the engine did not respond. Unable to reach the runway, the pilot elected to land in a field adjacent to the airport. Initial examination of the airplane by a Federal Aviation Inspector revealed fuel leaking from both wing tanks. The local business flight originated from CGZ about 1200. Visual meteorological conditions prevailed for the flight, and no flight plan was filed.

Accident Date; Saturday September 21, 2013

Title 14 CFR Part 91 Operation

Location; Cordes Lakes

Aircraft; Bell HU-1V

Injuries; 2 Fatal

On September 21, 1150 MST, a Bell UH-1V helicopter was destroyed when it impacted the ground near Cordes Lakes following the in-flight separation of the main rotor blade assembly. The owner/pilot and the non-pilot rated passenger were fatally injured.

The helicopter was based at Scottsdale airport (SDL) and reportedly departed SDL the morning of the accident. According to witnesses, the helicopter landed at Sedona airport (SEZ) that morning, where a fly-in and aircraft exhibition event was being held. The helicopter did not take on fuel at SEZ. On departure from SEZ, the helicopter first air-taxied northbound (which was approximately downwind) along the runway, about 100 feet above ground level. It was then observed to make a course reversal near the end of the runway, and fly along the runway before departing the area. Eyewitnesses located about 5 miles north-northeast of Cordes Lakes observed the helicopter "explode," and telephoned 911 at 1150 to report the accident.

The helicopter debris trail measured approximately 1,700 feet long, and was oriented along a magnetic track of about 160 degrees. The bulk of the helicopter, including the cockpit/cabin, engine, transmission, tail boom and tail rotor assembly, was located in or near an impact crater at the southern end of the debris trail. The debris trail included the cockpit windshields and doors, cabin sidewall, and cabin interior items. The main rotor assembly, which included the two blades and the hub, was located about 600 feet east of the debris trail. No evidence of any pre-impact failures of the engine, reduction gearbox, transmission, or tail rotor drive assemblies was observed. No evidence of fire or a high-order explosion was observed on any components found in the debris trail, and the only evidence of fire was observed in and around the main impact crater. The debris field was mapped, and the wreckage was subsequently recovered to a secure facility for detailed examination.

A partial radar track associated with the helicopter indicated that the first target was acquired at 1138, at an indicated altitude of 6,600 feet. That target was located about 12 miles from SEZ, on a magnetic bearing of 197 degrees. The last radar target associated with the helicopter was recorded at 1150, at an indicated altitude of 5,800 feet. That final target was approximately coincident with the wreckage location.

The pilot held a private pilot certificate with airplane single- and multi-engine land ratings, and was issued a rotorcraft helicopter rating in May 2013. On his most recent application for an FAA medical certificate, the pilot reported that he had 1,856 total hours of flight experience. His helicopter flight

training and flight examination were conducted in a Hughes 269 helicopter. The helicopter flight examiner stated that the pilot had purchased the UH-1 prior to his completion of his helicopter rating. The examiner estimated that the pilot had less than 100 hours of helicopter flight experience at the time of the accident.

FAA information indicated that the helicopter was manufactured in 1974, and was equipped with a Lycoming/Honeywell T-53 series turboshaft engine.

The SEZ 1135 automated weather observation included winds from 230 degrees at 5 knots, gusting to 17 knots; visibility 10 miles, with clear skies. The 1100 winds aloft for about 6,000 feet in the general vicinity of the accident location were from 170 degrees at 13 knots.

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



GAARMS REPORT: 2013 October 19

Fred Gibbs

Well, I have been a busy beaver this past month. I have been to the Washington, DC/Frederick MD area for a meeting with the AOPA folks and to Ft. Worth for the AOPA Summit – 7 days on the road. Unfortunately – or maybe financially fortunately – it was all airline travel, all reimbursed under my contract with a big name aircraft company. We are working on some General Aviation (GA) related stuff. All my flights departed right on time, and arrived right on time, even the commuter flights into and out of Flagstaff. And all of those flights were cheaper than what I could have done in my airplane, simply because of range and time. Seems like, for anything more than 700 miles, it is cheaper to take the airlines UNLESS timing is an issue. Just remember, if you have time to spare, go by air!



I am sorry to report that there was a fatal accident in October, with 4 fatalities. This was another accident that should never have happened – why would a smart pilot make this dumb decision? Accidents really do boil down to that question! Why do very smart people sometimes make dumb decisions? OK, before you go pointing fingers, remember that we are all human and we have all made stupid decisions and/or mistakes in our lives. We learn from our mistakes. Experience is the sum of all of our mistakes – the mistakes we survived!

Flight instruction is the process of letting someone learn how to fly while preventing them from making a fatal mistake and helping them to learn from the little mistakes. You have to let them go up to the edge of the cliff hoping that they see the cliff, but not let them go over the cliff should they fail to see it! I always say, “I can teach you things to help you learn how to fly, but I cannot learn you.” You have to experience the mistake, recognize it, and then learn how NOT to make it again.

We all know speed is life, very steep turns are dangerous, never, never attempt to turn back to the airport should you lose your engine on takeoff, watch your speed during the base leg to final turn, don’t buzz, don’t “scud run”, etc., etc., etc. But sometimes we just panic; sometimes we don’t think; sometimes we just forget and let our guard down for a moment or two... while the rest of us sit back in judgment, saying in the back of our mind, “There but for the grace of God go I.”

The latest accident was a “buzz job”, a flyover of the event near Prescott that the folks in the plane were flying in for, that went bad. A Cessna 340, with 4 souls on board – what a loss of 4 beautiful people. Life is not without risk, and flying is certainly not without risk. But we have to manage that risk, decide not to take that chance, and make the decisions that mitigate any risk to an acceptable level. Sometimes that decision is to NOT do it!

While at the AOPA Summit in Ft. Worth, I saw a lot of cool things for pilots, some other cool things for non-pilots, and some really cool things for my airplane. All I needed was lots of money! I did purchase something to improve my airplane and my safety – new very bright LED landing lights. They should be a big improvement – making it easy to see me during the daytime as recognition lights, providing a lot more light for landing at night, and reducing the electrical load on my battery/alternator. Each LED light only pulls 1 amp compared to the 8 amps for my quartz halogens, and I got 4 landing lights. Now, instead of putting a 32 amp load on the battery at night along with the rest of the equipment draw, I have reduced that load by 28 amps. My battery sent me a thank you note! PS – I also look like a 747 coming in to land!

I also looked into ADS-B, both in and out. Bring money! It will probably cost me about \$5000 to do that, but we will all need to do that by the currently mandated date of 2020.

Lockheed Martin had a big display there touting the flight services they offer, along with some new services. You need to go to their website to read up on all the new services being offered for your smart phone or I-phone. Among their offerings are things like Adverse Condition Alerting Service, where Lockheed Martin Flight Services will alert you via text messaging to any adverse conditions that change once you have gotten a weather briefing, and Se-SAR, a search and rescue service that does continuous flight monitoring using satellite-based position reports and provides automatic detection of loss of movement, loss of position reporting or emergency notifications if you have the appropriate equipment, i.e., SpiderTracks. They also promise faster flight plan filing if you have a pilot profile with them; it automatically populates about half of the flight plan for you. Lockheed Martin has lots of other things planned for the future.

And speaking of that future, the Lockheed Martin Flight Service contract runs out in 2015, and rumor has it that the FAA intends to further shrink flight services by introducing even more automation to compensate for the manpower draw-down. One possible change is the replacement of DUAT/DUATS with a different system with more automation that puts the onus of weather briefing on the pilot with a FSS specialist somewhere in the country to handle any problems you encounter, kind of like calling a person at your bank when you have a problem with your checking account balance.

One thing stood out to me at the summit – the overall age of the pilot community. WE ARE GETTING OLDER! There were very few young folks there, and in one of the presentations I attended, on Aging Eyes, the statistics show over 50 % of the pilot community is over 55 years of age. Where are the new young pilots? We have all heard the statistics that flying starts have gone down dramatically, along with the drop-out rate. It appears to be true. Maybe only us old guys have enough money in this economy to still be able to afford to fly! And at \$6.00 or more a gallon, it is still expensive to fly, and the supposed savior of aviation, the inexpensive (read under \$150,000) LSA aircraft and light sport pilot license just have not ignited that fire.

Speaking of the future, GAARMS III is tentatively planned for March of 2014. It will be a typical WINGS Safety program on a Saturday morning, exact date TBD. I was hoping it would be short because of the significantly better accident record in 2013 compared to 2012, but we still have 2 months to go. Please try to fly safe, and don't be one of those really smart people who make a simple stupid mistake. Take pride in your flying ability, your safe approach to flying, and your great decision making.

Remaining safety programs for 2013:

Month	Day	Airport	Location	Time
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!



Boy Scout Aviation "Camporee"

Paul Rowley

Calling all pilots!



Nov. 15th & 16th at KFFZ (Falcon Field)

Fellow pilots, the north Mesa LDS (Latter Day Saints) BSA Scouts ages 11-13 have chosen aviation as the theme for their scout camporee this year. The boys will be camping out Friday night Nov 15th at falcon field park near the old blue water tower.

On Saturday morning the boys, approximately 60, will be divided up and will be going to visit an FBO, the tower, the museum, and then many of them will want an intro flight in an aircraft. I would think perhaps a 30 minute flight is sufficient and I realize not all the young men will be able to sit right front seat but we will do our best to provide that. If each pilot took 2-3 boys depending on weight and balance, and did a takeoff, local area flight less than 25 miles, and a landing, and shut down and did that 2-3 times, we should be able to get it done. I realize that is a lot to ask so if you only want to do one circuit or two, I understand. Any of you that have twins or helicopters are invited. You are the PIC so it is your decision to fly or not, how many to take up, weather, wind, etc is your call.

The more aircraft and pilots the more we can do. We will have a ground crew to help out with shuttling the boys out on the ramp. I will coordinate with falcon field on allowing us to load, taxi and shutdown near the tower and falcon aviation.

So far we have 4 pilots and planes and we need at least 10. I know the Navajo Airlift is the prior weekend and you all do so much already. Let me know by email if you are able. We will send you the BSA form for pilots to fill out and I will send to all parents of scouts flying and any parents the release of liability form, or if you have one you prefer, all who ride along must sign a release.

Please spread the word and respond to me in an email and I will put you on the list and make sure you get the forms and releases.

A youth/ BSA leader named Shaun Henderson will be coordinating the camporee, the forms, releases, etc, and I have been asked to help out with the pilots, planes and flights. His email is above also, but please respond to me if you are available. Thanks for any help you can provide. Maybe some of these young scouts will go on to join us as aviators!

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National Public Lands Day at the old Double Circle Ranch & Airstrip - Thanks to the pilots and the local community on Eagle Creek!

Mark Spencer



In what could only be described as an incredible success. We had 8 aircraft, 17 people, including 2 FS personnel, 4 local ranch hands, and 11 pilots show up at the old Double Circle Ranch headquarters for this year's National Public Lands Day, Sponsored by the USFS. Ranch hands included Dave, from Doug and Wilma's place, and Philip, Jake, and Margo from Four Drag Ranch. It was inspiring as

Jake recalled his childhood, when the community would put on dances and community events in the more recently constructed lodge building at the Double Circle.



It does not sound like a lot of people, but we got an incredible amount done, including a



new door, new fascia, a repair to a badly rotted joist beam, new flashing, a segmented circle for the airstrip, and the entire cabin oiled! At the same time we enjoyed rubbing elbows with each other, making new friends, and sharing a common goal. And, by the way, can those cowboys work! It is so inspiring to have every one of you as part of this project.



I cannot say enough about USFS Micah Miller, who has put more hours into the project than I can count, everything from gathering wood and materials for the project, to his internal advocacy at the FS, including several visits to the site with FS engineers, recreation, archaeological folks, and more. Micah's superior, Michael Bailey, has also supported the effort from the get go. And we cannot forget District Ranger Carol Telles who has, quite frankly, made this project possible through her unending support and advocacy both in the community and at the FS. AZ Pilot's Association, Tyrel Greenwade, found the perfect roughsawn lumber for the new door, and hauled it all the way from Phoenix. The County even came in to repair the road so we could have ground access. **The bottom line is that this was a real team effort!**



I should say that while the Recreational Aviation Foundation (RAF) and AZ Pilot's Association work on many airstrips on FS lands, but the old Double Circle stands out. In a lunch I had with the Region 3 Recreation Director in ABQ, Francisco Valenzuela, a few weeks ago, he mentioned that the one airstrip site he is determined to visit is the Double Circle! I don't want to put words in his mouth, but no doubt it is the successful team effort and historical past of this site that interest him. Of course, the danger of mentioning names is that you always forget someone, so please forgive me if I have!

The old airstrip makes it possible for volunteers to come from faraway places in a reasonable amount of time, this adding to the possibilities of seeing the old ranch saved for everyone's enjoyment. As the backcountry chairman for the [APA](#) and State Liaison to the [Recreational Aviation Foundation](#) I can tell you that there are times when you ask yourself, "Is all of this time and effort worth it?" Like many of our pilot friends, my wife and I put in many hours each year towards the backcountry aviation effort, but days like Saturday sound a clear and resounding "YES, it is certainly worth it!" Of course, it also helps to have a passion for all things relating to southwestern history!

A great big thanks to all of you who were able to show up and help or otherwise supported this effort!

We realize that everyone has a busy schedule, and there is no way we can all make every event, but when you do, we get things done!

We'll keep you posted as we work with the FS to determine other projects, perhaps replacing the porch roof, some flooring in the bathroom, fireplace repair, perhaps one day reconstructing one of the original homes, etc. We will likely be having a couple of impromptu work days at the old ranch in the coming months, and with the local's help, may even begin a regular breakfast meeting at some point, say on a Saturday morning every couple of months or so. And PLEASE make your backcountry [donations](#) at the APA [Website](#) to help us fund projects like this! To see more photos and videos of this event [check out this album](#).



APA's Backcountry Chairman/RAF Liaison Heads to Washington D.C.

APA's Backcountry Chairman and RAF State Liaison, Mark Spencer, is off to Washington D.C. at the end of October for the second meeting of the National Academies of Science study on backcountry airstrip preservation. The study, funded under the NAS's Airport Cooperative Research Program, has been tasked to produce a Synthesis Document entitled "ACRP Synthesis Project 11-03/Topic S03-08 Backcountry Airstrip Preservation," detailing the various aspects of backcountry airports, including uses and benefits, threats, and potential methods of preservation.

[See the Transportation Research Board.](#)

The topic panel, to which Mark was invited to sit by RAF President John McKenna, first met in Newport Beach, California, last March, where we developed an outline and a list of potential information resources. This outline and information was conveyed to a contracted research firm where the subject would be developed and a preliminary synthesis document would be produced. A preliminary copy of that document was released last week, containing 65 pages full of information. It is outside of the scope of this document to make recommendations, but it does detail many of the methods and successes already used by the APA, RAF, and other state organizations and Departments of Transportation. Its detail of threats to backcountry airstrips and aviation is excellent and sufficiently challenges the position of some land management policies as well as public misconceptions about backcountry aviation.



Also while in D.C., Mark, along with RAF President, John McKenna, and RAF Liaison to Utah, Steve Durtschi, will be sitting down with the Forest Service to discuss our feedback and additions to last year's airstrip inventory on Forest Service lands that congress required in an earlier appropriations bill. Thanks are owed to the hard working RAF leadership for this requirement! We'll also be

meeting with several Congressmen to discuss our cause. The Arizona Pilot's Association members all benefit from this work, and we are eager to see the final results of this study!

Living in the Past

Howard Deevers



I recently read an article that said that the human brain takes 80 milliseconds to process anything that we see. While 80 ms is not much time, I always wonder how someone measures that, and why they thought to even try.

Apparently that 80 ms does not make any difference in our daily lives and activities and we go about doing things as if that was actually zero milliseconds. If I had not read that article, I would have never known that bit of trivia.

So, what does this have to do with aviation? Well, a bit. GPS signals are transmitted at the speed of light. Pretty fast, but like our 80 ms brain reactions, still not zero. Your GPS receives the signals at the antenna, sends it to the internal circuits that process it, and it is finally displayed to us on the screens that we can see. As we see the information, either in pictures, or in written form, we must read it and understand it. Take the 80 ms, plus the receive time, process time, and look at time, and perhaps 2 or 3 seconds have passed. And, if we have to look at the information and think “I wonder what that means?” even more time will have passed.

All of this became apparent to me when I was flying in the right seat doing some recurrent IFR training with a friend in his airplane. It was a well equipped airplane with a panel mounted GPS, a multi function display, 2 VOR receivers 2 CDI's, a yoke mounted GPS, and my iPad GPS in my lap. Of course, he was wearing a “hood” view limiting device, while I was being the instructor and safety pilot.

While on an ILS even the little airplane displayed on the iPad and yoke mounted GPS still showed us pointed at the airport, when I could see that he was drifting off course even slightly. The GPS was showing where we had been, not where we were at that moment in time. Remember that the airplane is moving at about 90 miles per hour.

Even without a GPS, we have all been “needle chasers” in our early instrument training. Now with a GPS you would expect us to always fly perfect approaches every time, since we can see the plane depicted. So why do we still fly zig-zag approaches?

The answer is that we still need skill and practice to fly IFR with precision. Those skills can, and do, deteriorate when we do not use them frequently.

Even with a picture of the airplane on the iPad or other display, you still need to be aware of what the airplane is doing. Autopilots are a big help and I suggest that all pilots that have autopilots learn to use them IFR or VFR, and do use them. But even with that help we need to be aware of what is going on with our airplane and make corrections as needed.

Monitor at all times. Correct any changes, and don't wait for that needle to get 2 dots to the right before correcting, or for the plane on the GPS display to point or turn to somewhere you were not intending to go. If you rely just on those displays, you are living in the past, and need to get up to speed with the present. The more you do it, the better you will be at it.

Be sure to check for your next Arizona Pilots Association safety seminar, and “Bring your Wingman.”



Arizona Aircraft Expo



The poster features a large, stylized illustration of a white propeller-driven aircraft with red and blue stripes, flying over a green and yellow landscape. The word "ARIZONA" is written in large, red, serif letters, with a circular emblem containing a star and stripes in the center of the letter 'O'. Below it, "AIRCRAFT EXPO" is written in large, black, sans-serif letters. Underneath that, "TODAY'S TECHNOLOGICALLY ADVANCED AIRCRAFT" is written in smaller, black, sans-serif letters. At the bottom of the main illustration area, "2013 - 5TH ANNUAL" is written in large, gold, sans-serif letters.

**FEATURING TODAY'S
MOST ADVANCED AIRCRAFT
AT ONE LOCATION**

THREE EVENTS WILL BE HELD DURING THE FOLLOWING DATES:

OWNERSHIP SEMINAR • SATURDAY MARCH 23 11:00AM
TUCSON KRYN
SATURDAY
MARCH 23
TODD'S RESTAURANT

OWNERSHIP SEMINAR • SATURDAY MAY 18 11:00AM
PRESCOTT KPRC
SATURDAY
MAY 18
LEGEND AVIATION

OWNERSHIP SEMINAR • FRIDAY NOVEMBER 8 11:00AM
SCOTTSDALE KSDL
FRIDAY-SATURDAY
NOVEMBER 8-9
LANDMARK AVIATION

MANUFACTURERS

















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Rambles of a Pilot

Barbara Harper, ATP CFII MEI LRJet

The modern pilot, of course, knows that there are five major manufacturers of civil transport aircraft. In layman's terms, these aircraft are bigger than a Bonanza, Cessna 172 and a Piper Cherokee.

They are:

- Airbus, based in Europe, mostly France
- Boeing, based in the United States
- Bombardier, based in Canada
- Embraer, based in Brazil
- United Aircraft Corporation, based in Russia



Meantime, the Chinese will soon enter the regional jet market with its ACAC ARJ21. With that many initials it should be an extravaganza. Closer to home, we know that the largest aircraft to be built, to date, is the Antonov An-225. The aircraft comes from the Ukraine, and it was built in the 1980s. The aircraft has 6 engines, wing span of 289 feet and is 276 feet long. Its payload is a world record of 428,834 pounds of goods. But, there are just so many calculators that can handle the weight and balance and retrieve a satisfactory result of where the arm is and the possibility of being over gross.

Hangar flying is just one of those things pilots discuss while waiting for weather to disperse or just having camaraderie with others. For instance, who was the first to parachute jump from a powered plane? In 1913, Albert Berry accomplished this feat. However, some contested this as his first jump. But others credit Grant Morton as making the first jump in 1911. Then again, the records show in 1920 there was a free fall jump by Leslie Irvin to prove one would not lose consciousness using a manually operated parachute. A jump is a jump in my book. Nonetheless, the aviation world saw development of the Caterpillar Club sometime in the early Wars. Members of this elite large group of aviators have had their lives saved by parachutes. Their first member was Maj. Gen Harold Harris. He bailed out of a crippled plane near Dayton, Ohio. On the one hand, what really is important is that Italian artist, painter, sculptor, architect, musician, engineer, mathematician, and scientist, Leonardo da Vinci made drawings of flying machines with flapping wings between the late 1400s and 1500. Does that beat the Wright Brothers? Then there is Area 51...

For the commercial side of hangar flying, a major effort was in 1936. United Airlines established the first kitchen for serving meals in flight. This was an important development at that time. Whatever happened to all those kitchens since nowadays we only get snacks, or not even that? Then there is we have clearance, Clarence, Roger, Roger. What's our vector Victor?" Speaking of Roger, in the Aviation Dictionary, Roger means and is used when you're not sure what else to say. The scientific theory I like best is that the rings of Saturn are composed entirely of lost airline luggage.

Fuel, food and fun are the foundation of flying in general aviation. I have recently learned of two more aviation certificates that one can acquire. They should be noted and memorized: PG stands for Paraglider and PPG stands for Powered-Paragliding. The country that has quite a few of these glider pilots is Saudia Arabia. To this end, if a student pilot becomes frustrated with the local airspace, one can get a private pilot certification in Thailand for 500,000 Baht's or \$15,625 US.



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Key Note Speaker Karl Schlamm- Aviation Performance Solutions Director Flight Operations

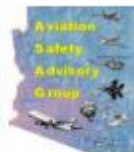
Karl Schlamm is the Director of Flight Operations, Director of Safety and Part 141 Chief Instructor at Aviation Performance Solutions (APS) in Mesa, Arizona. Karl has over 4 years of experience and 2500 flight training hours at APS, specializing in Upset Prevention and Recovery Training (UPRT). He is a Master CFI-Aerobatic and ICAS Certified Airshow Performer with over 6500 total flying hours in the Extra 300L, F-16, OV-10, Aerostar, T-37/38 and a variety of other aircraft. He has 32 years of aviation experience, having soloed in aircraft at 17. Karl has a degree in Mechanical Engineering from Lafayette College, completed Air Force ROTC at Lehigh University and has 20+ years of combined experience in the Active Duty Air Force and Air Force Reserves. He is currently a Reserve Lieutenant Colonel at Luke Air Force Base. Mr. Schlamm has been an F-16 Formal Course Instructor and also has Part 135 Charter Management Experience.

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- 22nd Editor submits preliminary draft to President
- 25th President returns corrected draft to editor
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