



Arizona Pilots Association

<http://www.azpilots.org>



APA NEWSLETTER

2013 December

Asa Dean, Editor



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President's Report

Tommy Thomason, APA President

Aviators and aviation enthusiasts, welcome to the December 2013 issue of the Arizona Pilots Association Newsletter. The Arizona Pilots Association (APA) is an all volunteer 501 c 3 organization. The APA was organized in 1978 to give Arizona's general aviation community a voice in aviation matters. Our mission remains much the same today as we continue to promote general aviation through advocacy at various levels of state and federal government, as well as through partnering with other aviation organizations in advocating our common interests: promoting aviation safety, pilot education, and public understanding of general aviation; preserving, maintaining, and even re-opening Arizona's backcountry and recreational airstrips; broadcasting Arizona aviation news; and connecting Arizona pilots through aviation events. The articles you find in our newsletter are written by volunteers and do not necessarily reflect the opinions or position of the APA. We cover a wide variety of subjects and as always, welcome your feedback to enable us to provide a better product in our newsletter and provide you with a voice in general aviation.



Have Fun and Fly Safe,

Tommy



Executive Director's Report, Dec, 2013

Jim Timm, Executive Director

Fall is here and flying has been great! With the fly-in's and other flying events taking place, it's difficult to decide which to take in with everything that's happening. It was good to have had the opportunity to visit with many of you that stopped by the APA and RAF display at the recent COPPERSTATE Fly-In at Casa Grande. I would guess that we must be coming out of the recession because there was an excellent turnout of aircraft for the event. Everyone I spoke with indicated flying in to the event was not a problem, in spite of the fact they didn't have a temporary FAA tower operating. Everyone seemed to follow the recommended procedures that had been published and it all went well. The weather for the event was excellent and there were no accidents reported. According to the preliminary reports that I have received, the attendance was up a bit from last year and the event didn't run into the red financially.



Some time back we covered the developing interest in the use of UAVs', or drones. The general interest in them appears to be increasing at an alarming rate with possible applications ranging from commercial to law enforcement. Along with this increased commercial and law enforcement interest, there are growing privacy concerns and flight safety concerns. On the privacy side of the issue, I found it interesting and a bit amusing that the little town of Deer Trail, Colorado considered an ordinance that would authorize licensed bounty hunters to shoot down unmanned aircraft violating its "sovereign airspace." According to the proposed ordinance, prospective bounty hunters could get a one-year drone-hunting license for \$25 and there was also a proposed bounty schedule for turning in downed UAV parts

and the ordinance even spelled out the rules of engagement. It didn't take the FAA long to point out to them that the FAA controls the airspace over Deer Creek and shooting down UAVs' could be against the law. The last thing I saw was that the town had sold over 1000 Drone Hunting Licenses. If they were serious or not, it was a financial success for the town. Besides, how many people can boast of having a UAV hunting license! On a much more serious note however, many of us in the aviation community are very concerned about who will be in control of these UAVs', where they will be allowed to fly, and what measures will be taken to prevent collision with manned aircraft. Presently smaller UAVs, are being tested and flown in the R2310 Restricted Area located north of Florence. It probably would be prudent to not fly very close to the boundaries of the area and certainly don't fly through it. The FAA has been charged with identifying six test locations in the US for evaluating the safe integration of UAVs' into the national airspace system. At least two sites are being proposed for Arizona. Time is running out and I question if they will meet this date, based on their past performance and the cutbacks they have been having. When asked about the December deadline, the response I got was. "the whole process has become very political" and no further comment. So I guess we will have to wait and see what happens.

Last month we announced that a block of northern Arizona airspace would be transferred to the PHX TRACON on December 12, 2013. Because there has been a very significant cutback in the training staff, sufficient training has not occurred to safely handle the transfer. Therefore the date of the airspace transfer has been moved to February 6, 2014. When the transfer occurs, this will permit tower to tower operations for IFR and Flight Following from the Flagstaff area down into the Phoenix area. This new block of airspace will be divided into three sectors with a new frequency assigned to each.

For some time APA has been pushing to get a radar antenna sited in the southern part of the Phoenix valley that would permit the TRACON to be able to have radar surveillance south to connect with the Tucson (TIA) TRACON and thus permit tower to tower operations from Phoenix to Tucson without having to contact Albuquerque Center. By a chance of events, this may be possible sooner than thought. Presently, Williams Gateway Airport (IWA) is moving forward with the expansion and relocation of their air carrier facilities. This expansion project will require the relocation of the air traffic control (ATC) radar antenna that is presently located on IWA. If it must be relocated, APA and others are requesting that it be relocated off the airport to a location that could potentially provide not only the ATC surveillance required for IWA but also possibly radar coverage south to permit linking up with the TIA TRACON. There is also hope that the new radar site could also cover the traffic using the Casa Grande (CGZ) ILS and bring an added level of safety to that operation. A site relocation committee within the FAA is presently reviewing possible locations. Perhaps there will be a more definitive answer in my next report as to where that radar site will be. This last link would tie the northern and southern halves of the airspace in the state together and thus permitting tower to tower operations from Flagstaff through Tucson.

Miscellaneous Items

There has been a continuing question if the Luke Air Force Base Aux 1 ILS can be used for official FAA pilot exam check rides. The question got elevated through the region and finally to Oklahoma City and the answer was NO. The reason; because there is not an FAA approved approach plate published for the LUF Aux. 1 ILS. However, I was told the approach could be used and counted for practice approaches. I am waiting for a copy of the official memo which should be arriving shortly. The Air Force is still satisfied with our use of the ILS and it hasn't interfered with their operations.

Luke AFB announced they are planning on having an air show in April. As soon as we get the specific date we will let you know so you can get it on your calendar. Apparently some of the military demonstration teams have gotten some funding for 2014 and the Blue Angles is one of them and Luke got on their schedule.

Be advised that for the next 6 months there will be training going on in the PHX TRACON to have all the controllers qualified to operate in all the various sectors of the TRACON airspace. Presently it appears that the staff may be divided into two groups, a northern and a southern group and the controllers are only trained and qualified for the sectors in their portion of the airspace. It is hoped that this training will permit more efficient staffing.

A request was made to get the word out that; “you must include your call sign on all responses to air traffic control. Apparently our communications have gotten a bit too casual and at some of the busier airports, causing a problem on occasion.

In the way of airport information; Starting in January, Chandler (CHD) is anticipating a significant increase in student training. A major flight school there is anticipating doubling their staffing and number of students. Also in January, Glendale Airport (GEU) is planning on a rehab of the parking ramp, and modifying the ramp lighting to permit more flexible parking. I hope they can get rid of all the lamp poles on the ramp and the hazard they present. The GEU runway resurfacing project that was scheduled for this winter has been moved out to the spring time frame. The bad news from GEU is that the restaurant is now closed because of an illness encountered by the operator.

Aviation safety needs to be a concern for all of us. From the National Transportation Safety Board (NTSB) records, there were six accidents reported in the last reporting period. Of the reported accidents, one resulted in a serious injury, one resulted in several minor injuries and the other accidents 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 December 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 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.

The last Saturday of the month there is a fly in breakfast at Casa Grande Municipal Airport (CGZ)

(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.



December Aviation Accident Summary

Jim Timm

In this regular reporting of aviation accidents that have occurred in Arizona, we must continue to help pilots 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 six accidents that occurred within the state of Arizona. The number of accidents reported this past period is up from the previous report, however there have been some accidents in this past period that have not yet had the reports prepared and published. Hopefully, these can be covered in a future report.

One of the accidents reported had a serious injury and one of the accidents resulted in multiple minor injuries. The serious injury accident was the result of a light twin aircraft impacting terrain after having a single engine failure shortly after takeoff. The minor injury accident occurred when the helicopter encountered a wind gust while preparing to make a landing at a high density altitude which resulted in an unplanned hard landing. The other accidents which resulted in no injuries to the pilot, in one case, it was the result of the aircraft colliding with terrain when the pilot's attention was diverted to issues within the cockpit and the other non injury accident was the result of a loss of power during an approach to landing and having to make an off airport landing. There were two accident reports issued that did not contain any data other than when and where the accident occurred.

I suspect that the two accidents reported this period that did not contain any detailed information in the notification was because of the government sequestration efforts and the brief government shutdown. The only information provided was that an accident occurred, when and where and the aircraft ID. Last month we also had a similar report. Until the FAA and NTSB is properly funded again, I fear there will be a significant problem in getting accident information in a very timely manor. I only hope they get caught up by the end of the year. It is going to be difficult to develop effective air safety programs if we are unable to find out what is happening.

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 up this reporting period from previous reports, and this month they appear to have possibly been more pilot related. We must do what we can to examine what is happening and attempt to keep the accident numbers down.

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

Accident Date; Wednesday, September 25, 2013 Reported 11/6/2013

Title 14 CFR Part 135 Air Taxi Operation

Location; Flagstaff

Aircraft; Robinson R44-II

Injuries; 3 Minor Injuries, 1 Uninjured Preliminary and Final Report

The pilot reported that he was landing the helicopter in a bowl-shaped meadow surrounded by mountains and trees. While circling the landing zone to determine the surface winds and descending, about 20 feet above ground level, the helicopter encountered a wind gust. The low rotor horn sounded and the pilot regained rpm, but another wind gust from behind again resulted in a loss of rotor rpm. The

pilot said he was too low to recover, so he performed a run-on landing. The helicopter struck an earthen berm and rolled onto its left side, which resulted in substantial damage to the fuselage and tail boom. The elevation at the accident site was 8,411 feet; the density altitude was calculated to have been 10,059 feet. The pilot reported no pre-impact mechanical malfunctions or failures with the helicopter that would have precluded normal operation.

No pilot information was available.

Accident Date; Tuesday, October 1, 2013 Reported 10/31/2013

Title 14 CFR Part 137 Agricultural Operation

Location; Wellton

Aircraft; Air Tractor Inc. AT 402B

Injuries; 1 Uninjured Preliminary and Final Report

The pilot reported that he was reading a map in an effort to identify the correct field to spray while maneuvering at low altitude in dark night conditions. While maneuvering in a turn the pilot did not realize the airplane was descending and subsequently collided with terrain. The wings and fuselage were substantially damaged. The pilot reported no pre-impact mechanical malfunctions or failures with the airplane that would have precluded normal operation.

No pilot information was available.

Accident Date; Saturday, October 12, 2013 Reported 11/15/2013

Location; Rio Verde

Aircraft; Aviat Aircraft Inc. A-1C-180

No other information was provided regarding details of the accident or pilot information.

Accident Date; Saturday, October 19, 2013 Reported mid November

Location; Tucson

Aircraft; PA28-160

No other information was provided regarding details of the accident or pilot information.

Accident Date; Wednesday, October 23, 2013 Reported 11/13/2013

Title 14 CFR Part 91

Location; Tucson

Aircraft; Piper PA23-150

Injuries; 1 Serious

On October 23, at approximately 1040 MST, a Piper Apache was substantially damaged when it impacted terrain following a loss of aircraft control at Tucson International Airport, (TIA). The private pilot, the sole occupant onboard, was seriously injured. The pilot reported that shortly after takeoff, he experienced a loss of power from the left engine. The twin-engine airplane veered left and impacted terrain. The pilot did not have a multi-engine rating.

Visual meteorological conditions prevailed and a flight plan had not been filed for the local flight.

Accident Date; Sunday, November 3, 2013

Title 14 CFR Part 91

Location; St. Johns

Aircraft; Cessna 180

Injuries; 1 Uninjured

On November 3, about 1315 (MST), a Cessna 180 experienced a loss of engine power while on approach to land near St. Johns, Arizona. The airline transport pilot was not injured; the airplane sustained substantial damage to the fuselage. The cross-country personal flight departed Dalhart, Texas, about 1100, with a planned destination of St. Johns. The pilot reported that during approach to land following a 3.4-hour cross-country flight, the engine lost power about 1 mile east of the runway. The wind was out of the west at 20 knots, gusting to 30 knots. The pilot determined he would not make the runway and made an emergency landing in a dirt field. The pilot had refueled the airplane to capacity at the self-service fuel pit prior to departing Dalhart.

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

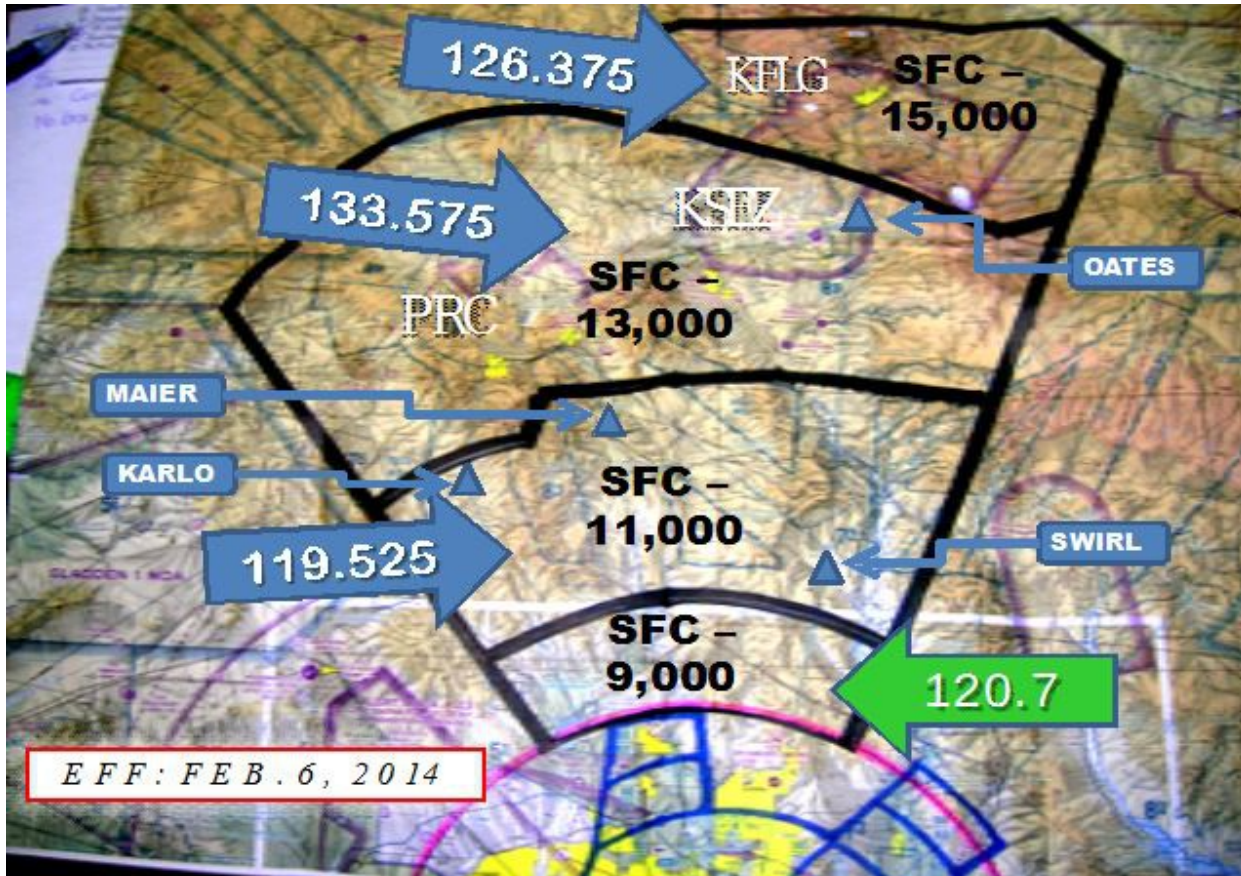
GAARMS REPORT: 2013 November 19

Fred Gibbs

It is really amazing how fast time flies! Where did 2013 go?

First off, last month I told you about the upcoming airspace change with regard to the PHX TRACON assuming responsibility for the airspace north of the valley up over Prescott and the Flagstaff area. In case you missed it, here is the map – again – depicting the affected areas, the altitudes and the new frequencies.

Note: Due to the government shutdown last month, PHX TRACON advises that the date for this changeover has been delayed until February 6, 2014.



With one month left before the year ends, the 2013 safety record is looking to be better than last year's. Not counting the one fatality that was a suicide, there have been seven fatal accidents so far this year, with 16 fatalities. That is a reduction in the fatal accident rate, but don't get complacent; the year is not over yet!

GAARMS III, set for March of 2014, will discuss the particulars of these accidents, and again, what efforts we can take to prevent these types of accidents in the future. The location of the symposium is still to be determined, but it will be advertised on the FAASAFETY.GOV network and in our newsletter, so stay tuned. GAARMS III will be a typical WINGS safety program on a Saturday morning, exact date TBD. I am always hoping any GAARMS Symposium will be short because of a lack of accidents (One can only dream!), and I may get my wish this year if things play out right. It should be shorter because of the better accident record in 2013 as compared to 2012 but we still have 1 month 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.

Now for a bit of sad news - the overall complexion of the safety program in the state of Arizona is going to change with the departure of Mr. Dominick Gallo, the current FAAST program manager. He has the audacity and gall to actually retire. Retire? What a deal! He wants to run off with his wife and just enjoy the good life, leaving us peons and minions to make it on our own! Well, he deserves it – he is one great guy, a real professional who we could always count on to get the job done, and he has done a great job. He received a lot of accolades and awards at the annual ASAG awards dinner this month, including a plaque signed by Governor Brewer. His booming voice, sense of humor, expertise and professionalism will certainly be missed...

Did you know that Lockheed Martin now runs the flight service stations under contract to the FAA? YUP, since 2005, and, "Good grief, Charlie Brown", that contract runs out in 2015, and the FAA intends to re-bid the contract. AOPA did a survey of their membership to see what the membership is looking for in the future. You might be surprised. Did you know that:

- 75% of the respondents still use flight service for weather briefings
- 41% also use DUAT/DUATS
- 26% use something else (non-approved sources), and
- **4% don't get weather briefings!**

- ONLY 16% of the respondents use EFAS (aka Flight Watch) regularly
- 79% rarely use it, and
- I don't know what the remaining 5% do!

- 37% of the respondents use Remote Airport Advisory Service
- 34% never use it, and
- 29% don't know what Remote Airport Advisory Service is!

- 59% of the respondents use TIBS
- 49% of the respondents use TWEB
- 44% of the respondents use HIWAS, and
- 33% of the Alaska respondents use AFIS (an Alaska unique weather product).

- And of all the users of all the weather broadcast products, only about 7% were dissatisfied with the products.

They also asked, **"How long would you be willing to wait for a briefer to answer the phone?"**

This has a lot of bearing on the future performance metrics for flight service with the FAA looking to do briefings by exception, meaning the FAA wants you to get your own briefings (using a DUAT/DUATS-like service) and only talk to a briefer if you don't understand something. Interesting results:

- 85% of the respondents said they would be willing to wait 1 minute or longer for a briefer. Current FSS metric is to answer the call within 20 seconds...
- 93% of the respondents said they would like to see, or view, the same data as the FSS specialist. Actually, I'd like the FSS specialist to have the ability to join into my DUATS briefing, view what I'm seeing, and help explain the data on the screen.
- 87% of the respondents are interested in having the ability to activate or close their VFR flight plan electronically, like through your iPad or smart phone, perhaps through their ForeFlight, WingXPro7, Garmin or Jepp app.

The future flight service station network is going to undergo another consolidation and modernization process, with the introduction of a lot of new technology and a lot fewer people. Will service suffer? Will safety of flight suffer? Will weather related accidents go up as a result? The FAA hopes not, and, in fact, they hope the insertion of all this new technology will actually drive down the accident rate. How, you ask? Well, all of this weather and aeronautical information being automatically "pushed" to the pilot in a timely manner should allow him/her to make better, smarter decisions.

But I'll leave you with this thought: I do not believe that all that technology designed to provide you with better and more timely weather information will improve our safety record here in Arizona. With all of our good weather, we have very few weather related accidents. We, as very smart people, need to stop making stupid decisions. A loss of control Vmc training accident, a stall/spin during the Base-to-Final turn, and a very low pass hitting a radio tower are results of poor flying technique and/or poor aeronautical decision making. The 3 mechanical-related accidents would not have been prevented by the introduction of new technologies into the Flight Service stations. Only you, as the pilot-in-command, making the smart, safe decisions in the operation of your aircraft can affect the safety record. Remember, your life, and your passengers lives, depend on your decision-making.



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 me](#). 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.

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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!

RAF Goes to Washington

Mark Spencer

The RAF showed up in Washington DC, in force, this last week. The week began with RAF State Liaisons Steve Durtschi, Utah, and Mark Spencer, Arizona, participating in a National Academy of Science, NAS, Transportation synthesis study on threats to the preservation of backcountry airstrips on federal lands. With two of us already in DC, it made sense to capitalize on this by joining up with RAF President John McKenna, and Montana Liaison, Ron Normandeau in the nation's capital. It was a full two and a half days of



meetings with decision makers and leadership at the USFS, BLM, congressmen and staff.

Following the full day meeting at the NAS, the visits began with a two hour meeting at the USFS, and having discussions of the need for clear and concise policy on backcountry airstrips, funding, and maintenance of airstrips. This meeting was encouraging and positive, with workable solutions being offered by both the FS and RAF, including an agreement to begin work on a Memo of Understanding, (MOU) defining the mutual goals of both organizations. Another exciting idea was the formation of a working group that would meet several times each year to discuss and hammer out solutions to more challenging issues as they arise. A luncheon meeting with Art Hineman, of the Fire & Aviation team was held. Art committed to moving along with the Fire & Aviation team liaison to the pilot community. From there we were off on back-to-back visits with staff from Senator Flake's, Tester, and Baucus's offices, as well as a visit to Congressman Ron Barber's office. Each meeting was encouraging, and provided an opportunity to share the positives of backcountry aviation, as well as the needs. We discussed issues facing the aviation community, including wilderness and wilderness study areas,



APA VP Mark Spencer & RAF Pres. John McKenna in D.C.

funding, public perceptions and other challenges. We ended this day meeting with Missouri Congressman Sam Graves, who is a strong supporter of all things G.A.

Day three found us at the BLM offices, meeting with Division Chief, Andy Tenney, and Deputy Division Chief, David Howell, both of the Recreation & Visitor Services Division. Like the FS meeting, this meeting was positive and upbeat. It should pointed out, however, that the first subject raised was the recent incident at Mexican Mountain Utah. This quickly turned positive as they had heard of the immediate reaction from the pilot community. The discussion then centered on the desire to have a formal MOU between the RAF and BLM. It was explained to us that their internal guidance is to look at airstrips as similar to any other mode of transportation. Mr. Tenney and Mr. Howell were also very interested in the idea of a working group meeting a couple times each year, and suggested their travel management personnel would participate.

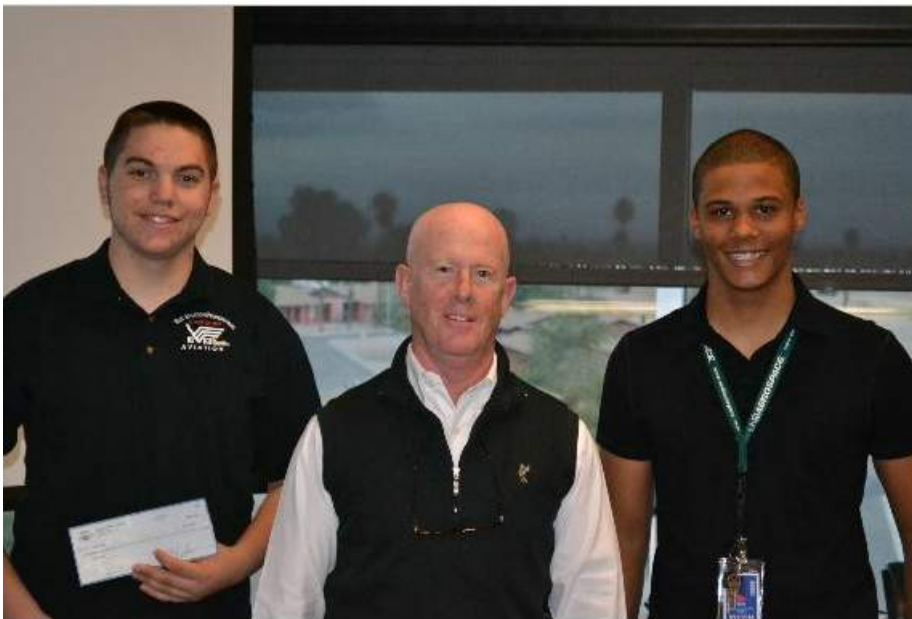
Finally, the RAF learned in discussions with Utah Congressman Rob Bishop that he is working on an initiative to bring closure to the Wilderness Study Areas (WSA) lands in Utah. We have engaged in this process along with our friends at the Utah Back Country Pilots Association. (UBCP) There is surely more to be learned about this work and you can be assured that both organizations will be involved and keeping you up to date.

Stay tuned as you RAF works to develop Memos of Understanding with both the USFS and BLM, as well as move forward in forming working groups with these federal land managers and key decision makers.

APA's partnership with the RAF has never been more important as we work together to assure the robust future of backcountry aviation in Arizona, and the nation. Thanks for supporting both organizations!

2013 APA Scholarship Winners

At the Nov 21st EVIT Aviation Advisory Council Meeting, the APA awarded scholarships totaling \$1,000 to two outstanding EVIT students who will someday achieve their dreams to become commercial pilots.



Dave Fleming, APA Scholarship Chairman, awarded Tyler Dears of Mountain Pointe HS (left), and Eric White of Highland HS (right) each with a \$500 scholarship award to be used for their continued aviation education with the University of North Dakota (UND) flight program.

Give Me A “C” Student

Howard Deevers

In high school, the “Honor Roll” consisted of the names of students that had at least a “B” or better, in every class in the last quarter. That was posted on a bulletin board for all to see. I looked every time, and the names were mostly the same ones over and over. My name was never to be seen there. Try as I might, I never made the “Honor Roll” in high school.



Those that did make it seemed to do it with no effort. At least it looked that way to me. It seemed to me that they did not spend more time on the books than I did. So what was the difference? Did they know something about study that I did not know? Were they just better at talking to the teachers? Did they inherit the ability to study better than I did? I am sure that some psychologist has written a book on this subject somewhere.

How about your aviation grades? In all of the written tests we take, a passing grade is 70 or higher. You don’t get a “B” or an “A” for getting higher than 70 on the test. But does the examiner that gives you your check ride look at that with another view? I would say, yes. You have to present your written to the examiner when you take your check ride. He might look at anything less than 80, and think that this person didn’t do well and we need to test him more. I can tell you that I never “aced” any of my aviation written tests either.

Getting out of high school with a “C +” average didn’t stop my learning about all of those high school subjects, and getting an 80 to 90 on a written didn’t stop my learning in aviation either. I learned much more about history after leaving school than I ever did while in school. Getting a 100 on a written, or an “A” would have made no difference to me in learning more about any subject later on.

Some of those “Honor Roll” students went on to college and excelled in many ways. Some were no different than the “C” students in our classes, and some of the “C” students went on to own their own businesses, and achieve other great things. Some of the “A” students quit learning after they walked out the door with a diploma in hand. Many of the “C” students kept working, and working harder to achieve their goals.

The same in aviation. I have seen what I call “C” students work harder to become better pilots than those that scored 100 on the test. None of what I write is meant to diminish the achievements of the “A” students. Even though it may be a mystery to me how they did it, they still did it, and I admire that. But I will have more interest in the “C” student that is still trying hard to be the best possible pilot, because that is what I am.

After attending a seminar not long ago, a fellow pilot that knows I am an instructor came up to me and said: “I guess you already know all of this stuff already.” My reply was that; No, I don’t know it all, and I need to keep working at this constantly. I learn something new from every pilot I fly with, no matter what their skill level. No one really ‘knows it all’ although there are some that would like for us to believe that they do know it all.

I wish that we could see more of those “C” students, and even “A” students at the safety seminars. Continual learning is the best way to stay safe in flying. Look for the next **Arizona Pilots Association** safety seminar, and “Bring Your Wingman.”



APA's position on "Ramp Checks"

The APA Board of Directors

In the last few issues of the APA Newsletter the issue of "Ramp Checks" has been the subject of a guest writer with articles entitled "Part 91 ramp check? Just say 'No.' - (I did.)," "Part 91 ramp check? FAA admits it can look, but not touch," and "The Last Word on Ramp Checks for a Private Pilot."

As an all-volunteer organization, guest articles are often included in our monthly newsletter, and these articles do not necessarily represent the position or opinions of the APA, its Board of Directors, or members as a whole. We feel it is important to say that we do not intend to promote contentious or combative behavior towards anyone in the aviation world, and in fact, have found that a friendly, team attitude, whether it is working with the FAA, USFS, BLM, or State or local agencies, is usually the best approach to any interaction. The vast majority of people in aviation are understanding and helpful when performing the jobs required of them, even a "Ramp Check," and we believe that a response, in kind, is the best approach. We do not believe you are required to surrender any of your rights in these interactions, nor should you expect to have your rights violated during such interactions, but a friendly and non-contentious affirmation of these rights is all that should ever be necessary.



Arizona Meets Utah: Rendezvous in Kenabe

Definition: Rendezvous - a meeting at an agreed time and place.

Time – September 27. Place- Kanab, Utah.

Remember the definition above, and that you don't necessarily have to be flying a Bearhawk to spend some quality time with those that do! The inaugural "Bearhawker Rendezvous" was held in Kanab, UT. On September 27-29 of 2013. By the definition above and early American tradition, a Rendezvous is by intention a somewhat unstructured event, and is defined by being a



Cathy Page, aka "Demo Doll" – "You meet the nicest Bearhawkers flying an RV! (Robert (Skip) & Cate on the way to the fly in) 01



Greeting the Fly-In Arrivals – Left to right – Carol (niece of Dianne), Dianne Riggs, Carol Fagan, Pat Fagan, Randy Sonnier, Lynn Riggs, and Skip Page (Photo by Cathy Page) 02

"meeting of individuals". If you know Bearhawkers, they tend to be VERY individual! If you like flying, fellowship, good food, and an interesting location surrounded by challenging places to fly and explore. Kanab, Utah is just that sort of place. Centered between the Grand Canyon, Zion National Park and the Escalante Staircase, there are thousands of sites, geological formations, abandoned and remote

runways, parks, and historic places within a day's travel in any direction. Fly in attendance for this first event was small in quantity but large in quality, with Smokey Bearhawk and his caretakers, the Fagans attending along with Scott Williamson and Kevin Deutscher in Scott's Bearhawk. And of course, Skip and Cathy Page as stated above.

The Rendezvous was planned and hosted by Lynn Riggs at his boyhood home in Kanab, Utah, where most of the attendees stayed, although some of the more "adventuresome" of the group stayed at Lynn's ranch about 13 miles from town and up in the mountains. Put Lynn in a cowboy hat and boots, and you would have the reincarnation of the "Marlboro Man" - deliberate, soft spoken and affable.



Lynn Riggs - Photo by Marvin Haught 03



Intrepid cooks, Kyle and Carrie on a hike to the cliff Dwellings. Photo by Marvin Haught 04

Friday was arrival for most of the group at the Riggs home, which is a historic dwelling constructed by Lynn's grandfather from locally made brick and quarried stone. The stately home has been meticulously restored by Lynn and his wife Dianne, who operate the home as a vacation rental along with another home, "Muriel's Place" just down the street. Accommodations were very comfortable, as the group settled in for a wonderful evening of food and fellowship. Lynn had made arrangements for his daughter Carrie, and her boyfriend Kyle to cook for the event. Carrie, a teacher, made a career change, went back to school to become a pastry chef, and has been the Executive Pastry Chef at the Alma Restaurant in Minneapolis for the last year. Kyle is a sous-chef for The Union Restaurant, another prominent eatery in Minneapolis, MN. Kyle's last name is D'Artaganan Imes, and besides being a chef for the last 8 years, writes free lance articles on music for the local newspaper, is a composer and plays music with the band Deepest Basin. The author was honored to spend time with this highly talented young couple. The assemblage of Bearhawk enthusiasts was in for a treat, as Kyle and Carrie provided delectable creations for dinner on Friday night, as well as for breakfast on Saturday morning.

This Arkansas country boy likes to cook, and is a fair hand with a grill, smoker or dutch oven, but there is no comparison to the quality of food turned out by a pair of well trained and experienced professional cooks! I for one will contribute to their air fare to get them back for the gathering next year! Avid hikers, Kyle and Carrie made the most of their stay doing day trips to hike at the Grand Canyon, Bryce Canyon, as well as other areas of interest that abound in the vicinity of Kanab, Utah.



The Bearhawks on the way to the Riggs' Ranch over the Corral pink Sand Dunes State Park- Zion national park in the background. (Photo by Cathy Page) 05



The newly resurrected "Smokey Bearhawk" in flight. Photo by Lynn Riggs 06

Saturday's activities centered around a fly out to take in the local scenery as well as reconnoiter the ranch location from the air. During that fly out, Randy Sonnier, a newcomer to the Bearhawk circle, received his initiation into the Bearhawk community with a ride in the Fagan's "Smokey Bearhawk". The infection was complete, as he was observed to have a grin on his face the rest of the day, and has since been unable to refrain from talking incessantly about "Smokey".

In the afternoon, everyone gathered in town at the Riggs homestead for transportation to the cabin at the ranch, where the evening meal was to be prepared. Upon arrival at the gate to the ranch, the party got started!

Transportation to the ranch was an adventure in itself as the last 3 miles or so required a four wheeled drive vehicle. Everyone car pooled to the end of the pavement, where all piled in the back of Lynn's venerable Chevy ranch truck to be chauffeured by the author over the sand and rocks to the cabin site.



Riggs Cabin and Ranch truck- Photo by Marvin Haught 08

As evening fell, the crew gathered around a very welcome fire to partake of cowboy cooking from antique Dutch ovens found in the Riggs basement. The day cooled due to a cold front moving in, so Skip Page and built a nice fire in the fire ring while cooking a pot of improvised "Cowboy meat balls with veggies" and a second oven of apple dumplings! Left overs were not a problem! There was debate as to the appetite of the crowd being the result of a rigorous hike or the skill of the cooks!

Everyone attending agreed to meet again next year, with a focus on flights out to explore



Waiting for the ranch truck and beginning the afternoon festivities! Photo by Cathy Page. 07

Surprisingly, there was very little negative comment as to the skill of the driver or the quality of the ride! The ride back to the cars around midnight was invigorating, to say the least as there was frost in the air!

Upon arrival at the cabin, the majority of the group elected to make the trek to the cliff dwelling site, taking advantage of a beautiful fall day and cool temperatures. The scenery was spectacular and the cliff dwellings in surprisingly good condition, considering their age, as the roofs of the dwellings, made of intricately woven bark and brush and then sealed with a coating of clay, were still in place as an example of the structural detail.



Hikers at the dwellings – Photo by Cathy Page – Left to right, Lynn Riggs, Scott Williamson, Kevin Deutscher, Pat Fagan, Carol Fagan, and Randy Sonnier. (Photo by Lynn Riggs) 09

various local airstrips. Tentative plans were discussed to initially meet at the Kanab airport, then fly out to a remote airstrip selected as a base of operations for camping and day flights to explore the area. Stay tuned as plans are made for the Bearhawk Rendezvous 2014!



Dutch oven meal prepared by and Skip while other attendees did a hike to the cliff dwelling ruins (Photo by Cathy Page) 10



(Photo by Marvin Haught) 11



A pilot's favorite subject... WEATHER

Barbara Harper, ATP CFII MEI LRJet

With use of information, knowledge, images, ideas, and concepts, not even today's scientists have successfully understood what Mother Nature is capable of doing to the sky. Most everyone knows in this atmosphere that there is a wind shift when a cold front passes. But, not everyone thinks about the hours before the frontal passage that the temperature can be a lot warmer. These are simple known facts. Associated sometimes with a front is a trough. A trough is really a kink in the weather system. It can be sometimes not be associated with a low pressure system. Troughs are known too as vacuum sweepers in the upper air movement. They have moderate to severe turbulence because of airborne wind shifts, more seriously when over mountainous terrain.



In the same way, is Arizona's famous Haboob. At first hearing of this word, I thought this was sort of an off scale underwear sale. This is an Arabic name meaning an intense dust storm with violent winds. The weather phenomena people most likely assigned this name from the winds in the Sahara Desert. These Haboobs usually develop during the dry summer months. But, now they are seen in the fall. They are difficult to forecast and most times are not evident on radar. In fact, a dash line on the weather charts indicates the location of a weak pressure pre-frontal trough. In the Eastern part of the country there is the Norlun trough an intense snow maker that can produce five to six inches an hour and are hard to predict.

To this end, is that gargantuan thunderstorm weather. When will pilots learn that this is Mother Nature's greatest ballet? She likes to twirl and create great havoc for hours and sometimes days, annoying the most experienced pilots. There are many, many articles on these gigantic weather systems. Mostly on how to avoid and what creates them. After all, the rule of thumb is to circumnavigate them by twenty or so miles, that's not enough in my personal limitations. After all, how about the cargo 130 aircraft that penetrates the eye of the storm to retrieve data for research. What were their deductions; severe turbulence, radical temperature changes, and wind shifts? One can experience all three doing touch and go's. What as pilots can we do with that information? To invest and improve knowledge of these storms, leaders need to share this information with the aviation community.

My strategic vision is to have the geeks of aviation invent an instrument that will say "weather either marginal, don't go, or go for it?" (Conventional wisdom would have the instrument show the weather front barbs for cold front and half circles for warm front and maybe in color). This instrument could be a replacement in the panel for the lost LORAN or ADF. Just think, this new instrument could replace the FSS Specialist. What are the inventors waiting for? To rethink old concepts and inventions, the vacuum cleaner knowledge could be used for future flights. The foresight (teamwork) would be to have a pseudo laser sensor on the nose of the aircraft which when activated will physically move the storms out of your flight path. Still, this is almost something similar to a vacuum cleaner but in reverse. That way pilots will not have to rearrange their flight paths. It appears no one thinks outside the box. Perhaps if the geeks could sit in a box for a while and be subjected to discomfort and claustrophobia they might have more creativity when designing tools (expertise) to prevent flying into severe weather. Why can't industry architecture change for the betterment of safe weather flying? Ultimately, to pursue changes in building the understanding of weather lies with the leaders of our industry. What and where are they doing this?



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