



Arizona Pilots Association

<http://www.azpilots.org>



APA NEWSLETTER

2014 March

Asa Dean, Editor



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President's Report

Tommy Thomason, APA President

Greetings once again aviators and aviation enthusiasts. I hope you enjoy the March issue of the Arizona Pilots Association Newsletter. We have had lots of aviation activities this past month. We had the 3rd Annual P48 (Pleasant Valley) Fly-in with a fly-out to the Wayside Cafe near Alamo Lake for lunch. There was a Golf Ball in a Bucket drop which was fun for the pilots and entertaining for the spectators. Two sessions of the Mountain Flying lecture by Wayne Fischer



received great comments. Dave Duntemans monthly "Back to Basics" program was once again well attended. Both of these activities were eligible for the FAASTeam Wings program credits. We had our monthly fly-in to Grapevine with perfect weather and a full moon for us campers. By the time this goes to press, we will have had the APA Social Hour at McFaddens Restaurant at Desert Ridge in North Phoenix and the Cactus Fly-In at Casa Grande will be over.

At this year's **Annual Members Meeting on May 10th**, our guest speaker will be **AOPA President Mark Baker**.

Have Fun, Fly Safe



Executive Director's Report, Mar, 2014

Jim Timm, Executive Director



The flying weather has been fantastic and I hope everyone is able to take advantage of it. It's that time of the year when there are a lot of flying activities taking place and it's difficult keeping track of them all, much less deciding which one to take part in.

For many years APA has been advocating for northern Arizona RADAR coverage and the ability to have lower altitude tower to tower air traffic control service and it has finally happened. On Thursday, February 6th, the Phoenix TRACON assumed responsibility for the northern airspace in the Prescott, Sedona and Flagstaff area. The active hours of the TRACON operation are as follows:

The active hours of the TRACON operation are as follows:

- PHX TRACON will control the airspace from 6:00am until 10:00pm local time.
- At night when the Flagstaff tower is closed, you will still be able to contact PHX TRACON on the ground until 10:00pm on frequency 126.375
- Albuquerque Center will control the airspace from 10:00pm until 6:00am local time.
- ABQ Center will still be using frequency 124.5

The following is the TRACON Letter to Airmen regarding the airspace transfer.

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
PHOENIX TERMINAL RADAR APPROACH CONTROL
3500 EAST SKY HARBOR BOULEVARD
PHOENIX, ARIZONA 85034-4400

ISSUED: December 12, 2013 EFFECTIVE: February 6, 2014

PHOENIX TERMINAL RADAR APPROACH CONTROL LETTER TO AIRMEN NO. 13-01

SUBJECT: Northern Arizona Airspace Transfer

CANCELLATION: April 6, 2014

February 6, 2014, Phoenix Terminal Radar Approach Control (TRACON) will begin providing approach control services in the airspace of northern Arizona surrounding Prescott Ernest A. Love Field, Sedona Airport, and Flagstaff Pulliam Airport. This service will be provided by Phoenix TRACON coincident with the operating hours of Prescott tower (1300-0500z or 0600- 2200L). The use of terminal procedures and rules will permit a greater range of flexibility than enroute rules and will result in more efficient handling of aircraft than has existed in the past. TRACON controllers will provide IFR services to IFR aircraft, as well as VFR flight following and practice approach services to VFR aircraft.

The change was originally planned to occur on December 12, 2013 however, the transfer of airspace from Albuquerque Air Route Traffic Control Center (Center) to Phoenix TRACON has been unavoidably delayed until February 6, 2014.

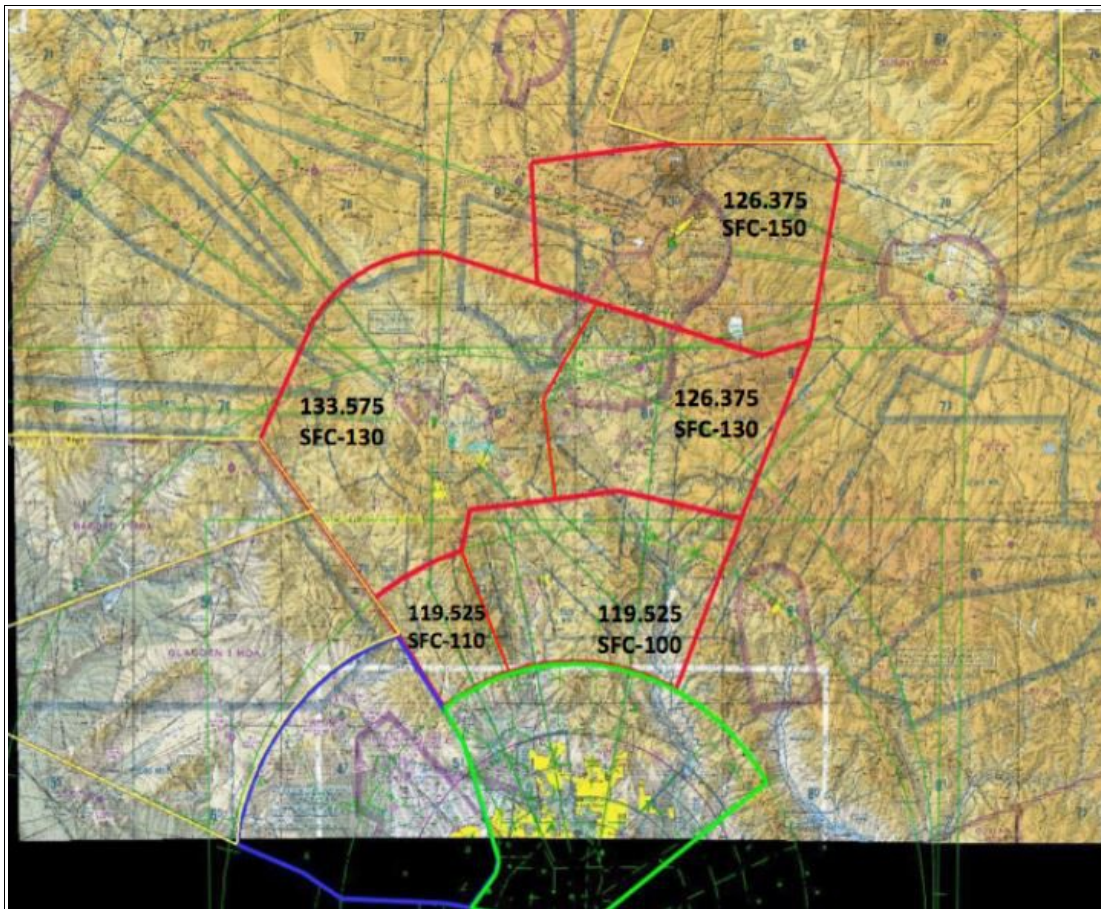
The attached diagram depicts the new airspace to assist pilots in selecting the correct frequency when requesting Air Traffic Services from Phoenix TRACON.

Any questions regarding the airspace transfer may be directed to Mr. Erik Bowring, Phoenix TRACON Operations Support Manager at (602) 306-2514.

Phillip D. Thornton
Air Traffic Manager
Phoenix TRACON

Per Fred Gibbs, APA's director for aviation safety programs, "one new benefit of this airspace change, which only you IFR guys will benefit from, is the addition of a new FDIO device in the KFLG tower. This should/could expedite IFR clearances and releases in the future – the tower will have a clearance ready for you when you call, and, if all works out right, a release time. However, these are fluid, and often depends on if you can make the 5 minute window allotted to your release. Anyway, the FDIO should improve things in the future".

The following is a chart of the area with the appropriate frequencies. New Phoenix TRACON Northern Arizona Airspace is out lined in red.



The FAA Phoenix TRACON will host an "Operation Raincheck" event which provides an opportunity for pilots to become better acquainted with the air traffic control system, its equipment and facilities. The program provides an overview of air traffic control services and inherent limitations. The 4-hour event is designed to foster mutual understanding, a spirit of cooperation and a free exchange of information. The event will be held on Saturday, March 22, 2014 from 8:00 AM to 12:00 PM at Phoenix TRACON. Space is limited to 25 persons. [Click here to sign up](#) on a first-come, first-reserved basis.

Miscellaneous Items

A reminder, Luke AFB will be having their open house and air show on March 15 and 16. The Air Force's Thunderbirds precision demonstration team will be performing and Luke's latest aircraft, the

F35 Lightning II is expected to be on static display along with a display of other military aircraft. Be sure you have the dates on your calendar.

Aviation safety should be a concern for all of us. From the National Transportation Safety Board (NTSB) records, there were four accidents that occurred in Arizona in this last reporting period. In the previous reporting period two of the reports were devoid of accident information and in this reporting period all four of the accident reports were also devoid of information. Since the first of the year the six NTSB accident reports have only contained the date and location of the accident and the aircraft identification, thus making the reports useless for developing safety programs. Efforts are being made to find another source of information. The limited information available is contained in the abbreviated March accident report.

APA continues to work with airports around the state providing the general aviation user perspective in the process of updating their Airport Master Plans. We are presently working on the updating of the Pinal Regional Airport, Bagdad Airport, Nogales International Airport, and the Gila Bend Municipal Airport Master Plans.

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 second Saturday of the month Ryan Field (RYN) has a fly-in buffet breakfast available. The breakfast is available in the building between Todd's Cafe and the fuel pits. Breakfast will run from 8:00 am to noon from February thru April and restart in September and run thru November.

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

(Often there have been very special fuel prices for breakfast attendees.)

There Is Another New Fly-in Breakfast Venue

The latest fly-in breakfast that has been announced is also on the third Saturday of the month. This one, starting in March, is at Falcon Field (FFZ) and is being put on by the newly formed EAA Warbirds Squadron located in what was the west Champlin Museum hangar. The breakfast is being put on by the Warbird Squadron and the Airport Fire Fighter's Union. Breakfast will be served from 7:00 am until 11:00 am in the Warbirds hangar. See the attached flyer for more details.

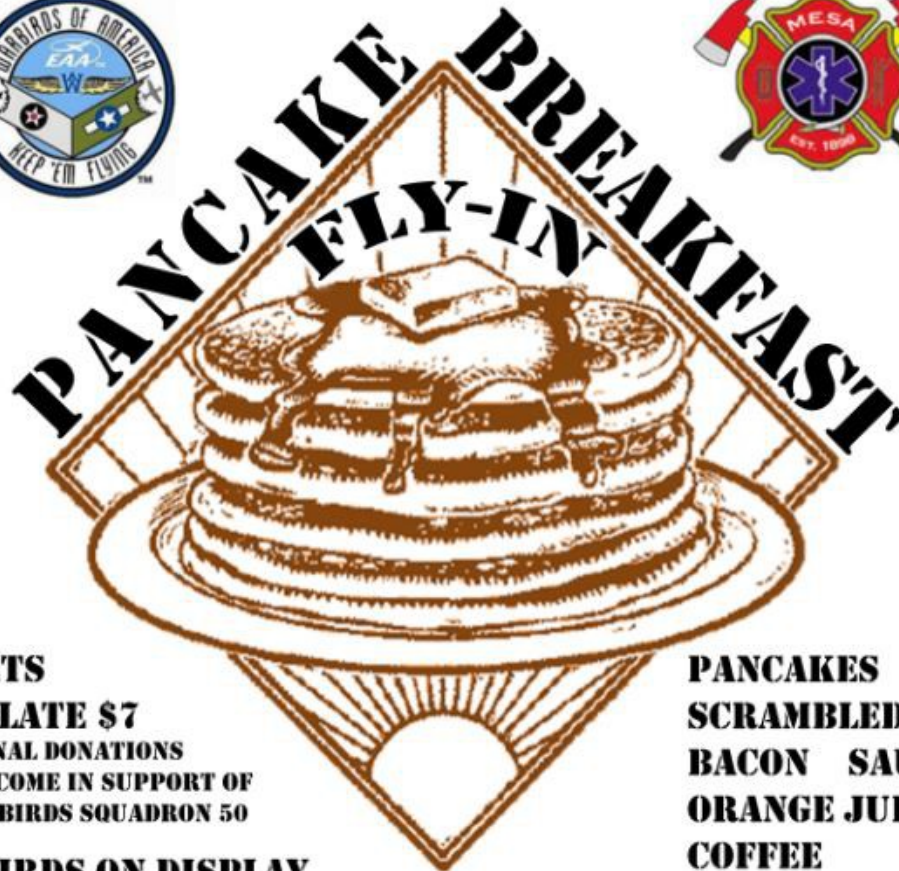
The **last** Saturday of the month there is a fly-in breakfast at Casa Grande Municipal Airport (CGZ)

(The Casa Grande and Coolidge fly-in breakfasts are put on by community service groups to raise funds for community service projects.)

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

FALCON WARBIRDS

UNITED MESA FIRE LOCAL 2260



TICKETS

PER PLATE \$7

**ADDITIONAL DONATIONS
ARE WELCOME IN SUPPORT OF
EAA WARBIRDS SQUADRON 50**

WARBIRDS ON DISPLAY

**FALCON FIELD AIRPORT
FALCON WARBIRDS HANGAR
4626 FIGHTER ACES DRIVE
MESA, ARIZONA 85215**

602-705-4413

PANCAKES

SCRAMBLED EGGS

BACON SAUSAGE

ORANGE JUICE

COFFEE

**7:00AM - 11:00AM
THIRD SATURDAY
OF EACH MONTH
(OCTOBER - MAY)**

Please join us on **March 15, 2014** for a hot and hearty breakfast or early lunch served up by Mesa Fire Department and Falcon Warbirds at Falcon Airport. Bring your family and friends to savor the steaming pancakes, fluffy scrambled eggs, crispy bacon and sizzling sausage...all in support of the EAA Warbird Squadron 50. Tickets at the door.



March Aviation Accident Summary

Jim Timm

In the past we have been able to review the preliminary NTSB accident reports of aviation accidents that had occurred in Arizona and attempt to develop safety programs and briefings that would help pilots learn from the mistakes being made by others and take the necessary action to prevent similar accidents from happening to them or their friends. In reviewing the NTSB accident reports since the first of the

year, it was very disappointing to learn that there were six accidents that had occurred and that the NTSB reporting of the accidents were devoid of any information other than the date and location of the accident and the aircraft identification, thus rendering the reports of no value in developing programs to improve general aviation safety.

It appears that some other means of acquiring accident information is going to be necessary to obtain the information needed to develop future safety programs. It's a strange paradox, in my mind, that an organization like the NTSB, that is charged with promoting safety, is doing the very thing to inhibit efforts to promote aviation safety and save lives.

The present NTSB accident reports, in addition to the very limited incident information, all contained the following notation; "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."

The accidents reported since the first of the year are as follows:

Accident Date: Saturday February 1, 2014

Location: Globe

Aircraft Type: Beech V35A

Accident Date: Sunday January 26, 2014

Location: Wikieup

Aircraft Type: Cessna 170

Accident Date: Saturday January 25, 2014

Location: Wilcox

Aircraft Type: Piper PA18-150

Accident Date: Tuesday January 21, 2014

Location: Showlow

Aircraft Type: Enstrom Helicopter Corp. 280C

Accident Date: Friday January 10, 2014

Location: Lake Havasu

Aircraft Type: Maule M7-235

Accident Date: Saturday January 4, 2014

Location: Marana

Aircraft Type: Cessna 140



APA Members Make a Difference!

Aviation Tax Increase Intercepted (SB1174)

Mark Spencer

When someone asks me why they should be a member of the APA, I'll have the perfect example to share with them. No other organization in Arizona was able



to react as quickly as the APA and its members to alter the course of a very extensive and serious bill that appeared suddenly at this year's legislature. No matter which organizations you are currently a member of; APA membership is a must if you are concerned about aviation Arizona!

On February 17th, the night before Aviation Day at the Capital, we learned of a strike-all amendment to SB1174 that was critically important to all of Arizona GA. A strike-all is when the language of a bill, after being submitted, is stripped of its original language and new language put in its place. This places the new language on sort of a short track through the legislative process. Things move fast in a legislature that only meets for around 100 days each year, and your APA had to move just as fast to understand this new bill and its potential effects, both positive and negative, on you, and get the word out.

As the bill was originally written, the entire aircraft registration and license tax fee system would change from a percent of aircraft value to a flat fee based on the type of aircraft you own. Currently Arizona assesses a license fee of 0.5% of the book value on all aircraft but experimental, homebuilt, antique, classic and warbird. This would mean that if your aircraft is valued at say \$40,000, your annual license tax would be \$200, at \$100,000, it would be \$500, and if you are in the big leagues, owning let's say a small Gulfstream valued at \$5.3M, you'd pay \$26,500 each year. With the new flat rate proposed in this bill (see below) the aircraft owner with the \$40,000 aircraft would have paid \$50 more than before, the \$100,000 aircraft owner paid \$250 less, and the Gulfstream owner a whopping \$23,500 less! The current flat rate on experimental, homebuilt, antique, classic and warbird aircraft would have gone from \$20/year to \$50/year. At the same time, all sales tax on aviation parts and avionics would be eliminated, but to make this bill revenue neutral, an increase of the tax on fuel was also proposed. For Jet fuel this would have gone from \$0.0305/ gallon to \$0.08 an on avgas from \$0.05 to \$0.10. The bottom line is that the many weekend flyers would have seen an increase in there cost to fly, while those usually able to distribute the costs of their flying through the price of their products or services would have received huge breaks.

Of course, we got the word out immediately to leadership at all EAA chapters in the state, as well as the AOPA and Classic Airplane Association of Arizona. The next day, while at the Aviation Day at the Capitol, we took the opportunity to meet with one of the bill's sponsors to express our concerns. It was obvious that they were willing to compromise on certain aspects of the bill, but as I said, things move fast at the legislature and we felt it prudent to issue a call to action to all APA members, encouraging them to contact their respective senators and voice their potential concerns. The call was heeded and many of you made those calls or sent emails. Almost immediately we began hearing from legislators who offered assistance in either amending or killing the bill. In the meantime, negotiations continued and just a few days later a compromise was offered by the coalition supporting the bill, a compromise that would significantly alter it by removing any tax increases in the form of the new flat tax or tax on avgas, while leaving in the sales tax exemption, a \$0.02 tax increase on business jet fuel, and extending the number of days that an aircraft can reside in AZ before becoming liable for the state's registration tax. This amended offer was via e-mail, and we had not yet seen anything in a bill form when we learned that supporters had already put out their own call to action. To play it safe, we put out a targeted call to action and began contacting those senators on the appropriations committee ourselves. We received several affirmations that the bill would be killed as it had been written.

Just a few hours before that committee meeting, supporters sent us the new language, including all the changes we requested, and with this, we felt the bill was potentially good for all GA in Arizona. We issued an email statement, attaching the new language to the senators, and the bill passed out of the appropriations committee with the requirement that those changes be made in the Committee of the Whole, and that all stake holders meet in advance of the bill moving another step. Of course, there are

still other groups, for example the airport association members, who may have issues that will be heard in the coming days.

Make no mistake, had the APA and its members not have moved as fast as it did, this bill might have sailed through the process unchecked. Thanks to all of you that headed our calls to action and did your part in being “The voice of general aviation in Arizona.”

APA & RAF Washington D.C. Follow up

We're at FL37 and screaming along at 430kts on our way home from another successful visit with federal land managers in D.C. Stefanie and I were both invited on this trip by the Recreational Aviation Foundation (RAF) president John McKenna; also joining us was the newest RAF director, Alan Metzler, of Mifflin, PA. This was a follow up to our trip last October. You'll recall in that trip we had meetings with the USFS and BLM and agreed to enter into a national Memo of Understanding (MOU) with both of these federal land management agencies. The purpose of the MOU is to encourage further collaboration between those agencies and the aviation community, as it relates to backcountry aviation.

After the October visit I was asked to write the initial pass at the FS version, and Ron Normandeau, RAF Montana State Liaison, wrote the BLM version. After several weeks of work, comparing versions and getting input, we submitted the documents to both of these agencies in advance of the trip. Both agencies accepted the documents and felt they were very close to what would serve as final versions, but the solicitor's office will need to review both documents for legal issues. At our meetings, we discussed some timing details, and we also invited both agencies to attend the national meeting of the RAF leadership and state liaisons in St George, Utah, in April. The FS felt that the MOU might even be ready for a formal signing ceremony at the St George meeting. The BLM document may take a few additional weeks, but we do expect a signing of that MOU sometime this year. The mood at these meetings was very positive, and BLM.... Andy Tenny mentioned that he had had some questions from the BLM Tucson Field office regarding the old airstrip at the Empire Ranch. I had visited this office to discuss possibilities of re-opening this airstrip. Andy said the conversation was also very positive, and that anything we could offer to help familiarize BLM field agents with aviation would be appreciated.

On Wednesday night we had the pleasure of attending a GAMA (General Aviation Manufacturers Association) reception in D.C. and met the executives of companies such as Garmin, Aspen, Piper, Lycoming, and, of course, GAMA President Peter Bunce. It is encouraging when these folks tell us they have heard what the RAF is doing and that they are interested in supporting the effort to protect and expand backcountry aviation.

On Friday, I was set free by Mr. McKenna and off to visit two individuals new to us in the FS, Joe Mead, Director, Recreation, Heritage and Volunteer Services, and Doug Stephens, Assistant Heritage Program Manager. Of course, being from AZ, I could not wait to talk to



these guys about our own historic Red Butte and Double Circle airstrips. As it turns out, Joe is very familiar with aviation, having been a forest supervisor in Alaska for some time, and also growing up with a father who was an avid aviator. Joe made me feel like I was visiting with an old friend, and promised he'd look me up on his next visit to AZ. Doug and I found it a small world as we figured out we grew up very near each other in the Phoenix area and share a mutual appreciation for all things historical. Doug attended college at NAU where he earned his degree in archaeology. I have to admit, I was a little excited when each of these guys indicated their interest in the old Red Butte (original Grand Canyon) airport on the Kaibab National Forest near Williams! I believe it was Doug that said it was a natural to have recreational aviation back at this site and part of the preservation efforts. He was similarly interested in Double Circle and offered his personal assistance in getting us the necessary expertise on some of the restoration work necessary at this site. Joe had mentioned, and Doug passed along some information on an organization called Historicorp, as they provide volunteer experts, and even funding, for certain restoration projects. Both of these gentlemen were pro aviation.

I think Stefanie and I both feel truly privileged to represent such incredible organizations as the RAF, APA, and the incredible family of aviators we fellowship with in Arizona. We've got a lot of work left to do in Arizona, but with the APA growing as it has over the last two years, many of you have put your backs to the load and are helping both the APA and RAF organizations in their efforts to preserve, protect and even re-open backcountry airstrips in Arizona and across the country.



Struggle for Tuweep

It's been a busy few weeks at the capital, but several key legislators continue to press the Arizona State Land Commissioner, Vanessa Hickman, for answers on why roughly 9.2 million acres of state trust lands have been closed to aviation. The answers are the same as we've heard since 2004, "liability" and its cost to the state. Sadly, this liability the commissioner speaks of comes from every recreator on state trust land except from aviators. This fact has not persuaded the commissioner to drop her requirement of a lease, organizational liability policy, and our covering the costs of an aviation policy for the state before allowing and returning our access to the famous and historical Tuweep airstrip on the north rim.

Earlier in February, House Majority Leader, David Gowan, and Senate President Pro Tempore, Gail Griffin, took up the challenge and orchestrated a meeting in the Senate President Andy Biggs' office with the Commissioner and the state Risk Management Director, Ray Di Ciccio. I could fill this newsletter with the details of this meeting, but in short, Commissioner Hickman voiced her challenges over liability and its costs to the land department, and tax payer, while I pointed out that all access to trust lands generated costs, and that the state, in essence, subsidizes the costs of other recreators, while it demands that aviators bear their own costs. Some of these costs are generated by the Commissioner by refusing to allow aviation access without a lease, while other recreators are allowed access by purchasing a simple recreational permit for \$15/year. I was very impressed with the Senator's understanding of the issue and our position, as each of them asked very pointed questions and challenged the position of the land department in their own way. I have to say that I left that meeting feeling proud that I had the representation in the legislature that initiated and attended this meeting.

Leader Gowan asked for several bits of information, like what the state did while Tuweep was open for 75 years, and how much did the insurance actually cost the state over all those years? Senator Griffin had her own questions, as did President Biggs, all very insightful. If any of these senators are yours, you owe them a call and a thank you for supporting the aviation community on Tuweep!

The following week, since I was going to be on Phoenix again for Aviation Day at the Capital, I sent my usual e-mail to the Senior Policy Advisor to the Governor, Kevin Kinsall, and to my surprise, he wrote back, "How about 2pm on the 8th floor?" Of course I accepted! Stefanie and I arrived a few minutes early and were a little surprised when Commissioner Hickman and Ray Di Ciccio stepped off of the elevator. Ray was his usual friendly self, while Commissioner Hickman seemed stern and quiet. I guess I'm a little slow, but when the secretary announced that the conference room would be on the 6th floor, and we all ended up in the same elevator, I figured out that the Commissioner and Mr. Di Ciccio were attending the same meeting as Mr. Kinsall and I were!

The meeting was somewhat of a replay of the last meeting, but with Commissioner Hickman being very clear that her issues with liability are so daunting that she'd be the first in line if the legislature was more open to shutting state trust lands down altogether to recreation. This bias is no surprise to us as we heard this in our very first meeting nearly two years ago. I have to say that I empathize with the commissioner as there have been many issues, at least one OHV tragedy that cost the AZ taxpayer roughly \$5 million dollars a couple of years ago. On the other hand, when one delves into the details of this case, involving cement barricades having a cable strung between them, placed there by the state; it seems to me that this unfortunate rider had a true cause against the state. Of course, that's not my decision, and a mock jury had actually awarded the plaintiff \$85 million before the state settled with him at roughly \$5 million. In any case, this challenge was what led the State Land Commissioner to request the legislature to update our Recreational Use Statute to add OHV's, the same amendment where we added the operation of aircraft. The new RUS has been relied upon for continued OHV access, but is refused as a legitimate risk mitigation tool for aviation.

Our position remains the same, and I believe it is reasonable, that while the State Land Department allows other recreational activities on state trust land, actually subsidizing the costs thereof, it should not be allowed to place a different and more onerous requirement on a community that has proven itself to be of minimal liability concern, this being the private general aviation community. This is the point we have made over and over. Unfortunately it has been suggested, by more than one legislator, none of those mentioned in this article, that what the state land department is doing is arbitrary and capricious, and that only a lawsuit challenging their actions will end it. I for one am not looking for that kind of fight, and I believe we need to allow some time to for those legislators making an effort to support us to work a solution. We may also rely on you in the coming weeks to speak out to the Governor. Please watch for a call to action if this becomes necessary. Any way you slice it, I do not believe the Arizona aviation community should roll over to such a clear abuse of its rights and privileges as Arizona citizens.

In the meantime, and while we wait on the information Leader Gowan has requested, I have made some requests for information from the Land Department as well, information on items the commissioner has used to bolster their position in our meetings to date. I have done this as I have found time and time again that there is always, let's say, more to the story.

Please stay tuned, and if a call to action goes out, don't make the mistake of thinking another pilot will answer that call for you, or that this particular issue is just not important to you. Each of us must become involved in this struggle against prejudice, even if you may never care to land at a backcountry airstrip. One thing I have learned over the past two years is that the squeaky wheel indeed gets the oil, and that the more all of us get involved in our state's aviation issues, the more often we'll be invited to the table earlier as public policy and law is being negotiated.



APA Social Hour

Dave & Wanda Fleming
February 27, 2014



Over twenty APA pilots and spouses gathered together for our quarterly Social Hour on February 27th at McFadden's in Phoenix. This was our second such event with the focus being a social setting "away from the hangar". Everyone enjoyed a no host happy hour menu and a raffle where we raised over \$70 for the APA Scholarship Fund.

Raffle winners were Adam Rosenberg and Wanda Fleming who each received a \$25 Gift Certificate. Andy Reichenberger took home a signed copy of Cubs to Bonanza while Nancy Montgomery was the big winner with a Royal Crown gift set (conveniently wrapped in a Phoenix Sectional).

There was plenty of food, beverages and 'flying stories', so please check our website <http://azpilots.org> and join us in May for our next APA Social Hour.



GAARMS REPORT: 2014 March

Fred Gibbs

How ironic – just as I was getting ready to turn off the nightly news and sit down to write this article, the newscaster starts talking about an aircraft accident at one of our local airports. Fortunately, it was only a “fender bender” – a blown tire on landing and a run off the side of the runway with no injuries, other than to the pilot’s ego! Anyway, by the time you read this, we will be 2 months into 2014 **without** a fatal accident. Y’all are doing a great job when it comes to safety. But please, don’t start getting complacent, and don’t let your guard down for even a minute. Let’s keep that fatal accident rate down at the zero level. Let’s all become old pilots!



At GAARMS III, now officially set for 9:00AM to Noon on Saturday, March 22, 2014, we will review and discuss the particulars of the 2013 fatal accidents and, again, try to identify what efforts we, as pilots and an organization, can take to prevent these types of accidents in the future. The symposium will be at Picacho Hall on the ASU campus on the Williams-Gateway airport, same as last year. Watch for an FAASAFETY notice of the upcoming event. GAARMS III will be a typical WINGS safety program, and one great safety program you need to mark on your calendar and plan on attending.

As a side note, in preparing for the GAARMS symposium, the NTSB has not been much help. Normally they publish preliminary findings followed by a much more in-depth final report on every fatal accident. But 2013 has, apparently, been a bad year for them, and they have not published any final results studies for any of the accidents in 2013! That sure makes it hard for us folks on the ASAG accident review team to get any definitive answers; so this year, it is just our best educated guess at what may have happened. But you all can still learn a lot about what happened by participating in the discussions on each accident. There were 8 fatal accidents involving 9 aircraft (a mid-air involved 2 aircraft) with a total of only 17 fatalities. All of the accidents occurred within the top 10 categories of accidents as listed by the FAA. You need to come and hear how they all played out so you don’t end up on that list – ever!

It seems that our GAARMS program and efforts have caught the eye of the FAA’s Office of Accident Investigation and Prevention. They have expressed an interest in coming out to Arizona to review and participate in GAARMS III. Hmm... leave Washington, DC in the middle of one of the coldest, snowiest winters in a very long time to attend a safety program in sunny, warm Phoenix... Glad we could accommodate them. Actually, it is very satisfying to have APA and the GAARMS program recognized. In addition, they are coming out in early March to host a meeting, and working with the Scottsdale FSDO, propose a demonstration program on aviation safety in the Phoenix area. Rather than try to paraphrase that, here is an excerpt of their correspondence to APA –

We are the organization that manages the government side of the Aviation Safety Information Analysis and Sharing (ASIAS) program. As you may have heard in the news, the FAA Administrator held his second GA Summit on January 27th. The GA Summit is a forum to discuss important topics in general aviation and is well attended by senior leadership from both the GA community and industry as well as the different lines of business within the FAA. This meeting officially kicked-off the ASIAS GA demonstration project being conducted with the GA community starting in March. The Phoenix area was selected as the best location for this demonstration project due the broad representation of the aviation community (recreational, flight training, business/corporate, air carrier, etc.) and your year-round flying season.

As a little background, ASIAS was established by the aviation industry and the FAA working in partnership to promote an open exchange of safety information for the continuous improvement of aviation safety. ASIAS is a collaborative information sharing program supported by the aviation community to promote the proactive analysis of various data sources for the advancement of safety initiatives and the discovery of vulnerabilities in aviation. The ASIAS community consists of the FAA and private sector organizations such as corporate operators, airlines, manufacturers and pilot associations. ASIAS participants currently provide de-identified digital flight data and/or de-identified safety reports to ASIAS under various agreements. This data does NOT go to the FAA, is used solely for the advancement of safety and is governed by a committee of industry and FAA representatives.

We are in the process of planning a meeting to brief FSDO and other FAA representatives in the Phoenix area. While we are out there, Tony Fazio, the Director of the Office of Accident Investigation and Prevention and myself would like to meet with you and other leaders in your organization to brief you on the plan and ask for your assistance in the project. I will be co-chairing a team that will be managing the project. The group will truly need representation and participation from the Arizona Pilots Association. No organization will be a better subject matter expert. You and your organization know the pilots, aircraft and issues in the area better than anyone.

As you can see, GAARMS is a worthwhile endeavor, and your attendance and participation at the symposium is strongly encouraged to show FAA folks that we are – if you'll pardon the pun – **dead serious** about reducing the fatal accident rate here in Arizona. So plan to attend, and don't come alone – bring your wingman or a new wingman!

Let me leave you with some other truisms and/or some obscure facts that we, as pilots, need to remember (from the Book of Useless Information) –

Leonardo Da Vinci invented the concept of the parachute, but his design was fatally flawed in that it did not allow air to pass through the top of the chute. Therefore, the chute would not fall straight, but would tilt to the side, lose its air, and plummet to the ground. And by the way, he also invented the scissors!

At any given time, there are approximately 1,800 Thunderstorms in progress world-wide.

A cubic mile of fog is made up of less than a gallon of water!

A Boeing 747's wingspan is longer than the distance of the Wright brothers' first flight.

One inch of snow falling evenly on one acre of land is equivalent to 2,715 gallons of water... (imagine how much water there must be in the Rockies!) Meteorologists – the weather folks – claim that they are correct 85% of the time.

And finally, with GAARMS in mind – **Death is just Nature's way of telling you to watch your airspeed!**

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 at fredgibbs@npgcable.com. 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!

Ryan Fly-In

Submitted by Barbara Harper

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Not So Fast

Howard Deevers

People who fly airplanes like to go fast. After all, one of the advantages of aviation is that we **can** go fast. And we can go fast in a straight line, getting to our destination much quicker than if we drove our cars.

Over the years, I have talked to a lot of pilots that would like to have a faster airplane. I'm one of them too. I would like to have an airplane that will go at least 200 miles per hour.



But going faster comes at a cost. Faster airplanes cost more to buy, and use much more fuel and they require more skill to fly, than a slower Cessna 150, Piper Cub, or my Piper Warrior. They will be more expensive to insure, and the annual inspections will probably be more too.

There are things we can do to our airplanes to make them go a little faster, such as gap seals, installing larger engines, and constant speed props. Many “mods” do increase our speed by a few miles per hour. But at some point we need to measure the cost of the “mods” vs the payback in speed. The modest increase in speed will take a very long time to repay the cost of modifying the plane.

Last summer I went out to fly the Warrior. To my surprise, there was a Cessna 140 parked next to me that had come in late in the evening after I had finished for the day. The Cessna 140 is a 2 place, “tail dragger” usually with not more than 100 HP and a cruise speed of about 100 mph. I was looking the plane over when the owner showed up and we talked about his plane, and mine. His C 140 was a basic VFR airplane, and carried no more than 25 gallons of fuel. It can use auto fuel too. I asked where he was from and where he was going. He was from Washington state, and going to central Texas, a trip that he had made in this airplane several times already. He uses about 4 1/2 gallons per hour flying about 100 miles per hour, so he can easily cover 400 miles before thinking about a fuel stop.

One of my favorite writers is Richard Bach. In his book **BIPLANE**, he gave a detailed account of his adventures of flying the biplane back to his home in the West after purchasing it on the East Coast. It was not a fast trip, but as you read his story it just makes you want to ride along on that trip; or at least one like it.

On one of my earlier trips to Oshkosh to the EAA fly-in I discovered Ultralight aircraft for the first time. I was a new pilot and went for the first time with my instructor. I remember seeing the Ultralights and thinking “who would want to fly one of these things?” The next year the Ultralights had their own section at the fly-in, and there were many more of them. Boy, was I wrong! Lots of people like to fly these, and now they have become Light Sport Aircraft, and are made all over the world. The Light Sport Aircraft provide a simpler way to get into aviation. Not only are the aircraft themselves simpler, but the training requirements are far less stringent as well. They are inexpensive to own, and you can do your own maintenance, and annuals.

Sure, I still like to ‘go fast.’ But there are times that “Not So Fast” is just the pure enjoyment of flying, being above the traffic, or just flying over some of the wonderful places to see in Arizona, or anywhere in the U S, for that matter.

No matter what you fly, or how fast you go, we want for you to be a safe pilot. Stay a safe pilot by attending the next **Arizona Pilots Association** “Wings” seminar, or come to one of the social fly-in events and meet other APA pilots. And don’t forget to “Bring your Wingman.”



What Makes An Effective Aviation Leader?

Barbara Harper, ATP CFII MEI LRJet

This list of individuals could be your local airport manager, FBO owner or state aviation official. These leaders must know what is important that could make a difference. Do these leaders focus on business results or effective strategists who shape the future, executors who get things done and managers who recognize what is needed? Leaders' behaviors reflect knowledge for improving our airports and delivering users expectations. Maybe some of these leaders need to upgrade their skills.



Sometimes leaders announce great aspirations such as a master plan full of growth, but fail to deliver. Over time the promise of changes such as strategic or tactical plans breaks down trust and erodes commitment. Accountability increases when they follow promised commitments. What is missing is the other bookend: listening to the Users of airports. This is the most overlooked and underutilized skill among leaders of airports. Why? Don't they know it is actually the most powerful tool in communication?

Airport leaders should be seeking always to understand, and must be open to feedback. As many authors have stated, that the production of feedback is an essential part of listening and an important interpersonal communication skill. Listening and responding to Users is important to convey respect and trust. Listening is a learned skill that takes practice and hard work to make communication work. Users of airports are worthy people who can add value to the airport. Managers and Users are two different breeds that can work effectively together if they listen to one another.

To some extent, issues that are of concern to both parties should be discussed at Users meetings. This is accomplished by publishing the date and time of the meeting in a recognized publication or posted in a well-traveled area, not in a closed-paneled area where the general public rarely walks. This is common sense. If the general public is not properly notified, the airport does not meet the Open Meeting Law of Arizona. A ganged email list of Users meeting does not meet the complexion of this law. Still, what makes an effective aviation leader? There will always be differences when airport leaders and Users meet. Why do they clash? To illustrate, there are two cultures; airport leaders and Users. The challenge, then, is for the airport leaders to deepen their intelligence and develop competencies in integration. Unfortunately, this is easier said than done. Both have different histories, assumptions, languages, and ways of presenting issues. Joint sense making is my best answer to come to a reasonable solution for all concerned.



Luke AFB Air Show

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Welcome to Luke Days 2014, Lightning in the Desert! The Open House and Air Show is open to the public and admission is free. We will update this website as more information is available. We look forward to seeing you **March 15 & 16!**

See their [website](#) for more.



1997 Kitfox Model IV

Troy Ball

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Contact Troy Ball (cell 928.830.7232).



Alamo Fly-In

Adam Rosenberg

[Alamo Lake](#) is a dirt airstrip near Alamo Lake State Park at Wayside Inn, about four miles east of the lake. It's a great spot and we decided to have a fly-in event there 2014 February 22. Many of us flew directly from a mountain-flying talk at Pleasant Valley "Turf" (P48) at Lake Pleasant. The timing worked perfectly. (Next time I'll have the latitude and longitude of the destination with me, sorry about that.)

We had a good crowd at Carl's restaurant, the Wayside Inn, with eight or nine airplanes (I didn't count). I saw friends from the Arizona Pilots Association (APA), from LiteFliers (EAA 55), and even a buddy from Parker (P20) whom I haven't seen for a while.

The weather was perfect for flying, clear skies, no wind, and perfect for dining outside (about 25 C, 75 F).

Life is good.



EAA Young Eagles Event

Jeremy Keating

Saturday, March 15 9am-2pm

We would love to have some "cool" aircraft fly-in for display. If you fly in, we will feed you! All questions and inquiries can be made with me at 928-754-2134.

EAA Young Eagles Event Saturday, March 15, 9am-2pm at the Laughlin/Bullhead International Airport



FLY FOR FREE!!!!

The EAA Young Eagles program was launched in 1992 to give interested young people, ages 8 - 17, an opportunity to go flying in a general aviation airplane. These flights are offered free of charge and are made possible through the generosity of EAA member volunteers. Through the flight experience, participants will receive a new perspective on their world and can begin to explore the opportunities available through a career or interest in aviation.

Since 1992, more than 1.5 million Young Eagles have enjoyed a flight through the program. Young Eagles have been registered in more than 90 different countries and have been flown by more than 43,000 volunteer pilots.

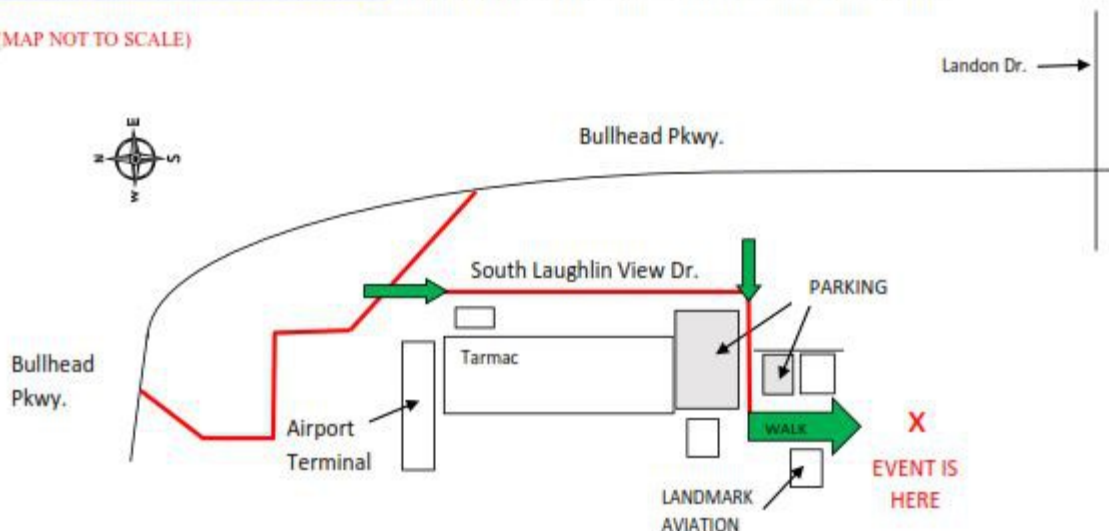


Participation is easy.

If you are between 8 and 17 years old, the EAA Young Eagles program wants to offer you the chance of a lifetime. Turn your dreams into reality on a free Young Eagles flight and become one of over 1 Million Young Eagles! Once you become a Young Eagle, you will have more opportunities to participate, either through an **online ground school**, the **EAA Air Academy** or EAA's many **scholarships**. It's up to you!

For more information about the EAA Young Eagles program, visit the EAA's web site at <http://www.young eagles.org/>. To contact the airport directly, please call 928-754-2134 or email us at info@laughlinbullheadintlairport.com. Registration begins at 8:30am, first come, first serve.

(MAP NOT TO SCALE)



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APA Website

Stefanie Spencer

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

Newsletter Authors

Monthly Deadlines

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

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



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

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