



Arizona Pilots Association

<http://www.azpilots.org>



APA NEWSLETTER

2014 April
Asa Dean, Editor



Table of Contents

President's Report.....	3
Tommy Thomason, APA President.....	3
Executive Director's Report, Apr, 2014.....	3
Jim Timm, Executive Director.....	3
April Aviation Accident Summary.....	5
Jim Timm.....	5
Ryan Fly-In.....	6
Submitted by Barbara Harper.....	6
The Old Double Circle Ranch was the End of the Line for Bill Johnson.....	7
Mark Spencer.....	7
AZ's Spring Backcountry Fly-in Lineup.....	8
Mark Spencer.....	8
GAARMS REPORT: 2014 April.....	11
Fred Gibbs.....	11
User Fees Again? Really? It Is Not About The Money!.....	16
Howard Deevers.....	16
APA Social Hour - May 13, 2014	17
Dave Fleming.....	17
Airspeed Indicator.....	18
Barbara Harper, ATP CFII MEI LRJet.....	18
2014 APA Annual Meeting.....	19
May 10 - 10:00am to Noon.....	19
Deuces Wild Fly-In / EAA 586 Show Low.....	20
Lemuel Cook.....	20
Member Discounts.....	21
Support APA with Stylish Merchandise.....	22
APA Website.....	23
Stefanie Spencer.....	23
Newsletter Authors.....	23
Article Deadline.....	23
Advertisements.....	23
APA Membership.....	23
Volunteer 501 c 3 Organization.....	23

President's Report

Tommy Thomason, APA President

Hello aviators and aviation enthusiasts. I certainly hope you have been able to enjoy the great flying weather we have been having. We've had a few windy days but for the most part, it's been really good. We had a nice turnout at the monthly Grapevine fly-in. Fred Gibbs 3rd annual GAARMS (General Aviation Accident Review & Mitigation Symposium) proved very educational with lots of valuable information to share. Mark Spencer remains very busy as our liaison with the Recreational Aviation Foundation, attending multiple meetings with our state and Washington DC representatives. Craig Albright is close to completing the Getaway Fly-out schedule with a number of fun places to visit. Check in on our [website](#) calendar frequently to see what's happening around the state. Dave Fleming is busy with our Scholarship Program and will be announcing the candidate(s) soon. The newly formed "Back to Basics" program being conducted by Dave Duntelman, has also proven to be popular and successful. On a final note, make sure you mark your calendars for May 10th, our annual members meeting hosted by ASU at the Mesa Gateway Campus with guest speaker AOPA President Mark Baker.

Have Fun, Fly Safe



Executive Director's Report, Apr, 2014

Jim Timm, Executive Director

Executive Director's Report, 2014 April

There have been a lot of aviation events happening lately and it's been difficult deciding which to take in. Fortunately, the flying weather has been great and we need to get out there and fly before the hot weather gets here and puts a damper on things.

In the recent APA General Aviation Accident Reduction and Mitigation Symposium (GAARMS III) program, the fatal accidents that had occurred in Arizona this past year were reviewed with a discussion of causes and what could have been done to prevent them. I think we all recognize that flying does present a certain level of risk. And with that recognition, there is action that can and should be taken to manage and minimize the risk. In the case of one accident that was reviewed, something as simple as having a shoulder harness installed in the airplane would have prevented a fatality. The accident occurred because of an engine failure resulting from improper maintenance. A well executed forced landing was made, however, a front seat passenger struck their head on the door post during the landing and was killed. In the GAARMS meeting, a showing of hands indicated there were a couple of pilots present, flying airplanes without shoulder harnesses installed. In some older aircraft the installation of shoulder harnesses can be expensive. But the question needs to be asked, what is a life worth that could be saved with their installation. It's well recognized that they save lives in automobile accidents, and this accident demonstrated they will do the same in aircraft accidents. Perhaps this is a project APA should undertake, trying to encourage the installation and use of shoulder harnesses and ways to make them affordable.



No matter what we do in our airplanes, we cannot eliminate risk entirely, however we can manage that risk and take measures to mitigate or even eliminate the risk. An example would be the canceling of a flight because of questionable weather or perhaps an unresolved mechanical issue. In any case, we should be concerned with mitigating or reducing the risks our flying may possess.

Miscellaneous Items

In an effort to reduce the number of general aviation aircraft accidents and improve safety, the FAA in Washington D.C. is planning on undertaking an explorative study in the immediate Phoenix area to collect general aviation flight data for analysis by a flight safety team. They hope to recruit pilots/aircraft owners to record their flight data and transmit the data to the study team for analysis. A similar program called Aviation Safety Information Analysis Sharing (ASIAS), is presently in place in the air carrier industry. We are presently meeting with FAA leaders to learn more about the G/A program and APA will be providing more information in the next newsletter or in a special e-mail notification.

Last month we reported on Senate Bill SB1174 which, among other things, would have revised the entire aircraft registration and license tax fee system from a percent of aircraft value to a flat fee based on the type of aircraft you own. The bill failed to pass through the legislature, and we are assured that it will resurface for the next legislative session. When it does, APA will be there to make sure that all stake holders meet in advance of the bill moving forward into the legislative process.

Aviation safety needs be a concern for all of us. From the National Transportation Safety Board (NTSB) records, there were three accidents that occurred in Arizona in this last reporting period. Based on the information made available, one accident resulted in injuries, one resulted in a fatality and the other report did not contain accident details.

Since the first of the year there have been nine aircraft accidents reported, and of these, only two have had a preliminary report filed, and they are contained in this months reporting. An effort will have to be made to determine an alternate source of information. The information presently available is contained in the April 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 through April and restart in September and run through November.

The third Saturday of the month at Mesa Falcon Field, a fly-in breakfast 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.

Also, on 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.)

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.

April Aviation Accident Summary

Jim Timm

In the past we have been able to review the preliminary NTSB accident reports for aviation accidents that had occurred in Arizona and use the information 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. Because of budget cutbacks, the NTSB has, in many cases, stopped issuing preliminary findings reports on accidents. Unless an alternate source of information can be found, I do not believe it will be possible for us to be able to develop effective safety programs to reduce accidents.

Since the first of the year there have been nine aircraft accidents and of these, only two have had a preliminary report filed, and these were relatively high profile type accidents. Perhaps an alternate source of information may be the Scottsdale FSDO. An effort will have to be made to determine if this is possible.

Since the last reporting period, there were three accidents, one with injuries, one with a fatality and one with no information. Based on what information is available, the reported accidents are as follows.

Accident Date: Tuesday, February 4, 2014 Reported 2/21/2014

Title 14 CFR Part 91

Location: Phoenix

Aircraft Type: Piper PA280181

Injuries: 2 Serious, 1 Minor

On February 4, 2014, at about 1150 MST, a Piper PA-28-181, sustained substantial damage during a forced landing following a reported loss of engine power during takeoff initial climb from the Phoenix Deer Valley Airport (DVT). The student pilot and certified flight instructor (CFI) were seriously injured. A passenger, who was also a CFI, sustained minor injuries.

In a written statement, the CFI reported that the engine lost power about 200 feet above ground level, during climb out from runway 07L, after performing a touch and go landing. The CFI further stated that the engine's revolutions per minute (RPM) was decreasing and he decided to turn back towards the airport; however, he could not make it to the runway and initiated a forced landing to a field in vicinity of the airport. During the landing sequence, the airplane struck the airport's perimeter fence and nosed over where a post accident fire ensued.

The National Transportation Safety Board investigator-in-charge, examined the airplane at the accident site. The airplane's fuselage and left wing were mostly consumed by fire.

Visual meteorological conditions prevailed and no flight plan was filed for the instructional flight. The local flight departed DVT about 1105.

NOTE:

After the above accident, a Beechcraft Bonanza made a gear up landing on the same runway that the previous accident airplane was using. Because the extent of aircraft damage did not reach a level requiring an NTSB investigation, no report was filed, as can be the case with a gear up landing. This is unfortunate as I suspect there are several lessons that could have been learned from the incident.

Accident Date: Saturday, February 15, 2014

Location: Glendale

Aircraft Type: Cessna 172

No accident information is available.

Accident Date: Sunday February 23, 2014 **Reported** 3/1/2014

Title 14 CFR Part 91

Location; Maricopa (A39)

Aircraft; Sabrena Dragonfly

Injuries; 1 Fatal

On February 23, 2014, about 1800 MST, a Sabrena Dragonfly impacted terrain about one mile from Ak-Chin Regional Airport (A39). The pilot (sole occupant) was fatally injured, and the airplane sustained substantial damage.

Witnesses reported that while the airplane was on the downwind leg of the traffic pattern they saw the airplane pitch up abruptly. The nose of the airplane temporarily leveled off before it pitched up a second time. Witnesses reported that the airplane appeared to stall before it descended into the terrain below.

Visual meteorological conditions prevailed for the flight, and it is unknown if a flight plan was filed. The flight originated from A39 at an unknown time.

Ryan Fly-In

Submitted by
Barbara
Harper

FLY-IN TO RYAN "KRYN"

HOSTED BY **TODD'S**
Restaurant @ Ryan Field

2nd SATURDAY EVERY MONTH
(starting Feb 8, 2014 - thru April - then Sept thru Nov)

8am to noon - \$8.00 per person
Pan Omelet - Biscuits 'n Gravy - Link Sausage
Water - Coffee - Orange Juice
(cash only please)

In-Door Seating - Restrooms - Pilots Lounge - Fuel

520-883-7770 9700 W. AJO HWY, TUCSON, AZ
www.toddsrestaurant.com

The Old Double Circle Ranch was the End of the Line for Bill Johnson

Mark Spencer

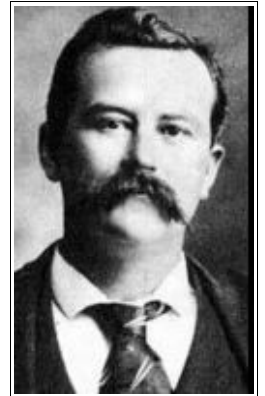


If you've not visited the old Double Circle yet, you've not seen the graveyard yet, so here's a photo of one of the more interesting headstones for you. The end for Bill Johnson began when he was coerced by [William Walters](#), otherwise known as Bronco Bill, to join up with him, other outlaws, and a few from the notorious Black Jack gang run by [Tom Ketchum](#), to rob the Wells Fargo shipments as they crossed New Mexico and Arizona. The Bronco Bill gang had its main hideout near Solomonville, Arizona, during this time, from 1894 to 1897. Many a stage coach and train were robbed by the gang, but they ran into some trouble in an attempted train robbery near Grants, New Mexico, in early July 1898. It seems the guards were ready for the gang and successfully drove them off in a hail of gunfire.

The gang retreated to the country they knew very well, just north of Solomonville along Eagle Creek at the edge of the White Mountains.

It was at this time two of the most famous lawmen of the time, Jeffrey Milton and George Scarborough, entered the story, which in fact is another story in itself, but I'll share just a little here. Scarborough and Milton often partnered while both serving as lawmen in El Paso, Scarborough as a Federal Marshal and Milton as the Chief of Police. Milton was the son of Confederate Florida Governor John Milton who committed suicide when Jeff was only 4 years old, shortly after the south fell to the north. Milton had begun his career in law enforcement when he was only 17 years old; of course, he had to lie claiming he was twenty in order to enter the ranks as a Texas Ranger. After four years as a Texas Ranger, he drifted further west, serving as a sheriff's deputy in Socorro and also under the famous John Slaughter of Cochise County, Arizona. Some of you may recall the first acting role of Ronald Reagan was playing the part of Texas John Slaughter in the

movie of his namesake. Slaughter has been credited with cleaning up Cochise County, and Milton was often right there with him. One of their more famous acts was that of capturing and killing the Jack Taylor Gang in 1886-87. Milton was one of the only true fast guns of the old west. In fact, one well known outlaw, believed to have killed over 50 lawmen,



simply handed his guns over to Milton rather than to fight him. Milton's position as Chief of Police in El Paso, began in 1894 and lasted only a year before Milton moved on, taking the position of part time messenger, full time guard for Wells Fargo Co.

Just a few years later, Milton and Scarborough partnered up to track down the Bronco Bill gang after the failed attempt on the Grants New Mexico train. It was not uncommon for outlaws to lay low from time to time, actually working for a living, often times cowboying. With the old Double Circle being the second largest employer in the area back then, it is even conceivable that they may have gone to work at the ranch, but that's just conjecture on my part. What we do know is that Scarborough and Milton caught up with the gang and a gun fight ensued, killing Bill Johnson, capturing Bronco Bill, and scattering the rest of the gang. While Bill Johnson's career in robbery came to an abrupt end at the Double Circle, Milton's career would continue another 3 decades in southern Arizona.

Come join us around the campfire at our May 2-4th fly-in camp at the old Double Circle Ranch to hear... the rest of the story!

AZ's Spring Backcountry Fly-in Lineup

Mark Spencer

[Pleasant Valley \(24AZ Young AZ\) April 4-6th](#)

[Grapevine \(Roosevelt Lake\) April 18th-20th](#)

[Double Circle Ranch \(Eagle Creek\) May 2-4th](#)

Pleasant Valley (24AZ Young

AZ) -I don't know about you, but I've always enjoyed spring, even here in Arizona where we may not experience the dramatic changes folks in other areas of the country do. Spring begins in Arizona when the days begin to grow longer, the trees, at least in my area, begin to send out leaves, and I find myself wanting to get outside, and any excuse will do! With that in mind, I'm really looking forward to a couple of backcountry weekends coming up. The air will still be cool in Young, Arizona for our annual fly-in camp at [24AZ](#)

[Pleasant Valley](#) April 4-6th, and I always enjoy a trip into Young, especially for a meal at the Antler's restaurant. Camping at Pleasant Valley is basic, but comfortable if you prepare properly. Bring your tent,



warm sleeping bag, plenty of snacks, a potluck dish for Saturday, and your own facility. That's a nice way of saying your own honey pot, or just a five gallon bucket for your personal bathroom!



The Pleasant Valley (Young) airstrip is smooth dirt/gravel, and landing to the west you'll have a bit of an offset threshold. Let's hope for low winds and blue skies for this one, but we're holding the 12-14th as a backup in case spring winds kick up on the 4-6th.

Grapevine (Roosevelt Lake) -The third weekend in April will once again bring us to the Grapevine airstrip just a few miles east of the dam, and ending only

1400' from the south shore of Roosevelt Lake. This airstrip is quickly becoming an Arizona favorite, as it was before its closure in 1997. Even with the predicted high winds of the last weekend at Grapevine, many folks showed up with 8 to 10 camping out both Friday and Saturday nights. For those who don't like roughing it, your APA provides a port-a-john at the site for your use, and like all our backcountry sites, picnic tables, a fire pit with cooking grate and great company are included.



Double Circle Ranch (Eagle Creek) – If you've not been to the historic Double Circle Ranch, take this opportunity to join us at what is one of the most historic sites of the old southwest. From its early Pueblo inhabitants, to the Apache, to the Kansas City cattle barrens and outlaws, this ranch has seen them all. The locals will be joining us once again in a potluck BBQ, meat and beans provided by your APA. Pack up your camping gear, including honey pot, a potluck dish and prepare to enjoy one of the most incredible backcountry airstrips in the southwest. From the old lodge building, the flowing creeks to the 100+ foot tall cottonwoods, you'll enjoy exploring this old site for many hours.





Just after noon on Saturday we'll be having BBQ and Beans in the old lodge, potluck style along with many of the local ranchers and old timers of the area. It'll be old stories and friendship around the campfire in the evenings.

[Please RSVP here!](#)

This airstrip is narrow, but smooth dirt/gravel, slightly uphill to the north. As

always, please check in at our event page and let us know you are coming so we can plan food accordingly. Also, please be certain to down load our pilot briefs for any of these airstrips under our Resources tab. Know your skills and aircraft performance!

We'll be looking for you at the Old Double Circle!



GAARMS REPORT: 2014 April

Fred Gibbs

By the time you read this, GAARMS III will be over, and I hope a lot of you got to sit in. We reviewed and discussed the particulars of the 2013 fatal accidents working towards identifying those efforts we, as pilots and an organization, can take to prevent these types of accidents in the future. And, so far this year (up through March 16th, the date I wrote this), there have been NO fatal accidents in the state, and only 1 fatal accident out-of-state involving an Arizona-based pilot. Our safety record so far is excellent, and I hope it continues this way. All of you need to keep the safety of flight in mind when you go flying – analyze the parameters of your proposed flight, look at the risks involved, and take all the appropriate steps to mitigate those risks down to very acceptable levels. If you can't mitigate them down to that level, do you really want – or need – to go that badly?



The 8 fatal accidents discussed during GAARMS III fell into the FAA's following 10 top categories

- 2 - Loss Of Control Inflight
- 0 - Controlled Flight Into Terrain
- 1 - System Component Failure – Powerplant
- 1 - Low Altitude Operations
- 0 - Unknown Or Undetermined
- 2 - Other
- 0 - Fuel Related
- 1 - System Component Failure – Non-Powerplant
- 1 - Mid-Air Collisions
- 0 - Wind shear Or Thunderstorms

GAARMS III covered these in depth, but here they are in a nutshell -

Two of the accidents were during the flight instruction phase of flight, involving 4 Instructors and 2 students. One was a mid-air involving 2 aircraft, both with instructors on board, and the other a loss-of-control accident during a training session involving a Vmc go-around, again with an instructor on board. These are NOT supposed to happen – flight instructors are supposed to keep their students safe and set the example.

Two of them involved maintenance issues; one possibly very preventable and the other, well, sometimes fate is the hunter. Mechanical things break, and we all hope that that never happens to us, but it can and sometimes does. Thank God that most of the time when something does break on our aircraft or helicopter, it is only minor, containable, controllable, and not disastrous!

One of the accidents was a classic stall-spin accident that occurred during the base-to-final turn in a very forgiving C150. What could possibly have gone wrong at that point? And it was NOT a student, but a 300 hour plus hour pilot practicing take-offs and landings to maintain proficiency. How could this happen, you ask?

Two of the accidents fell into the “Other” category; both were unique in how they ended up with fatalities. One was ruled as a suicide – the pilot shot himself while flying, and the other was a successful off-airport landing, where the passenger was killed as a result of head trauma. The aircraft was NOT equipped with shoulder harnesses, and I believe – my opinion only – that this could have been prevented had the aircraft been equipped with shoulder harnesses.

The last accident – again, my opinion - was poor pilot judgment; A low pass in a high performance twin-engine aircraft to announce their arrival at a special event resulted in the aircraft clipping a radio tower at just 80 feet above the ground. Risk management gone awry. Would you choose to do that?

On a different subject the FAA appears to be moving in 2 different directions with regard to General Aviation safety. First off, Weather-related accidents appears in the top 10 list of causes of fatal accidents, but the FAA seems to want to get rid of Flight Service weather briefers and put the onus of getting, understanding and interpreting METARs, TAFs, FAs, FDs, AIRMETS, SIGMETS, CONVECTIVE SIGMETS, CWAs, TFRs, PIREPS, and NOTAMs directly on the pilot using a DUATS approach to weather briefings. Now, I know all of you are very proficient at reading all those weather products, and you all understand all of the aviation-related weather charts as well as all of the graphical AIRMETS, SIGMETS, etc... If you are not, well then, you better start brushing up because the FAA wants to really shrink down the number of FSS briefers to almost nothing. They call it “Briefer by Exception”, meaning there may still be a few briefers left to help you as long as you don’t mind waiting for several minutes – and I mean a lot of minutes - for a briefer to answer your call, kind of like calling the bank for help! The intent is the pilot becomes responsible for their own weather briefing, using a self briefing computer capability like the present DUATS system, only with more technology.

The FAA just recently announced an extension of the current DUATS contract for another 6 months, with a possible 2nd 6-month extension so they can look at modernizing the entire Flight Service system into almost a self-service system, with very few actual Flight Service specialists. They want to automate almost the entire process. I believe – again, only my opinion – that once the FSS world undergoes this transformation and the onus for weather briefings falls on the pilot, the nationwide weather-related fatal accident rate will go up, **not down!** Fortunately, here in Arizona, because of our great weather, the weather-related accident rate should remain constant – very few! But the rest of the nation – WHEW!

Which brings me back to the 2nd direction the FAA is going, i.e., Pilot training and accident prevention. The GA accident rate has remained constant for the past several years. The FAA says we have about 450 fatalities per year nationwide on average. Hmmm... Since fate is the hunter, where they happen, geographically speaking, is random, but statistically the states with the most pilots would appear to have the most accidents – right? Well, California leads the nation with almost 61,200 pilots, followed by Florida with about 52,600, then Texas with just under 50,000, the state of Washington with 19,500 and then us – Arizona – with right around 19,000 (All per the 2012 FAA statistics I found on line).

2013 tends to follow right in line with the 2012 FAA statistics I found on line. In 2010, general aviation accounted for 96 percent of all aviation accidents, 97 percent of fatal aviation accidents, and 96 percent of all fatalities for U.S. civil aviation. In addition, GA accounted for 51 percent of the estimated total flight time of all U.S. civil aviation in 2010.

Year	Total Accidents	Fatal Accidents	Fatalities	Hours Flown	Accident Rate per 100,000 flight hours	Fatal Accident Rate per 100,000 flight hours
2010	1,384	267	453	*	*	*
2009	1,474	272	474	20,456,000	7.20	1.33
2008	1,566	275	494	22,805,000	6.86	1.21
2007	1,652	288	496	23,819,000	6.93	1.20
2006	1,523	308	706	23,963,000	6.35	1.28
2005	1,669	321	562	23,168,000	7.20	1.39
2004	1,617	314	558	24,888,000	6.50	1.26
2003	1,739	352	632	25,705,000	6.77	1.36
2002	1,715	345	581	25,545,000	6.71	1.35
2001	1,727	325	562	25,431,000	6.79	1.28
2000	1,837	345	596	27,838,000	6.60	1.24

Current as of March 2011

Source: FAA U.S. Civil Airmen Statistics

GAARMS only looks at the fatal accident rate here in Arizona and out-of-state fatal accidents involving Arizona-based pilots. In 2011 we had 10, in 2012 we had 12, and in 2013 we only had 8, but really only 7 if you exclude the suicide. That is a pretty significant reduction from 2012. Or looked at a different way, Arizona was responsible for **only** 3% of the fatal accidents in 2013, even tho' we have the 5th largest pilot population. That is noteworthy, but still not good enough. For 2014, we are ¼ of the way through the year, and so far there have been **no** fatal accidents in-state, and only one fatal accident out-of-state involving any Arizona based pilots. Y'all are doing a great job of flying safely, but please don't get complacent – none of us are invincible.

NEW STUFF - Coming up the 1st two weeks of May is a large international military exercise called Operation Angel Thunder that will have some effect northeast of Phoenix and up in Flagstaff. Please see the information below as it relates to the Roosevelt Lake area. The military will be operating out of the Flagstaff airport, and will have some impact on operations at Flagstaff as well as a military presence and security on the airport, so stay alert.

Roosevelt Lake Temporary Military Operations Area, AZ **Effective: May 9 - 10, 2014**

The Roosevelt Lake Temporary Military Operations Area (TMOA), located over Roosevelt Lake in the Tonto National Forest in eastern Arizona, supports the annual Air Combat Command Exercise ANGEL THUNDER. The exercise is designed to provide Combat Search and Rescue (CSAR) training for combat air crews, para-rescue personnel, intelligence personnel, battle managers and joint search and rescue center personnel. The Exercise allows combat air forces to practice effective integration /application of air and space power in the search and rescue mission. Training will include night extracts and night ground scenarios at the Playas training facility.

The TMOA will be activated for aircraft and parachute operations involved in the CSAR exercise. Aerial activities will include: combat maneuvering by fighter and transport fixed and rotary wing aircraft, parachute operations, formation flights, rescue escort maneuvering and aerial helicopter refueling. The description of the MOA is as follows:

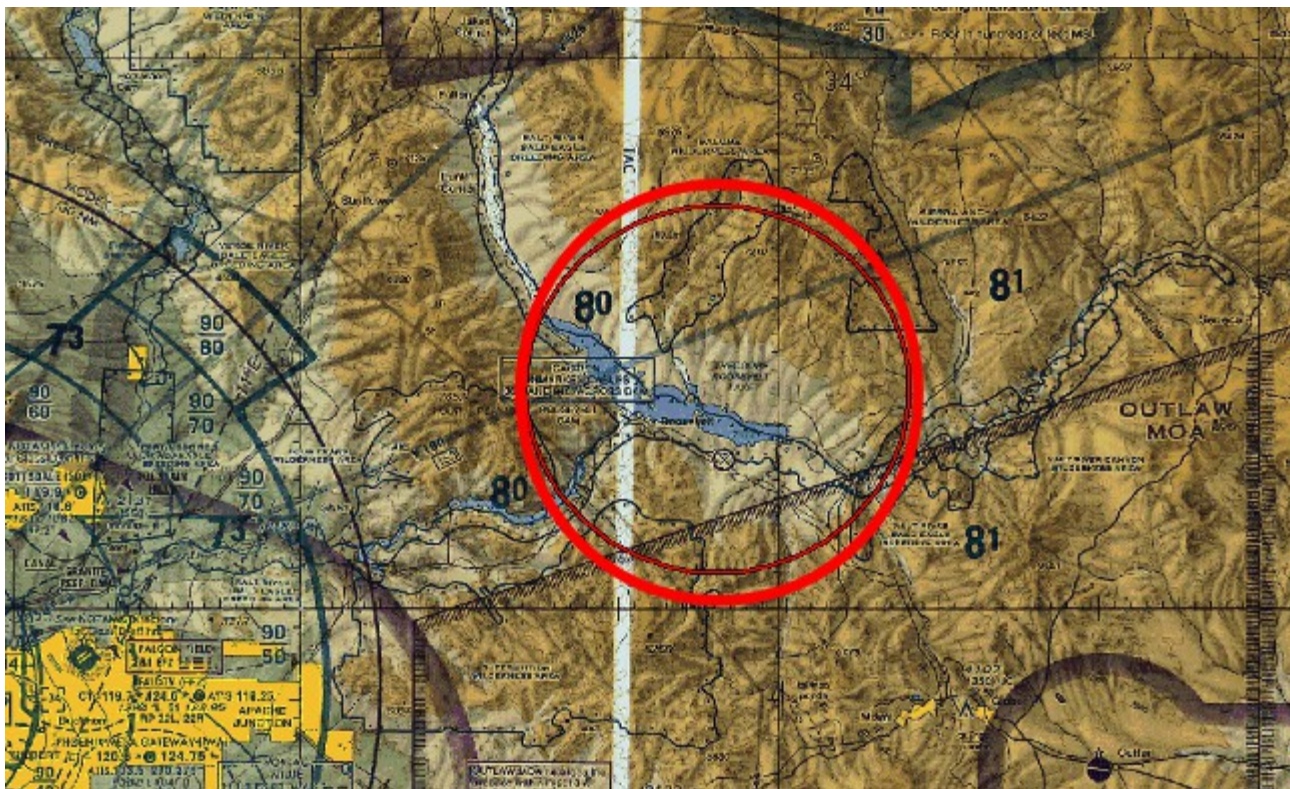
Boundaries. That airspace within a 10 NM radius of lat. 33°41'57"N., long. 111°03'52"W.

Altitudes. 500 feet AGL to 9,000 feet MSL.

Times of use. By NOTAM, May 9 – 10, 2014.

Controlling agency. FAA Albuquerque ARTCC.

Using agency. U.S. Air Force, 563rd RQG, Davis-Monthan AFB, AZ.



And for my good deed for the day -

For some time now, the folks over at the ASU campus at Williams-Gateway airport have been looking for an aircraft that could be donated to ASU Aviation. It does NOT have to be airworthy. They want to display an aircraft repainted in ASU colors in front of their Simulator building. ASU would provide the person donating the plane a tax receipt for the fair market value of the aircraft. A metal aircraft would probably be best, and anything from a Cessna 150 on up would work. If interested, please contact me and I'll get you in touch with the right folks at the ASU campus.



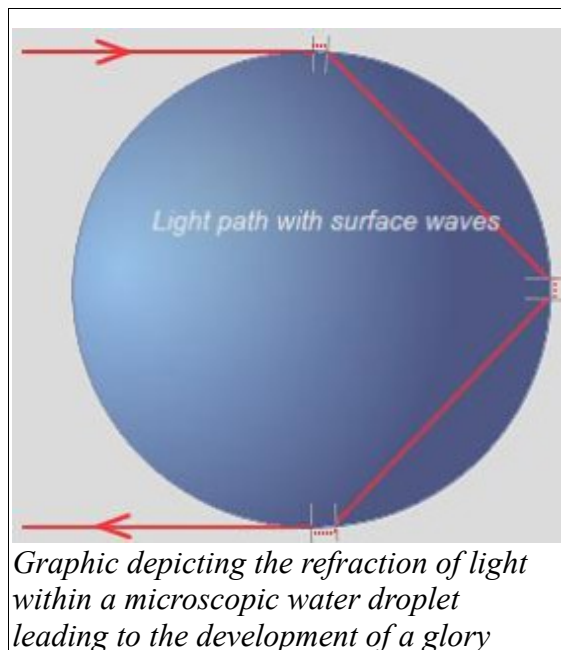
Meteorological “Glories” - Jim Reynolds, CWSU Meteorologist in Charge, Albuquerque ARTCC

If you’ve flown commercially a fair amount over the years like I have, it’s very possible that you’ve seen a “glory” or rainbow-like halo, around the shadow of the airplane you’re riding in. As you also may have noticed, this phenomenon is especially prominent if the shadow of the airplane falls on a solid layer of clouds below your altitude. So what causes a glory to form around the shadow of an airplane?

To begin with, glories are always found directly opposite of the sun, and thus are centered at the “antisolar point”. Since shadows are always found at the antisolar point, it follows that glories will always surround a shadow.

Interestingly, the mechanism by which a glory is formed is not completely understood. At a minimum though, it can be said that as with broad-band rainbows we see spread across the sky when sunlight is refracted through falling rain drops, we are also able to see glories because of the refraction of light through water droplets. However, in the case of glories, the mechanism by which light is refracted to create the phenomenon is different from what

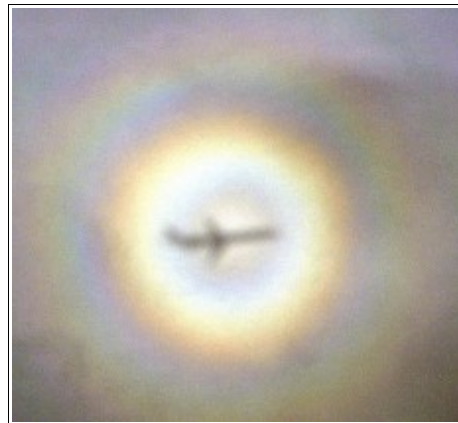
causes broad band rainbows to form.



To create glories, sunlight enters microscopic water droplets tangentially, and it is then reflected back out of the water droplets in a reverse direction from which sunlight entered the water droplets in the first place (see Fig 1 to the left). In this process of traveling through and being refracted inside of microscopic water droplets, light is broken up into the color spectrum allowing us to see a circular rainbow around the shadow of an object in the sky.

So if you are interested in spotting a glory during your next plane ride, before you choose a seat, think about the side of the plane the plane’s shadow will appear and sit on that side of the plane. Glories are best seen when the sun is high in the sky and the plane’s shadow is not far from the plane’s position.

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.

We never complain when a program runs out of chairs!



User Fees Again? Really? It Is Not About The Money!

Howard Deevers

I have been hearing about aviation user fees for over 20 years. So far AOPA, and other aviation organizations have been able to defeat the proposed user fees by contacting Congress members and getting support.

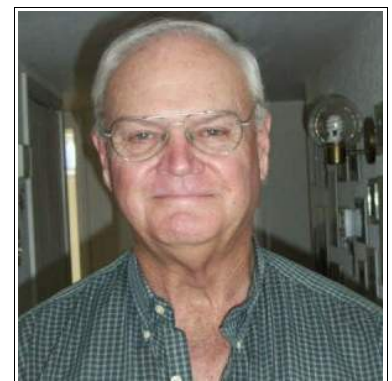
In every case, the proposed "user fees" are claimed to "help" pay for the aviation services provided by the government. Services that are already paid for by our tax dollars, and fuel taxes on aviation fuel.

AOPA has repeatedly pushed for a fuel tax as the best way to fund aviation services. But the government wants a \$100.00 per flight "user fee." This government approach makes it look like "one size fits all." And, there is no in-place system for collecting these "\$100.00 per flight" fees. That means that a whole new bureaucracy just to collect those fees would need to be set up. Where as, the fuel tax is already in place and seems to work just fine.

Please remember, that the Interstate Highway System was funded by gasoline taxes, and we pay to maintain those highways through gasoline taxes as well.

Anyone that passed 5th grade math, and has a hand held calculator can easily tell that a simple 1% fuel tax would produce more revenue than the \$100 per flight user fee, and would not require any additional government employees to collect it.

Oh! Maybe that's the answer. As I said "it is not about the money." It is really about bigger government, and more control.



OK. I know that the \$100.00 user fee is for turbine airplanes that use ATC services, or, that is what we hear now. But we all know that it does not take long for such things to get down to our level too, and user fees will be imposed on all flights no matter what size we are. We need to continue to fight this expansion of government.

About that fuel tax: It replaces the “One Size Fits All” mentality if it is used across the spectrum of aviation. That means that the bigger airplanes will pay more in fuel taxes than the \$100 per flight, but the small single engine Pipers, Cessna’s and others will be paying a small share too. A large turbine aircraft will use a lot more of ATC services than a Piper Cub, or even a Piper Archer. The same is true for big trucks on the road that use much more fuel than a VW or Ford. The trucks are paying much more in fuel tax but they cause more wear on the highways than the VW for sure, and we seem to get along with this system just fine. Why can’t our government see this? Because it is not about the money.

APA Social Hour - May 13, 2014

Dave Fleming

Well, if you forgot Mother’s Day, here’s an opportunity to ‘redeem’ yourself ... sort of ☺

Come join your fellow pilots and spouses for the **Arizona Pilots Association Social Hour**. This will be the 3rd of our quarterly meet and greet events for our organization ... and the first one in the Chandler area!

The intent is to come together in a social setting “away from the hangar”. This event will be at Majerle’s Sport Grill in the Chandler Fashion Center (3095 W Chandler Blvd) on Tuesday, May 13, 2014 beginning at 5:30 pm. Dress is casual.

The planned agenda will include a no-host Happy Hour menu and a ‘pilot’ raffle where 50% of the proceeds will go to our APA Scholarship Fund. Prizes will include adult beverages (TBD), pilot paraphernalia and cash. More details to follow.

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

The Arizona Pilot’s Association (APA) strives to serve the interests of our 500+ members by providing social interaction and staying abreast of aviation related legislative actions at both the state and national levels. The APA promotes general aviation in advocating advances in flying safety, pilot education and public understanding of general aviation.

Our host is Dave Fleming, who can be reached via [email](#) or his cell at 480-459-6366. **Please RSVP by May 6th, 2014** if you are interested in attending. Take a look at our [website](#) for more information.



Airspeed Indicator

Barbara Harper, ATP CFII MEI LRJet

The airspeed indicator is part of the pitot-static system, a differential pressure system that measures both dynamic air pressure (ram pressure) from the pitot tube and static pressure from the static port. This basic instrument use color-coded airspeed markings to help the pilot operate safely and efficiently. These color markings aid in depicting crucial aircraft speeds, known as V speeds. The four colors of an air speed indicator signify a minimum and maximum limitation of the manufactures speed of the aircraft. What if there were no colors on the airspeed indicator? How are they determined? Has anyone challenged the manufacturer on their validity? What is the procedure for determining these critical speeds? Apparently the formula for figuring these speeds is top secret. Do people steal airspeed formulas? Wow, this is interesting.



The white arc on the airspeed indicator represents the normal flap operating range. Inside the white arc, full flaps can be used. The top of the white arc indicates the highest speed at which flaps can be extended during flight, and operating at speeds outside of the white arc with flaps down can be unsafe. The green arc on an airspeed indicator represents the normal operating range of the airplane. The yellow arc is a cautionary range of airspeeds. It is advised that pilots only operate in the yellow arc in calm air. Flying at speeds in the caution range during turbulence can be unsafe. The top of the yellow arc is a red line, which represents the maximum allowable airspeed for the airplane. The airspeed indicator is a pressure instrument and, like the altimeter, has a slight lag as to the numerical reading, but no lag as a pitch trend instrument.

A long time ago I learned that the two instruments that are used to control the airplane are the attitude indicator and the power. To use these properly, attitude plus power equals performance. A certain pitch attitude combined with a given power setting will result in the airplane performing in a certain way. When available, power controls airspeed. It must be remembered that in most general aviation airplanes there are certain situations where power is not available. But, when it is available, it controls the airspeed and altitude is controlled with the elevators.

Remember that a change in power starts the airspeed indicator in motion immediately but that it takes several seconds of stabilized flight before it gives an accurate numerical indication. Practice will be required so that when you reduce power your cross check speed increases so that the instant the instruments show a deviation from heading or altitude, the proper control pressures can be applied. As the airspeed decreases, an increase in aircraft pitch attitude will be required to maintain altitude. When you reduce power the altimeter becomes the most important pitch trend indicator, but if the air is relatively smooth and you are reasonably smooth on the controls, the vertical speed indicator is a great back up for pitch information.

Some things to remember: From Cruise Airspeed to climb, change attitude and change power; leveling off, change attitude, wait for airspeed, change power; to descent, change power and change attitude; to leveling off from a descent, coordinate changing attitude and changing power. Always remember that attitude plus power equals performance, and when available, power controls airspeed.



2014 APA Annual Meeting

May 10 - 10:00am to Noon



Mark Baker
AOPA President

2014 Annual Meeting

Saturday, May 10, 2014

10:00am to Noon

Phoenix-Mesa Gateway Airport
ASU Campus Aravaipa Auditorium

Come join us at 9:30am
for coffee and doughnuts before the
2014 Annual Meeting begins at 10am.

Topics will include: a Financial Status, Backcountry
and State Advocacy Updates, Scholarship Program,
GAARMS and Safety, Back to Basics Instruction ,
Member Discounts, and Weekend Getaway Flights.

**Keynote Speaker will be AOPA President
Mark Baker**

Location address is 7211 E. Sonoran Arroyo Mall, Mesa, AZ 85215. At the traffic circle take Innovation Way West and then an immediate left turn into the parking lot # 30. Walk past Picacho Hall (7151 on the side) to the Aravaipa Auditorium.



Deuces Wild Fly-In / EAA 586 Show Low

Lemuel Cook

Experimental Aircraft Association (EAA) Show Low Chapter 586



Deuces Wild!



Annual **Fly-In**
Pancake Breakfast
& Young Eagles Flight School



Saturday, June 7th at Show Low Regional Airport

Breakfast from 7 AM to 10 AM

\$4 for Kids 12 and under

\$6 for Adults



Free to military in uniform!

Free Young Eagles Ground School Classes and Flights

The EAA Young Eagles program gives kids from 8 to 17 a free airplane ride, a FAA approved pilot logbook to record this and future flights, a certificate of achievement, and **free access** to the Sportys.com on-line Ground School course of study—an **amazing \$215 value!**

Kids MUST attend a Free Ground School class on Saturday to qualify for a Free Young Eagles Flight on Sunday. *There will be no Young Eagle Flights on Saturday—Free Ground School Only!*

Kids MUST be accompanied by a parent or guardian.



Lots to do at Show Low Regional Airport!

See Classic and Modern Aircraft on display!

Check out Classic and Antique cars on display!

Plenty to do and see!

Fun, Food, Activities for old and young alike!

For Information call (928) 925-0755 or (928) 521-8461

Member Discounts

MEMBER DISCOUNTS



**CENTERLINE
AIRCRAFT**

SCOTTSDALE, AZ

WWW.CENTERLINEAIRCRAFT.COM

REGISTER NOW - USER ID APA2013 PASSWORD APA2013

Scottsdale - Centerline Aircraft - 15% discount on Hourly Shop Rate and \$199.99 Oil Change for APA Members!!! Register to Win a DEEPLY REDUCED Annual or 100hr. Inspection (Contest Winner Discounted prices: \$499.99 Single Engine, \$599.99 Single Engine Retractable Gear, \$1199.99 Twin Engine Non-pressurized, or \$1499.99 - Twin Engine Pressurized.) Drawing held on the 15th day of December and January 2014. Doug Shell (623) 256-3878

Online - Bruce's Custom Covers - 10% off for APA Members using the coupon code APA10. Javier (408) 738-3959

AIRCRAFT COVERS
Every Make, Every Model, Every Modification...



WE COVER IT ALL!

- Canopy
- Wings
- Propellers
- Horizontal Stabilizers
- Engine
- Empennage
- Intake Plugs

10% off



Order online using
coupon code:
APA10

989 E. California Ave. • Sunnyvale, CA 94085
408-738-3959 • bruce@aircraftcovers.com

www.AircraftCovers.com



Benson - Southwestern Aviation - \$0.10/gallon discount for members or every Saturday is a "Can't Pass Gas Saturday" where he'll beat the lowest Full Service price within 50 miles by \$0.20/gallon. Roy (520) 586-3262



Las Cruces, NM - Southwest Aviation Inc.
\$0.20/gallon discount for members.
Hal (575) 524-8047



Goodyear and Gateway - A to Z Pilot Shop
5% Discount on most items, see stores for details. (623) 451-4577



Free Online Membership - Community of RV Owners and Builders. Glenn RVAirspace.com

Support APA with Stylish Merchandise



APA Merchandise is available at the [APA Web Store](#). You may also contact any APA board member if you have questions or need additional information.



APA Website

Stefanie Spencer

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

Newsletter Authors

Article Deadline

20th Editor reminds “The Team” to submit articles
25th Authors submit articles and advertisements



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



Advertisements

As a benefit to **current members** you may advertise **aviation related items** that are **owned by you** in the APA Newsletter. Maximum size of the ad is 7 inches wide, 8 inches high. Resizing is at the discretion of the editor. Minimum 12 point font. The following copy-ready formats are acceptable: Text (TXT), Portable Document Format (PDF), Joint Photographic Experts Group (JPEG or JPG), Microsoft Word document (DOC), Rich Text Format (RTF) or Open Office Writer (ODT). Provided that it is a simple layout and you don't know how to produce your own copy-ready advertisement, you may simply include your text and attach picture(s) in an email. Please email your ad to both the [webmaster](#) and the [newsletter editor](#). Advertisements to run more than one month must be resubmitted each month.

APA Membership

If you are not a member of APA you are encouraged to join and help us keep General Aviation available, safe and fun for all. Your support is very much appreciated. Please visit our [website](#) for details and where you can [join APA](#). If you have questions, please go to our website's [contacts](#) web page where you can send an email, see our mailing address or contact us by telephone. You can also help APA by purchasing some of our logo items, **Caps, T-Shirts and Patches**.

Volunteer 501 c 3 Organization

The Arizona Pilots Association (APA) is an all volunteer 501 c 3 organization. The articles you find in our newsletter are written by volunteers and do not necessarily reflect the opinions or position of the APA. Nor have they been [vetted](#) for technical accuracy.