



JULY 2014

APA NEWSLETTER

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APA Newsletter

Temperatures
are rising

APA has new
challenges

Volunteers needed



Piper Tri-Pacer

Get
Involved

Share your
experiences.

Submit an
article.

Proud to be
an Arizona
pilot.



You're cleared for take off.....

We're all over Arizona, this fantastic state in which to fly. High time pilots as well as low time pilots and students. We fly under FAR Parts 121, 135, 91 and demonstrate our abilities under several other parts. There are airplane owners, airplane renters, airplane builders, and generally speaking plenty of aviation enthusiasts who spend a lot of their extra money on some aspect of flying.

It's a fun and rewarding discipline to be involved in. Most of the general public doesn't really understand what it takes to manage a machine in flight. Throw in some clouds, turbulence, and a low fuel situation and they have no idea of the will and experience it takes. We are lucky people to have had, or are having, the experience of being airborne over this beautiful state while at the controls.

As Arizona aviators we need to keep our dreams alive and put forth more effort than ever. Being a part of Arizona Aviation Community is paramount to keeping your flying opportunities alive and well. Let's start with this newsletter. I offer everyone the opportunity to contribute to this monthly newsletter. I invite and encourage people to submit small articles relating to aviation in your local community (politics, fly-ins, ordinances, regulations, zoning), and your flying experiences (we'd like to hear them and learn). How about an original cartoon (a little levity never harmed anyone)? The mission of the APA is to sustain and improve general aviation in Arizona (well, maybe not word for word, but close). You matter the most. So let's hear from you—don't hold back.

newsletter_editor@azpilots.org

Brad

President's Report

Tommy Thomason

Greetings fellow aviators and aviation enthusiasts. Summer is here and in full swing, and many of our Arizona flight activities have slowed down significantly. Behind the scenes the Arizona Pilots Association is still busy working with a number of different programs.



Mark Spencer continues to work hard and travel a lot working on reopening backcountry airstrips and implementing MOU's (memorandum of understanding) with the USFS and other governmental agencies. California recently passed a Recreational Use Statute which includes aviation, the 24th state to do so. Arizona was one of the first states to get our RUS passed thanks to the help of the Recreational Aviation Foundation.

Fred Gibbs is still traveling around the state conducting FAASTeam Safety Seminars in conjunction with the Scottsdale FSDO and other FAASTeam members. Fred also manages our GAARMS (General Aviation Accident Reduction and Mitigation) program.

Jim Timm has recently attended a two day meeting with a newly forming Aviation Safety Information Analysis and Sharing (ASIAS) program. You can read more about this program in this month's newsletter.

Craig Albright's Get Away Flights seem to be lots of fun for those who want to get away for a weekend from time to time. Check out our [online calendar](#) for these and many other aviation related events.

We have these and several other projects in the works and we are always looking for volunteers to help. If you have a desire to help do a little extra for Arizona's aviation community, [drop us a line](#).

Have Fun, Fly Safe,

Tommy



Executive Director's Report

Jim Timm



Summer is definitely here and you really have to get out early to fly comfortably. Many are getting plans finalized for the big EAA AirVenture at Oshkosh and I hope the weather improves a bit for those planning on flying to the event. I hope I run into some of you while we are there. In the meantime, please keep an eye on density altitude when you fly into some of our higher altitude airports and be sure to make a last minute check for forest fire, or any other, TFR's before you depart on a flight. We still have a rather high potential for forest fires.

The use of UAVs', or I guess the official term now is UAS (Unmanned Aircraft System), has been showing up in the news frequently lately. It appears that we may have to share the airspace with them in the not too distant future, and I hope that transformation can be accomplished safely. Information on the six UAS test sites the FAA designated for evaluating their integration into the national airspace system has been slowly coming in.

The FAA announced that the second of the six UAS test sites is now operational. The FAA has granted the University of Alaska Fairbanks a Certificate of Waiver or Authorization (COA) authorizing flights by an Aeryon Scout, a small UAS, for animal surveys at its Pan-Pacific UAS Test Range Complex in Fairbanks. The COA is effective for two years. The wildlife flight operations began on May 5. The main purpose of the Alaskan wildlife operation is to demonstrate how a UAS can accurately locate, identify, and count large wild animals, such as caribou, reindeer, musk ox and bear for survey operations requested by the state of Alaska. Flights are taking place at the University of Alaska Fairbanks Large Animal Research Station (LARS).

The Nevada test site is the third UAS test site that has become operational. The FAA granted the State of Nevada team a two-year Certificate of Waiver or Authorization (COA) to use an Insitu ScanEagle at the Desert Rock Airport located near Mercury on the Nevada National Security Site, or previously known as the "Nevada Test Site." If this sounds familiar to you, this is where some of the 1950s nuclear testing was done. Desert Rock Airport is owned and operated by the United States Department of Energy; it is a private airport, and not for general use. The ScanEagle will fly at or below 3,000 feet, monitored by a visual observer and mission commander. Initial flights will verify that a UAS can operate safely at the airport. Nevada's research will concentrate on UAS standards and operations as well as operator standards and certification requirements. The site's activities will also include a concentrated look at how air traffic control procedures will evolve with the introduction of UAS into the civil environment and how these aircraft will integrate with NextGen, the modernization of the national airspace system.

Continued

You may recall, the first test site announced was for the North Dakota Department of Commerce team at its Northern Plains Unmanned Aircraft Systems Test Site near Carrington, ND, to show that UAS can check soil quality and the status of crops in support of North Dakota State University/Extension Service precision agriculture research studies. Also, maintenance data collected during site operations will support a prototype database for UAS maintenance and repair.

MISCELLANEOUS ITEMS

By now you should have received an [Urgent Action Alert](#) from APA to consider supporting the General Aviation Pilot Protection Act bills that are before our legislators in Washington D.C. If you haven't responded to your legislators yet, don't delay; do it now. It will be interesting to see if the threat of legislative action will spur the FAA into action and initiate a rule making on the third class medical issue as petitioned by the AOPA and EAA.

The Luke AFB Airspace Office has advised us that they are continuing to get intrusions into the Goldwater Range restricted areas. In addition to major intrusions into the range area, there continue to be numerous intrusions into the edges along the Victor Air Way 66. Caution must be exercised to NOT allow your flight path to drift south of the Victor Airway. Military aircraft are using the ranges to their very limits, and what you may consider a slight deviation or intrusion could have serious consequences. The military aircraft operating in these ranges are training with live munitions and intrusions can result in a scrubbed mission that has to be rescheduled at great cost to all of us, the taxpayers. Please know where your flight path is and be careful. An intrusion could be costly in many ways.

The FAA has their 2013 General Aviation Survey underway to collect accurate information on aviation activity across the United States, which is used to calculate fatal accident rates for general aviation and Part 135 aircraft. They need to hear from everyone who received the 36th annual General Aviation and Part 135 Activity Survey (GA Survey) invitation in the mail. Even if you did not fly your aircraft in 2013, they still need a completed survey. The surveys have been sent to approximately 85,000 aircraft owners/operators, and because this study is a random sample, only those who receive an invitation can participate. If you have already completed this year's survey, they thank you! The information is used only for statistical purposes and will not be released in any form that would reveal an individual participant. An independent research firm, Tetra Tech, is conducting the GA Survey on behalf of the FAA. If you have questions, please contact Tetra Tech toll-free at 1-800-826-1797 or email at infoaviationsurvey@tetrattech.com.

Mesa Falcon Field (FFZ), Phoenix Gateway Airport (IWA) and other airports around the state will be having construction projects underway this summer, so be sure to check NOTAMS before your departure for possible destination airport operational restrictions.

We continue to get notices that GPS Interference testing is still occurring. Unfortunately, we receive these notices only a few days before the testing is to take place, making it impossible to provide you with a timely notification. If you do encounter in-flight problems with getting a useable GPS navigation signal, it is important that you contact ATC and advise APA of it also, providing the date, time, location and altitude the problem is noted.

Aviation safety needs to be a concern for all of us, and this last reporting period was not a good one. From the National Transportation Safety Board (NTSB) records, there were ten accidents that occurred in Arizona in this last reporting period. Of the ten accidents reported, one of them was a fatal accident and only one accident had serious injuries. Four of the reported accidents did not have accident details issued. An effort is continuing, to determine if an alternate, and more current, source of information is available. The information presently available is contained in my July 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 or will be working on the updating of the Pinal Regional Airport, the Gila Bend Municipal Airport, and Deer Valley Airport Master Plans.

THINGS TO DO - PLACES TO GO FOR BREAKFAST:

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 still a fly in breakfast at Casa Grande Municipal Airport (CGZ) that runs from 7:00 am until 10:00 The breakfast is inside the air conditioned terminal building and it is anticipated to continue through the summer.

(The Casa Grande fly in breakfast is put on by a service group to raise funds for community service projects.)

[See the calendar for other weekend places to fly...](#)

Jim Timm



July Aviation Accident Summary

By Jim Timm

The following are the preliminary NTSB accident reports of aviation accidents in Arizona shortly after they have occurred and the information is used to develop safety programs and briefings that should help pilots learn from the mistakes being made by others and thus take the necessary action to prevent similar accidents from happening.



Starting the beginning of this year, the NTSB extended the time permitted for investigators to issue a preliminary accident report from 30 to 90 days after the accident. As a result of this change it is a little bit more difficult for us to be able to develop the most timely safety programs to reduce accidents. It also requires digging back a bit deeper into the records each reporting period to gather all the information. We continue to look for an alternate source of more complete and timely information.

This past reporting period has not been a good one from a flight safety standpoint. Since the last reporting period, there were ten accidents. Unfortunately, four of the reported accidents were devoid of accident information at the time this report was prepared. Perhaps the only good news is that there was only one fatality reported during this period and only one accident that had serious injuries. So far this year, the reports without accident details have not involved fatalities. It appears this type of accident commands sufficient attention that a preliminary report has been forthcoming.

Based on information available at the time this report was prepared, the reported accidents are as follows:

Accident Date: Friday, May 16, 2014
Location: Tucson
Aircraft Type: Piper J3C 65
NO INFORMATION AVAILABLE

Accident Date: May 17, 2014 Reported 5/27/2014
Title 14 CFR Part 91
Location: Fort Huachuca
Aircraft Type: Aero Commander 500S
Injuries: 2 Serious [Full Report](#)

Continued

Accident Date: May 18, 2014 Reported 5/27/2014
Title 14 CFR Part 91
Location: Peach Springs
Aircraft Type: American Eurocopter
Corp. AS350B3
Injuries: 1 Fatal [Full Report](#)

Accident Date: May 22, 2014 Reported 5/29/2014
Title 14 CFR Part 91
Location: Parker
Aircraft Type: Beech H35
Injuries: 2 Uninjured [Full Report](#)

Accident Date: May 29, 2014
Location: La Cholla
Aircraft Type: Meyers MAC 145
NO INFORMATION AVAILABLE

Accident Date: May 31, 2014
Location: San Manuel
Aircraft Type: Robinson Helicopter R22 BETA
NO INFORMATION AVAILABLE

Accident Date: June 4, 2014
Location: Prescott
Aircraft Type: Robinson Helicopter R22 BETA
NO INFORMATION AVAILABLE

Accident Date: June 7, 2014 Reported 6/13/2014
Title 14 CFR Part 135
Location: Page
Aircraft Type: Cessna 172N
Injuries: 3 Uninjured [Full Report](#)

Accident Date: June 8, 2014 Reported 6/17/2014
Title 14 CFR Public Use
Location: Mesa
Aircraft Type: McDonnell Douglas Helicopter 369E
Injuries: 2 Uninjured [Full Report](#)

Accident Date: June 12, 2014 Reported 6/12/2014
Title 14 CFR Part 91
Location: Mesa
Aircraft Type: Adams Dragonfly
Injuries: 1 Uninjured [Full Report](#)

Delayed Aircraft Accident Reports Issued This Past Reporting Period

The following three accidents were previously listed without information being available. This last reporting period the following information was made available.

Accident Date: January 21, 2014 6/5/2014
Title 14 CFR Part 91
Location: Show Low Final Report and Findings
Aircraft Type: Enstrom Helicopter Corp. 280C
Injuries: 2 Uninjured [Full Report](#)

Accident Date: March 20, 2014 Reported 6/4/2014
Title 14 CFR Part 91
Location: Coolidge Final Report
Aircraft Type: Diamond Aircraft Ind. Inc. DA40
Injuries: 1 Uninjured [Full Report](#)

Accident Date: April 14, 2014 Reported 5/30/2014
Title 14 CFR Part 91
Location: Mayer (Factual Report)
Aircraft Type: Linstrand 240A (Balloon)
Injuries: 3 Minor, 7 Uninjured [Full Report](#)



Jim Timm





ASIAS

Aviation Safety Information and Analysis Sharing Volunteers Needed

In March of this year the FAA announced the launch of a one-year program to demonstrate the capabilities of the Aviation Safety Information and Analysis Sharing (ASIAS) system to the GA community. The goal of the project is to explore using data to assist the GA community in reducing the number of fatal accidents

ASIAS is a collaborative information-sharing program supported by the aviation community and the FAA. ASIAS enables the proactive analysis of data from many sources to advance safety.

In addition to using the many data resources available to ASIAS, the project is launching a set of tools that will be available for beta testing to pilots that operate within Arizona. These tools will use mobile applications to record real-time flight data on tablets or mobile phones. Also included in the toolset is the capability to upload and analyze data collected on G1000 avionics suites that are capable of recording data. The tools allow some basic analysis and playback of selected flights. Data submitted through these tools is confidential, deidentified, and will not be used for enforcement purposes. Currently, the project is seeking volunteers to beta test and provide feedback on the tools.

Why you should help:

- The project's end goal is to increase the safety of GA for pilots, flight schools, and other operators.
- You can analyze and play back your own flight data.
- The uploaded data will only be identifiable to the pilot submitting the data, ensuring anonymity.
- Analysis of the deidentified aggregate data will be used by the GA community to identify safety risks and help develop solutions.
- *Pilots, aircraft and specific flights cannot be identified or tracked.*

We are excited for your possible involvement with the project. Most importantly, these tools will enable pilots, regardless of aircraft avionics, to participate and analyze their own data.

For more information on the project and how to participate, please contact Corey Stephens at Corey.Stephens@faa.gov.

Corey



All Things Backcountry

Mark Spencer



The summer heat pretty much shuts down all but early morning visits to the backcountry, but it's a perfect time to head to the Northwest where you can visit and enjoy a plethora of backcountry airstrips.

In the meantime, your APA team continues to work the backcountry issues and plan for fall events. Just this week the Arizona Land Department made good on a Freedom of Information Act request to provide emails and other materials pertaining to their massive airport closure efforts in 2003 through 2005. I can tell you that we found numerous interesting bits of information, including a photo of the old wooden Tuweep sign hanging on an office wall in the Land Department. The purpose of this inquiry was to learn the real drivers, tactics, and intent of the Land Department in these closures. We'll be sharing what we found with legislative leaders and the next Governor as we continue to fight for Tuweep. Speaking of the governor we've been busy interviewing the various gubernatorial candidates on issues important to GA and the backcountry. We'll be publishing the answers to our questions in the next newsletter and online to help educate you for the primary.

Some important things coming up are the preparation for crack sealing of the Grapevine airstrip in which President Tommy Thomason has negotiated a major donation in the form of labor and equipment from a local asphalt company. We'll have a serious need for your volunteer help to make this sealing the best quality possible so please be ready for our call to volunteers shortly. We've worked out the next National Public Lands Day event at the old Double Circle Ranch airstrip for the last weekend of September. We are contemplating reconstruction of the porch roof on the main lodge this year. Lastly, work continues on the National MOU in collaboration with the RAF, the Forest Service and the BLM.

Mark



APA is
working
the issues

Double
Circle Ranch
Sept 26-28

Will the next
governor
support
AZ aviation?



Getaway Flight Debriefing: Monument Valley, UT

by Craig Albright, Cirrus N857CD @ KCHD, CFI/II

On Saturday, May 17th, a small (only two aircraft) but enthusiastic group of six folks launched out of Phoenix and headed for Monument Valley, UT (UT25). Monument Valley is home to some of the most spectacular scenery in the entire southwest. The majestic landscape was the backdrop for many of Hollywood's classic western movies in the John Ford/John Wayne era. Located just over the AZ border in southern Utah, Gouldings Lodge and Trading Post were the only nearby "civilization" back in the day. Now, it has given way to modern tourism, but the timeless landscape remains unchanged.



We arrived by 10:30 a.m. which was 11:30 a.m. in SE Utah. And, after moving the planes into the packed dirt abutting the runway, we headed up to the restaurant for lunch. Our two planes had the airport to themselves.

.After trying to consume an overly large amount of Indian Fry Bread ... and failing, we signed up for one of the after-

noon tours. Seated in a covered trailer pulled by a sturdy cab, we spent about 2 ½ hours winding along a dusty, dirt road on the Navajo Indian Reservation. There were planned stops (i.e., photo opportunities) at a variety of famous rock formations: The Mittens, John Ford's Point, Three Sisters, North Window, Totem Pole, Yei Bi Cheis, and Artist's Point. The following few photos don't do the landscape justice. The totality of the experience just can't be captured in a few pixels...

Continued

“The Mittens”



“Three Sisters”

By the end of the tour, we were becoming part of the landscape ourselves, covered with a fine layer of reddish grit, but big smiles adorned everyone’s faces.

Continued



While we were at Gouldings, the group was also treated to a tour of an actual hogan. Our guide, the fellow sitting in the chair, was quite a story teller. The woman kneeling on the earth floor was a relative and demonstrated several different Native American skills used daily in times past.

On-site lodging at Gouldings was both scarce and expensive. And, nearby Kayenta (0V7) was no better. So, toward the end of the afternoon, we flew back to Page, AZ (KPGA), enjoying a little of the landscape for which Page is famous. And, on Sunday morning, we departed early enough to enjoy a smooth flight back down to the Phoenix Valley.

Craig

ATTENTION!!

July's Getaway Flight to Bryce Canyon, UT – *postponed again!*

I seem to have forgotten the lesson from a couple of years ago. And, despite looking for lodging 2 ½ months in advance, everything even remotely near the park is full. So, I'm looking at new possibilities for July's Getaway Flight. Stay tuned...



Blue skies & tailwinds,
Craig Albright, Trip Coordinator
APA Getaway Flights
480-776-9358 (cell)

[Email Craig](#)



Short Final

The following three articles have content not necessarily the opinion of the APA

“WHY?” by Barbara Harper, ATP, CFII, MEI, LRJet

Year after year the accident statistics do not change, they spike however, during weather and especially winter. We, as General Aviation pilots, would like to know the details of what causes an accident. Does the National Transportation Safety Board (NTSB) after declaring an accident pilot error, ever follow up after their final evaluation as to **why**? Perhaps the FAA should have an aviation psychologist evaluate pilots to determine if personality, behavior, or attitude are significant contributing factors of mishaps. That's not too much to ask of the FAA. One step further by them in the future might be to determine if pilots need to take a personality test prior to being certified for flight. It's so simple. There is a test available to identify pilots who are potentially more likely to engage in high-risk activities. This test is called *The Implicit Association Test* developed by Brett R. Molesworth of New Zealand. Indeed, this tool may help prevent accidents.



If I contrived a pilot personality test the questions might seem tongue-in-cheek, but in reality they would go like this...*Do you like to crash?...Explain a turnabout or 180...Ice is made for the fridge and drinks, why would you continue in icing conditions?...Do you land with a 20k tailwind just so you can get to the tie down spot faster?...Do you think thunderstorms are cute? Do you ever talk to a Flight Service Station Specialist for a standard weather briefing?*

Conscientiousness is a personality trait that can be defined as thorough, careful, or vigilant. This trait is important in determining pilot performance. Would you consider this over confidence or superior performance? Not necessarily. This trait implies the candidate is organized and efficient, plus having a tendency to think carefully before acting. However, people who score low on a conscientiousness test tend to be more laid back, less goal-oriented and are more likely to engage in antisocial and criminal behavior. Then, perhaps, if pilots received a high score on conscientiousness, the statistics might change indicating a reduction in accidents.

Aviation cognition is the root cause in accidents. This includes risk management, a very integral part of piloting. Personality and flight experience are part of a pilots' behavior.

Continued

"WHY?" Barbara Harper

A measurement from this test can be used to identify pilots who are potentially more likely to engage in high-risk activities. Similarly, personality might provide a profile to identify a pilot who will be involved in an accident. According to D. R. Hunter's (1995, 2002), the more weather-related events the pilots had been involved in, the less implicitly anxious they were toward adverse weather. This behavior indicates that pilots perceive less risk in, and are implicitly less afraid of, hazardous conditions. The question is ... **why** the FAA or NTSB has not followed up with researching avenues such as personality tests to determine a future safe pilot. Therefore, we pilots should go to New Zealand take the test and get a sanity endorsement in our logbooks. To this end, it wouldn't be a stretch to create a new aviation entity to explore this **WHY**. This new department could be called Withersoever Heroarchy Yaap. (Heroarchy means governed by heroes and Yaap means it's yup, but a better way of saying it.)

Barbara



Promoting General Aviation

By Howard Deevers

When your friends find out that you are a pilot, they may ask if you would take them for a ride. Many times this is a great way to introduce someone to general aviation, and get to share your interest with them. Unfortunately, this is also the time that we may discourage them from every wanting to fly "in one of those little airplanes" again.

There is a regulation involved in this. FAR 91.107 says that pilots should brief passengers before flight. That is also why the flight attendants on any commercial flight go through that drill that we are all familiar with. Frequent flyers usually pay scant attention to those announcements about how to fasten your seat belt and where the exits are.

But now, we have one or two friends, or relatives, that are captive in our small 4 seat airplane, and they may be very apprehensive about this first flight in a "small airplane." They probably have had commercial flights before, and consider anything that does not have 100 or more seats and at least two jet engines a small airplane. Now it is our job to try to put their fears aside and help them enjoy the experience.

"Promoting General Aviation" by Howard Deevers

Loading passengers in a 4 seat Cessna or Piper my take a little work. I put the back seat passengers in first and make sure they know how to fasten the seat belts. Since there is only one door on my Piper, I have to get in first then the right seat passenger gets in, so I have to explain all of that to them in advance. After everyone is seated, I go through the seat belt drill again, and demonstrate how to open and close the door, and have my right seat passenger actually do it at least once.

Usually the new passengers are in awe of all of the gauges, controls and radios, and may ask questions about them. Here is another place to over demonstrate my expertise by explaining what each instrument does and how it works. Believe me, unless they are students and will need to know this information later, don't go into detail about these things. If they ask, I will tell them, but am not going to burden them with knowledge that they may never use again.

The next thing that is important to tell them is that when you are talking to Air Traffic Controllers, or making other radio calls, to please do not talk or ask questions. Also, let them know that distractions during take off or landing are not a good idea, and you are going to need to concentrate on what you are doing at those times more than other times. We call it

"Sterile Cockpit" but there is no need to use that term on new passengers.



I have had passengers that asked if we could "buzz" their house. I usually explain that we don't "buzz" anything, but we could circle your house at a safe altitude as long as we are not inside some controlled airspace or causing any conflict with other traffic. "Buzzing" is never a good idea, with or without passengers. That

must come from the old "Barnstormers" Era and still sticks around with us.

A nice smooth flight on a clear day will be the most impressive to new passengers. Bumps and turbulence are always a possibility, but avoid them if at all possible. If it is a windy day, and you know that it will be bumpy, suggest that another day might be better for a flight.

Avoid any abrupt changes in controls. Remember that these passengers are first timers and have fears that you may not even think about. I made a big mistake with a couple of passengers long ago. They asked what would happen IF the engine quit, and I used that excuse to demonstrate an engine-out drill, something that I had done many times. I even demonstrated a stall and recovery. That was not smart. Unless they are students and planning to work toward getting a Private Pilots License, there is no value in demonstrating stalls on a sightseeing flight.

Continued

"Promoting General Aviation" by Howard Deevers

The first timers are usually interested in seeing sights from the air. Most remark about how small the houses and cars appear even from 1000 feet above. Also, all sense of direction seems to be lost on many. When that happens I will point out the compass and let them know that I know what direction we are going, and that I use other electronic aids for navigation as well. Of course, now we have smart phones, iPads, and GPS with moving maps to help new passengers feel that they will not get lost. It was a bit harder when I had to explain how to find a VOR and navigate to or from it. Then I ask: "Can you imagine Charles Lindberg navigating from New York to Paris with only a compass and a clock?"

We have it pretty good these days. And those of us that did go through the training and enjoy aviation do want to share it with others. We need to be careful that our "sharing" does not become "scaring." I'm sure that some people that took one flight with a friend in a small airplane, never wanted to do it again. Those people that did not like the experience will probably be more vocal than those that did enjoy it, and will tell their friends to never get in a small airplane.

The pilot population is shrinking, not growing. We need to do what we can to promote General Aviation. One bad experience is like a cold that gets passed around in the school yard. Let's try to head that off, and make the experience as pleasant as possible, and maybe we will have a new pilot coming into view. You can promote General Aviation by being a safe pilot. To stay safe and well educated, come to a Safety Seminar sponsored by your Arizona Pilots Association. Get your next phase of the WINGS and proudly wear them. We all benefit from promoting aviation safety. I will see you at the next seminar.

Howard



GAARMS Report - July 2014

By Fred Gibbs

The 3rd class Medical Debate...

Will this become a safety issue?

In case you have not yet heard, the AOPA and the EAA have petitioned the FAA to basically eliminate the requirement for a private pilot to hold a 3rd class medical. Now, it is not quite that simplistic, but essentially they want the FAA to drop the 3rd class medical requirement for that sector of the private pilot community that flies fixed gear single-engine aircraft with no more than 4 seats, not more than 180 HP and carrying only one passenger, which constitutes the vast majority of GA aircraft and GA flights. It is very similar to the LSA pilot requirement: self certifying as long as I have a valid driver's license.



In Congress, the newly proposed Senate legislation is even less restrictive. It would exempt pilots who make noncommercial VFR flights in aircraft weighing up to 6,000 pounds with no more than six seats from the third-class medical certification process. Pilots would be allowed to carry up to five passengers, fly at altitudes below 14,000 feet msl, and fly no faster than 250 knots. The FAA would be required to report on the safety consequences of the new rule after five years.

Currently FAR61.23 (a) and (d) say:

Operations requiring a medical certificate.

Except as provided in paragraphs (b) and (c) of this section, a person—

- (3) Must hold at least a third-class medical certificate—
 - (i) When exercising the privileges of a private pilot certificate;
 - (ii) When exercising the privileges of a recreational pilot certificate;
 - (iii) When exercising the privileges of a student pilot certificate;
 - (iv) When exercising the privileges of a flight instructor certificate and acting as the pilot in command;
 - (v) When exercising the privileges of a flight instructor certificate and serving as a required pilot flight crewmember;
 - (vi) When taking a practical test in an aircraft for a recreational pilot, private pilot, commercial pilot, or airline transport pilot certificate, or for a flight instructor certificate; or

Continued

By Fred Gibbs—3rd Class Medical

(vii) When performing the duties as an Examiner in an aircraft when administering a practical test or proficiency check for an airman certificate, rating, or authorization.

(d) ***Duration of a medical certificate.*** Use the following table to determine duration for a 3rd class medical certificate:

(i) Under age 40	60th month after the month of the date of examination shown on the medical certificate.
(ii) Age 40 or older	24th month after the month of the date of examination shown on the medical certificate.

So what the FAR says very simply is that if you are under 40 years old, you only have to go to your AME ONCE every 5 years until you turn 40, then every 2 years after that. The AOPA/EAA petition wants the FAA to modify – and update – these requirements in light of modern medicine and medical statistics as spelled out in their petition.

Here is the AOPA/EAA proposed version –

Proposed Aircraft and Operating Limitations under a Driver's License/Self-Assessment

Limitations placed on pilots utilizing the AOPA/EAA exemption would include the following limitations:

(a) A person operating under the AOPA/EAA medical exemption may:

- (1) Carry no more than one passenger; and
- (2) Not pay less than the pro rata share of the operating expenses of a flight with a passenger, provided the expenses involve only fuel, oil, airport expenses, or aircraft rental fees.

(b) A person operating under the AOPA/EAA medical exemption may not act as pilot in command of an aircraft—

(1) That is certificated—

- (i) For more than four occupants;
- (ii) With more than one power plant;
- (iii) With a power plant of more than 180 horsepower, except aircraft certificated in the rotorcraft category; or
- (iv) With retractable landing gear;

(2) That is carrying a passenger or property for compensation or hire;

(3) For compensation or hire;

(4) In furtherance of a business;

(5) Between sunset and sunrise;

(6) At an altitude of more than 10,000 feet MSL or 2,000 feet AGL, whichever is higher;

(7) When the flight or surface visibility is less than 3 statute miles;

(8) Without visual reference to the surface;

(9) On a flight outside the United States, unless authorized by the country in which the flight is conducted;

(10) To demonstrate that aircraft in flight as an aircraft salesperson to a prospective buyer;

(11) That is towing any object.

(12) Without completion of the AOPA/EAA airman medical education course within the preceding 24 months.

Continued

By Fred Gibbs—3rd Class Medical

The new proposed Senate legislation is more liberal than the AOPA's; it would exempt pilots who make noncommercial VFR flights in aircraft weighing up to 6,000 pounds with no more than six seats from the third-class medical certification process. Pilots would be allowed to carry up to five passengers, fly at altitudes below 14,000 feet msl, and fly no faster than 250 knots. The Senate proposal, in my opinion, does not address all the issues involved.

At this juncture, I'm just watching to see where this goes. Over my 43 years of flying, I have had 1st, 2nd and 3rd class medicals, and for the last 19 years a 2nd or 3rd class special issuance, and I did not feel they were a burden to me. As a CFII, I technically fly commercially (I get paid most of the time), thus I am required (by FAR) to hold a 3rd class medical, so this change would not affect me. Additionally, I fly a high-performance 300HP retractable gear aircraft, so even there – per the AOPA proposal - I'd still be required to hold a 3rd class medical (but NOT under the Senate version); thus, I have no dog in this fight. Nevertheless, I still have not made up my mind one way or the other, although I prefer the AOPA version over the Congressional version just 'cause I'm a safety guy.

So, I still have a few concerns, both ways, and need some questions answered before I decide which way to go. And so should you! We all know someone who said, "I think I'm just going to 'downgrade' to an LSA, because I'm not sure I can pass the 3rd class flight physical anymore." So, do you still want to go flying with that person? Or, would you send your grandkids up for a ride with him?? As a flight instructor, I usually send new students to the AME for their 3rd class physical (and their student pilot's license) very early, just in case there is some medical issue, before they spend a lot of money, only to be shot down by the AME. Sure, they looked fine to me, were smart and had a valid driver's license, but they were medically dis-

qualified for some medical reason(s). Perhaps some were really valid. Others, well, maybe not so valid. But then I'm not a doctor or an AME, so what do I know? Is a history of seizures, now under control with medication, disqualifying? If so, how can that person be living a normal life, have a high skill job, be highly educated, able to drive a car, and yet be disqualified from flying a C172 for their own enjoyment? Here is a very compelling excerpt from the AOPA petition –

[“As with many aging Americans who have been less focused on maintaining a healthy lifestyle, members who face a first-time special issuance are often challenged with poor nutritional habits, no regular exercise, and are often unaware of the consequences their high-risk medical conditions may have on their overall health and often unaware that a medical condition could be lurking that ...](#)

Continued



By Fred Gibbs—3rd Class Medical

... could affect their safe operation of an aircraft even though they otherwise feel fine. However, pilots are wary of seeking any medical advice, even as a precaution, because of the perceived automatic negative effect it will have on their next medical application review. When a diagnosis of a serious medical condition is made, the pilot is no longer eligible for an unrestricted FAA medical certificate.

Once corrective action is taken to manage the condition, either through diet, medication, lifestyle change, more aggressive intervention, or a combination of steps, these individuals often become better motivated to maintain their health and may end up healthier than before the original diagnosis was made. Ironically, it is most often after the pilots have received diagnosis and treatment for the condition and have modified their lifestyles that they can no longer obtain an unrestricted medical certificate through their FAA-designated AME. These pilots must continuously prove their health through the FAA's discretionary special issuance process. The process usually requires additional testing, which can be expensive and time consuming and proceeds at a pace that the FAA controls."

On a different note, at another AOPA meeting, I heard an AME make a very passionate presentation (right down to the cracking in her voice) on why the rule should NOT be changed. While she was very compelling, there were no facts to back up her assertions. In the end, while it was obvious she was very caring and concerned for flight safety, it sounded more like "I'm going to be financially impacted by the loss of income from doing flight physicals."

Does the issue really need more scrutiny? Could/should the age parameters be changed? For example, why not every 5 years up to age 50, then every 3 years to age 65, then every 2 years after that? Or maybe extend the 5 year duration up to age 65, then every 3 years to age 75, and then what?? How about every year after that for us really old guys? But then, some of us are really old at 50, and some of us age really well. Drawing a firm line in the (quick) sand is hard...

Is self certifying a valid proposition? We see a lot of older folks out driving a car and often say to ourselves, "Should they really be driving anymore?" If all I need is a valid driver's license, can a disabled person now go fly an LSA? Is my 85-year old father – who's still driving, but probably shouldn't be – OK to go fly his trusty ol' Piper Tri-Pacer? Even though he can't remember where he left his keys, read the small print on the sectional, or even begin to know how to operate that new fangled GPS thing? Could he even decipher TFRs or NOTAMs? At least the medical requirement helps screen potential disasters...

I don't know if we have the right to fly whenever and wherever we like; we have the privilege if we adhere to the rules. All society has to have rules; otherwise we have anarchy. Most people accept a set of rules and morals that we consider essential to society, and 99.99%

Continued

By Fred Gibbs—3rd Class Medical

...of us live by those rules. Even though we have a medical in our pocket that says we are good to fly, we often make the “grown-up” decision that we are NOT up to snuff today, and the best aeronautical decision is to not go flying. That’s called self certifying or, bottom line, self preservation. If some major or significant health issue arises, we ground ourselves. We live by the honor system, although sometimes it gets a little grey! Flying is NOT driving – you can’t just pull over to the curb at 9,500 feet! Stress levels, altitude changes, hypoxia, G-forces, turbulence, etc., can all play havoc with you, especially if you are on meds. If you have an issue, like I said above, you can’t just pull over to the curb at 9,500 feet!

The current medical process appears to have worked quite well for me for the past 43 years that I have been flying. (Yeah, I’m that old!!) And I fly with a special issuance that requires me to do a yearly physical stress test – which I pass with flying colors (no pun intended). It also keeps my wife happy because I have to see my doctor every year! He ensures that I am



healthy, and he intends to keep me that way so I can pass that medical every year. Yeah, I complain about the hoops I have to jump through, but that is a minor blip in the overall scheme of life. So, for me, even though it is a real pain and creates agitation and anxiety leading up to the stress test, passing it with flying colors is really quite satisfying and a huge relief knowing I really am heart-healthy. The medical, for me, is a good thing, because it makes me pay attention to my health.

You each have to decide whether this is a good thing or a bad thing, based on facts - not gut feelings, not your love or hatred of the FAA, not the inconvenience, but on facts.

Will changing this rule affect the overall flight of safety?

Will changing this rule affect your safety of flight?

Is this just a political move to satisfy a vocal minority?

Is this just another way to try to stimulate a growth in the pilot population? Or AOPA/EAA membership?

OR

Is it a valid, logical next step in updating old regulations?

Continued

By Fred Gibbs—3rd Class Medical

The FAA changes hard – they hate any change that might reduce their authority. There is an entire organization that handles medical certification and a nationwide network of AME's who provide flight physicals. Whatever would the FAA do with that organization if they actually did eliminate 3rd class medicals? Perhaps millions of dollars could be saved by reducing the size of that organization, but it could not go away. Someone has to do Special Issuances... How about the economical and financial impact on the AME's nationwide? How much will it cost to change the combined student pilot certificate/medical certificate? Who would now issue



the student pilot certificate? Does the flight school/flight instructor now become responsible for determining if the potential student is "healthy, both physically and mentally" to be a pilot? WOW, do I see issues here!!! And, what if I were a pilot, now medically disqualified, and the rule changes? I have a valid driver's license and feel fine considering what condition my condition is in (sic) (otherwise known as self certifying), so I'm just going back flying 'cause now I don't need no stinkin' medical, and I'm not telling anyone.

So there you have it, one person's opinion looking at it from the outside. The bottom line is "What is the ultimate purpose of the proposed change"? Will changing the medical requirement further improve the safety of the GA community, entice more people to fly, or have an eventual overall negative impact on safety? Do you think anyone who cannot pass a 3rd class physical today should be allowed to fly tomorrow? Hmmmm.... Maybe, maybe not! Who decides? Based on what? Stay tuned – I'm sure it is going to get very interesting. You can read the AOPA petition in its entirety at:

<http://www.aopa.org/Advocacy/Regulatory,-a-, -Certification-Policy/AOPA-EAA-Medical-Exemption-FAQ/AOPA-EAA-3rd-Class-Medical-Exemption.aspx>

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, will help you organize a program of your choice, and can recommend programs that your pilot community might really like.

Fred



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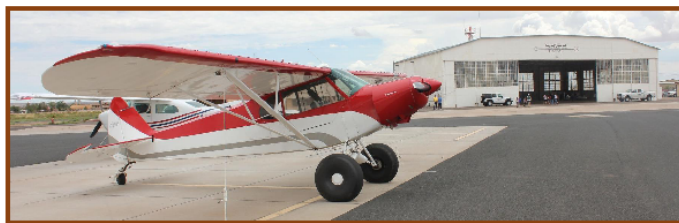


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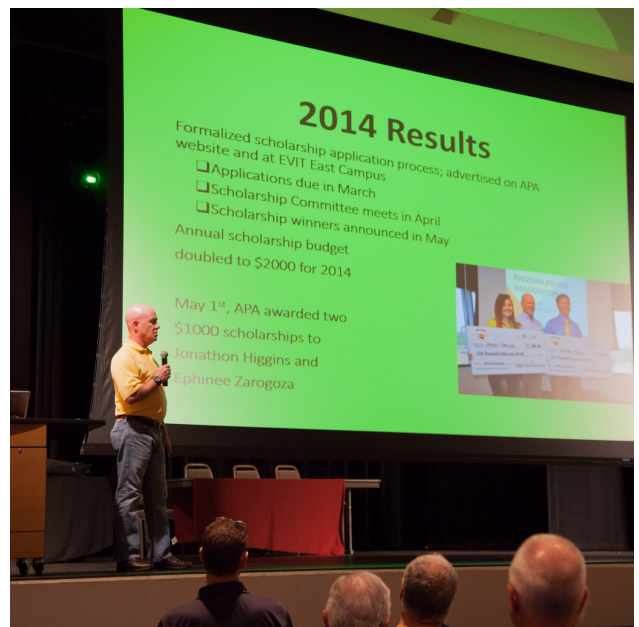
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Dave Fleming—Scholarship Chairman



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ANNUAL APA MEETING—MESA, AZ. May 10, 2014

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Fred Gibbs—Presentation on GAARMS program.



Mark & Stefanie Spencer—2nd VP and Treasurer of the APA



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