



AUGUST 2014

APA NEWSLETTER

You're Cleared for Take off

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Grand Canyon
Fly-In



*Husky
"The Boredom Killer"*

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The APA's
Mission is
to keep
AZ pilots
in the
Air.

We're Arizona
grass roots!

APA wants you
as a member



1999 Husky Aviat A-1B

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

The Arizona Pilots Association's main purpose is to enhance and protect the flying experience of Arizona pilots. By no means is this an easy task. Historically the APA has interacted with the FAA on various issues and has had a strong influence on regulations and dedicated air space in Arizona. The APA works with legislators, the forest service, land management, airport management and many other entities in the state as well as in our nation's capitol. The APA's volunteer Board and Committee Members are focused on maintaining the membership momentum and addressing challenges to Arizona Pilots.

The nationally based pilot and aircraft organizations such as the AOPA, RAF and EAA are great resources for a myriad of topics, but the APA is the most strategic covering grass roots issues taking place right here in Arizona. The AOPA and RAF works with the APA like it does with many other state pilot organizations to give input on issues and topics which originate right here in Arizona. You'll see the state associations and AOPA begin to integrate on local issues gradually in the future. Mark Baker, AOPA President, is doing a fine job working with the APA.

The APA is always trying to increase its membership in order to reach an economy of scale. With a high percentage of Arizona pilots as APA members, information is dispersed more effectively and the APA scope is broadened by having a much more comprehensive knowledge base amongst its pilots not to mention our presence at the State Capital is more readily acknowledged. The APA welcomes all pilots and even copilots, right seat pilots and arm chair pilots to be a part of this growing organization.

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Brad

President's Report

Tommy Thomason

Greetings aviators and enthusiasts and welcome to the August issue of the Arizona Pilots Association newsletter. August will prove to be another month where a lot of our flying activities will slow down to mostly early morning flights.



Last month, I decided to go see how it's done "up north." My friend Jeff and I loaded up our C182's and headed out to Idaho for some backcountry flying. Much like Arizona, the scenery is beautiful, density altitude and winds must be carefully considered, and flying is mostly done in the mornings. Most of the airstrips we flew into were plenty long and wide and well taken care of by the state's department of transportation or Forest Service. The few backcountry strips we have in Arizona are mostly the result of hardworking volunteers from the APA, a hand full of ranchers and private owners. We have gained a lot of momentum over the past few years and have some fun destinations of which to be proud.

My return trip brought me over the Utah canyon lands and a lot of beautiful landscape. I spent a couple of days camping in southern Colorado, another beautiful area for flying. Colorado is another state where pilots are struggling with non-aviation friendly agencies; although, it does seem like they are making some progress.



We have a lot to thank the RAF (Recreational Aviation Foundation) for and the many volunteer members who work hard to help promote general aviation in our own beautiful state of Arizona. I hope you enjoy this month's newsletter and look forward to seeing you at some of the upcoming aviation events.

Have Fun, Fly Safely,

Tommy



Executive Director's Report

Jim Timm

August 2014



The summer doldrums are definitely here and the local flying activity has really slowed down. Many are heading for the EAA AirVenture in Oshkosh, I hope some of our paths cross while we are there. In the meantime, fly safely, watch the density altitude in your travels, and be sure to check for TFRs' and check NOTAMS before taking off. There is a lot of airport/runway construction going on this summer.

How many of you have used the Aviation Safety Reporting System (ASRS), known to many of us as the "NASA report"? I think many have thought of it as a report to be filed as a result of an airspace operating problem. In reality the ASRS allows the pilot to identify safety issues ranging from hazardous operating practices, airspace design, chart terminology, weather briefings, medical issues, problems with instruments, or any other problematic issue encountered in flying. In filing a NASA report, your personal identity is removed and you make your concerns known in an anonymous way, thus removing the concern of embarrassment or concern about FAA enforcement action. The information is collected and analyzed by NASA to create valuable data that would be useful in making appropriate modifications to the system to avoid future mishaps. NASA, as an impartial third party, collects and analyzes the aviation safety reports and provides the data to the FAA, or other appropriate authorities, so that the circumstances that might compromise aviation safety may be remedied. NASA shares only the information, but not the source of the information. Once the report is received and NASA enters the objective data into its system, the report and any personally identifying information is destroyed, preserving your anonymity. There are two very important exceptions that prevent NASA from keeping your information confidential; that is, if the report involves an accident or a criminal act. Then, the report will not be de-identified but will be sent in its entirety to the proper authorities such as the FAA, the NTSB, or the Department of Justice.

The other thing that the ASRS enables pilots to do is to possibly avoid the imposition of a sanction. In FAA Advisory Circular 00-46E, the FAA says that it will waive the penalty in an enforcement action if the pilot can show that he or she filed a timely NASA report and has satisfied the criteria for a waiver. To qualify for the waiver, the pilot must be able to show that the report was filed within 10 days of the flight event. The identification strip that you receive back in the mail or the confirmation page that you get on the Internet can demonstrate the timely filing. Also, to qualify for the waiver, the conduct must have been inadvertent and not deliberate, and it must not involve a lack of qualifications or competency. Finally, the pilot must not have been found in a prior FAA enforcement action to have committed a violation within the preceding five years. A very common misunderstanding about the NASA reports is the belief that a pilot can only file a report once in five years. A pilot can file as many reports as he or she wants to, for as many concerns that he or she may have about the system. The only restriction that applies, is that a pilot may not take advantage of the program to waive the penalty if the pilot has had another enforcement action and has been found to have violated the regulations within the preceding five years.

We would encourage pilots to file NASA reports for any safety issues encountered, not just airspace/operational issues. The results of these reports can help all of us to fly safer. The reports can be filed electronically at <http://asrs.arc.nasa.gov/report/electronic.html>

Continued

MISCELLANEOUS ITEMS (Jim Timm's Report)

In our quest to improve flight safety and reduce the severity of accidents thru the use of shoulder restraints, we were advised the FAA has issued the following policy statement, ACE-00-23.561-01, regarding the installation of shoulder restraints. The purpose of this statement is to provide information related to acceptable methods of approval for retrofit shoulder harness installations in small airplanes. This policy in its entirety can be viewed on the [APA Website here](#).

Mesa Falcon Field (FFZ), Phoenix Gateway Airport (IWA) and other airports around the state will be having numerous construction projects underway this summer, so be sure to check NOTAMS before your departure for possible destination airport operational restrictions. Construction work at Phoenix Gateway Airport is also expected to continue on into the fall.

We still get notices that GPS Interference testing is occurring. Unfortunately, we continue to 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 inflight 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.

We all need to be concerned about aviation safety, and this last reporting period was not a good one. From the National Transportation Safety Board (NTSB) records, there were seven accidents that occurred in Arizona in this last reporting period. Of the seven accidents reported, one of them involved two fatalities. Unfortunately, five of the seven 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 August Accident Report. When this report was prepared, there were two additional fatal accidents that were reported in the media and had not yet had accident reports issued by the NTSB. These will be covered in next month's accident report.

Unfortunately, it has come to our attention that what has been happening in other parts of the country may now be beginning to happen here. I have become aware of a couple of Arizona accidents where serious injuries were involved, and a Public Prosecutor has gotten an indictment against the pilot for assault while using a deadly weapon or dangerous instrument, the weapon being defined as the airplane. It now appears that an accident could result in much more than a civil lawsuit, it could also result in criminal charges.

APA continues to work with airports around the state providing the general aviation user perspective in the process of updating their 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.)

Check the [APA Calendar](#) for weekend places to fly.

Jim



2014 Gubernatorial Candidate Responses

Mark Spencer

As we've learned this last year, the Arizona's pilot community can gain the support of the state legislature only to have the Governor line item veto its efforts. That's exactly what happened this year when legislators provided a tiny fraction of the tax dollars contributed by the aviation community towards insurance on the Tuweep airstrip. The APA took note of this, and we've made a point of reaching out to those most likely to win in this year's race for the Governor's office. Since the current governor had no time for our community, we felt it would make sense to reach out early and get to know a little bit about these candidates, as well as introduce ourselves to them. We picked the top four candidates in the republican primary for this effort, and once the primary is over will reach out to that candidate as well as the Democratic Party candidate once again prior to the general election. Early primary voting begins on July 31 and in person voting is August 26th!



Candidate Scott Smith and APA VP Mark Spencer

We developed a series of eight basic questions and contacted the top four republican primary candidates to ask for a personal interview with them to ask these questions. These candidates were Ken Bennett, Doug Ducey, Christine Jones and Scott Smith. While we feel that the other candidates are certainly worth your consideration, we simply did not have time to reach out to the entire field of candidates.

Of these candidates, three agreed to meet with us in person, this being Bennett, Ducey and Smith, Jones declining due to her busy schedule. We also reached out to Jones with our questions in writing and unfortunately were again told that her schedule did not allow for her to answer our questions at this time. If she wins the primary, we are hopeful to get time with her before the general election. We were initially also denied access to Ducey by an administrative aid, but when his campaign executive assistant heard of this from us, she managed to arrange a meeting for us with Mr. Ducey. In our meeting, Mr. Ducey stated that he'd like us to send him the questions in writing so that they would be given adequate thought. In the meantime, he did answer several of the questions in our meeting, and also submitted answers in writing.

So here are the questions that were presented along with the candidates answers:

Answers are labeled (B-Bennet, D-Ducey, S-Smith)

1) Have you any personal experience with General Aviation?

B-Yes, have ridden with a friend who allowed me to take the controls.

D-Friends involved that love GA- Experiencing GA is a privilege I am glad to have experienced during my lifetime.

S-Yes, I am a pilot and own a Cirrus.

2) Do you or anyone in your immediate family participate in GA?

B-No, but several friends do.

D-Not currently, but friends involved.

S-Yes, I am an adamant GA participant, also served on board of Alliance for Aviation Across America.

Continued

3) Are you familiar with GA's economic impact on AZ?

B-Not as much as I would like, but I'm very interested in learning more about it.

D- I know that GA is very important to AZ's economy – it supports, directly and indirectly, thousands of jobs and over \$600M annually in economic activity.

S-Yes, and as Mesa Mayor I supported, Falcon Field.

4) Do you support limitations on liability, through recreational use statutes?

B-Yes

D-I support land owners by limiting their liability.

S-Yes

5) Would you support legislation making AZ more competitive in GA, i.e. tax structure, aero tourism.

B-Yes, and with my experience from being Senate President, I know how to work with the Legislature.

D-I support policies that make all of AZ's businesses more competitive – lower taxes, less regulation and more competitive legal environment. I would be supportive of aero tourism, but don't believe we need additional legislation to make it possible.

S-Yes, of course.



Ken Bennett



Doug Ducey



Christine Jones



Scott Smith

6) Would you support equal access to state trust lands for noncommercial low impact recreational purposes?

B-Yes, that is public land.

D-Yes

S-I believe state trust lands need to be more open, not closed.

7) Are you aware of the current State Land Commissioner's desire to close all state trust lands to recreation?

B-No, that surprises me.

D-I don't know much about this.

S-No I am not, but again, these lands need to be open to the public.

8) If elected, will you provide occasional direct access to yourself to discuss important GA issues?

B-Absolutely.

D-If elected, will make myself available to discuss all issues facing the state, including GA issues.

S-Again, yes, I will work with GA.

As a 501(c)(3) organization the APA cannot endorse a particular candidate, and we do not. Each had their pros and cons, but we thought it would be nice for Arizona pilots to have some insight as to where the candidates fall on subjects unique to us.

Mark

Getaway Flight Debriefing:

Pagosa Springs, CO

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

On Saturday, June 21st, five aircraft *and one motorhome* converged on Pagosa Springs, CO, ready to escape the AZ heat and enjoy the mineral hot springs for which Pagosa Springs is famous. I know, we just traded our famous “dry heat” for a hot bath, but we didn’t care! The views along the way were well worth it. As we transitioned from Arizona into Colorado, red rock cliffs gave way to pines and water, allowing us to appreciate the southwest’s rich diversity, seemingly on display just for our airborne APA Getaway group. By 10:30 a.m., it was time to land at KPSO.



With the airport a bit northwest of town, we arranged

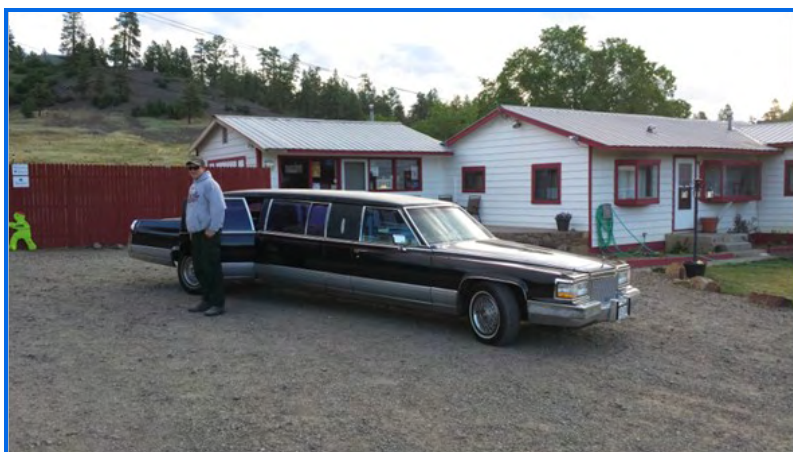


group transportation through the owners

of the Sky View Motel as well as Sandy and Wayne Fletcher, fellow APA members, who “flew” up in their motor home. Pagosa Springs is a small town with 1700+ residents that stretches out for a few blocks along the San Juan River. Ignored by the well-known motel franchises, it retains a quaint small-town atmosphere. And, when you talk to the “front desk,” you’re talking to the owner! Imagine our surprise when our transportation showed up – *a limo!* Between the limo, the owner’s personal van, and Wayne and Sandy’s vehicle (towed behind their motor home), all 12 of us travelled about town in comfort as well as unexpected style.

(Brief footnote: The motel owners also owned the funeral home ... right next door! For awhile, we wondered about the real purpose of the limo...)

Pagosa Springs, with a total area of only 5 square miles, is named for the deep geothermal hot spring that feeds three local, hot spring soaking locations. Resorts have grown up around each of the sulfur-rich, mineral-laden springs. And, for reasons unknown to me, the town’s shops and restaurants stretch out along one side of the river while the resorts are on the other side.



Before lunch, we took a little time to study the layout. Standing on the “town-side”, you can see the largest resort *The Springs Resort & Spa*.



As you can see, lunch was “open-air” at a local eatery - picnic tables and smiles all around! Well, mostly smiles... Come on, Tim. We know that you’re having fun!





From another vantage point, the bridge linking the two halves of the town is just “around the bend.” It’s the only span providing vehicle access to both sides..



The river, itself, is quite shallow and sports riffles and miniature, cascading falls that delight folks in kayaks and small, inflatable rafts. There’s even a local outfitter willing to “guide” tourists down short stretches of water – small-town enterprise at its best.

After dinner on Saturday, we visited *The Springs Resort & Spa* to sample the famous medicinal waters. Pool temperatures ranged from a low of 101° F to a high of 111° F. For Zonies who are used to high *air* temperatures, we all agreed that a *water* temperature of 111° F was **hot!** After a short time in the high-temperature pool, we'd had enough and headed for more temperate waters. It was then we noticed the pool had been aptly named "The Lobster Pot."



Craig



AZ Aviation Accident Summary

August 2014

By Jim Timm

The following are the preliminary NTSB accident reports of the most recent aviation accidents that have occurred in Arizona and hopefully the information can be used to develop safety programs and briefings that would 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 continues to be 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.

This past reporting period has not been a very good one from a flight safety standpoint. Since the last reporting period, there were seven accidents. Unfortunately, five of the seven reported accidents were devoid of accident information at the time this report was prepared. There was one accident with two fatalities reported and fortunately, the other reported accident resulted in two uninjured. So far this year, the reports without accident details have not involved fatalities. It appears the more serious type of accident commands sufficient attention that a preliminary report is more forthcoming. Unfortunately, this delay in information does not help us in laying out timely accident prevention programs. The large number of reports this month devoid of information is particularly disturbing.

Based on information available when this report was prepared, the reported accidents are as follows;

Accident Date: Thursday, May 15, 2014
Location: Grand Canyon
Aircraft Type: Kalman George Lancair 360
NO INFORMATION AVAILABLE

Accident Date: Monday, May 19, 2014
Location: Buckeye
Aircraft Type: Cessna 172R
NO INFORMATION AVAILABLE

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

Accident Date: Friday, 6/20/14 Reported 6/2/2014
Title 14 CFR Part 91
Location: Page
Aircraft Type: Mooney M20B
Injuries: 2 Fatal
UNEXPLAINED IMPACT WITH TERRAIN [Details](#)



Accident Date: Friday, June 20, 2014
Location: Scottsdale
Aircraft Type: Piper PA28-181
NO INFORMATION AVAILABLE

Accident Date: Saturday, June 21, 2014
Location: Sedona
Aircraft Type: Beech A23-24
NO INFORMATION AVAILABLE

Accident Date: Monday, June 23, 2014
Location: Tucson
Aircraft Type: Luscombe 8A
NO INFORMATION AVAILABLE

FAA Says Amateur Construction of an Aircraft Not Aeronautical Activity

I'm sure we'll hear from EAA on this shortly, and one would hope AOPA, too. Amazing. The link for commenting is imbedded in the [AvWeb](#) article below.

The FAA says most of the work involved in building an airplane is a "non-aeronautical use" and it has singled out homebuilders in a new proposed policy statement issued July 22. [Policy on the Non-Aeronautical Use Of Airport Hangars](#) says homebuilders will have to build the components of their projects elsewhere and can only move to a hangar for final assembly. Comments are being accepted until Sept. 5 and can be [submitted online](#) citing docket number FAA-2014-0463.

The agency has devoted a separate section in the proposed policy to explaining its stand. The essence is that the principal role of a hangar is to supply enclosed storage for aircraft to give ready access to the runway. The FAA's argument is that bucking rivets on a wing doesn't require a runway so it's not an aeronautical use. It also says the policy has always been in force. "The FAA is not proposing any change to existing policy other than to clarify that final assembly of an aircraft, leading to the completion of the aircraft to a point where it can be taxed, will be considered an aeronautical use," the proposed policy says. EAA is aware of the proposed policy and staff are assessing it.



Courtesy of Mike Hoover, RV-9A work in progress.



The new policy statement is the result of stepped-up enforcement of the rules regarding uses of airport hangars. In dozens of audits conducted over the past two years, the agency has found hangars crammed with just about everything but airplanes. Household goods, cars, even non-aviation related businesses have been discovered. The FAA says that because federal funds are used to build and maintain airports, the use of airport facilities for non-aeronautical uses amounts to a subsidy for those uses. In some cases the city or county responsible

for the airport was the violator. Auditors found police cars and other municipal assets tucked safely away in airport hangars. The proposed policy will also clarify the incidental storage of non-aeronautical items in hangars, meaning that a couch and a beer fridge will probably be safe from the feds.



Short Final

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

SUSPENSION OF BELIEFS

By Howard Deevers

When we go to the movies, or even watch television programs today, we have to suspend our beliefs in order to be entertained. When Clark Kent takes off his glasses and puts on a cape and becomes Superman, no one recognizes him as Clark Kent any more. He still looks like Clark Kent to me, but this is entertainment. How can anyone believe that Dustin Hoffman could pass as a woman? In "Tootsie" we had to check our belief at the door in order to be entertained. It seems that we do this a lot, and more and more 'special effects' in movies make us believe that the good guy always escapes no matter how dire the situation, and we go away entertained.

We can't do that in aviation. I have never heard any CFI tell a student that "If you try hard enough, you can stretch your fuel and make it to the airport." That is not how we teach in aviation. The laws of physics do not suspend themselves just because we want to believe it. When you run out of fuel, the engine quits. It is just that simple. When the engine quits, we hope that you can land safely off of an airport. Unfortunately, someone runs out of fuel in aviation almost every day. There are about 300 fuel related accidents happening every year.



How can that be? Didn't we tell them that the engine will quit when it runs out of fuel? For some reason, those pilots think they "can make it." It is not just fuel that is a problem. How about turning back to the airport when the engine quits after take off? Have we been told that this is not a good idea? Sure, but someone will die trying every year. Stall/spin accidents are still a problem, too. Most of these are in the traffic pattern after overshooting a turn to final and trying to correct and getting the airplane uncoordinated. At low altitude, there is not time to recover. The results are usually fatal.

Another place that we see "suspension of beliefs" is weather related accidents. Tangle with a mature thunderstorm and you could experience structural failure of your airplane. You won't survive. What is it that makes a pilot believe that he can make it through a thunderstorm? Even with the advanced weather reporting that we have today, the number of this kind of accident remains the same.

Do we need more training? Maybe we do. Astronauts will sometimes train for two years for a mission that will last only two days or two weeks. A favorite question they ask is: "What is the next thing that could kill me?" If General Aviation pilots ask that question of themselves, we might reduce the number of fatal accidents. Can we do better? Through education and training, we will do better.

Your ARIZONA PILOTS ASSOCIATION holds a safety seminar somewhere in AZ every month. Come to the next one, and bring your Wingman. Safety in aviation is serious business. Don't suspend your beliefs when you fly. The laws of physics won't change, even if we believe that they will.

Howard



GAARMS Report—August 2014

By Fred Gibbs

GOOD GRIEF, CHARLIE BROWN!!!

At the rate we are going, Arizona may end up with more fatal accidents than Alaska – a statistic NOT to be proud of...

As of July 27th – the day I wrote this article – we have had 10 fatal accidents, 9 of them in the state and one out-of-state involving Arizona-based pilots. Two of them occurred on the same day and within 3 hours of each other. Below is a listing of those fatal accidents



TYPE	LOCATION	BASED	FATAL	CAUSE?
1. BONANZA	– COLORADO	AZ	3	CFIT
2. DRAGONFLY	– MARICOPA	AZ	1	LOC-I
3. ULTRA-LITE	– MARICOPA	AZ	1	UKN
4. C207 (TOUR)	- PAGE	AZ	1	ENGINE
5. GLASSAIR III	- YOUNG	CA	1	WX - CFIT
6. ZUNI GLIDER	- AGUILA	AZ	1	LOC-I
7. EUROCOPTER	- PEACH SPRINGS	NV	1	POOR ADM
8. MOONEY	- PAGE	SC	2	UKN
9. C182	- SEDONA	AZ	4	CFIT
10. C172	- COLORADO CITY	UT	2	UKN

The data in the column labeled “CAUSE?” is my opinion only at this time. There is very little NTSB data available on these crashes right now to determine actual cause or causal factors. Three (3) of the accidents are just in the unknown category – 2 of the aircraft were found after they failed to show up at their destinations, sometimes days after, and the Ultra-Lite was found by passers-bys along side the highway. The actual cause of those crashes may never be known. Two of them were “Controlled Flight into Terrain (CFIT)”;

two of them were “Loss of Control – Inflight (LOC-I)”;

one was weather-related;

one was the result of engine problems which caused the aircraft to land short of the runway;

and one was a result of the pilot exiting the aircraft with the engine still running.

As you can see, there is no common theme, no one thing to point a finger at, and no one easy answer to prevention.

“The Sedona crash makes GAARMS even more personal to me. I knew the pilot. He was a 22-year old young man from Flagstaff. I taught him to fly a couple of years ago, and attended his funeral just days before I wrote this article. I wish I could reach out, grab him by the collar and ask “What were you doing, why did you do that, and what was your thought process for doing that?” I thought I had instilled a culture of safety in him. He always came to the safety programs we ran in Flagstaff. He always called me for advice. He was conscientious and a good pilot. And I want him back! I want to yell at him ***“What were you doing, why did you do that, and what was your thought process for doing that?”***”

I never met a pilot who hasn’t made a mistake or an error in judgment at one time or another. 99.9% of us survived those lapses in judgment, but that 0.1% seems to always persist; and they pay dearly.

We all know the saying – “There are old pilots and there are bold pilots, but there are NO old bold pilots.” As old pilots got wiser, smarter, and more cautious, learned from our “bold pilot” mistakes and survived to become old, but no longer bold, pilots. We also learned we were no longer invincible!! Unfortunately, it is often the younger, bolder pilots, still learning, and still invincible, who are involved in a lot, but certainly not all, of the accidents. Statistically, the 100-500 hour time frame is when a lot of the accidents happen, but that statistic only counts numbers. All ages, all pilots from students to ATPs to CFII’s, with flight hours from the low 100’s to the thousands, have accidents. Thus age is often times not a factor at all; but poor judgment is. ***And judgment is the very hardest thing to teach!***

Only 6 of the 10 pilots involved in these crashes were based in Arizona, none were APA members, and only one that I know of ever attended our, or any, FAA sponsored safety programs or participated in the WINGS program. Now, participating in the WINGS program DOES NOT prevent accidents, but it does instill a culture of safety in the pilot. Education and awareness are critical in accident prevention and, hopefully, further enhance your decision making. Education cannot prevent a mechanical failure, but it can make you more aware and prepared to handle the situation should that happen. We also hope it makes you remember that a lot of the fatal accidents occurred because of a poor decision; but, ultimately, only you can decide to NOT make that same decision.

The March 2015 GAARMS Symposium will cover these accidents in much more depth, and we hope you will mark your calendar to attend. GAARMS is not intended to point fingers or lay blame, but to be used as a learning tool. The ultimate purpose of GAARMS is to answer the question: “What can we do to prevent these types of accidents in the future?”

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



Fred

Events around the State

Phoenix Mesa Gateway Airport—August 23, 2014 09:00 (7442 E. Innovation Way North)

Legal Aspects of FAA/NTSB Airmen Investigation, Enforcement, Certificate Issues & PDA.

Contact: Dr. H. C. “Mac” McClure @ 480-586-0762 faasteam.mac@gmail.com

APA Website

Please visit our website for the latest information. www.azpilots.org A great resource for APA’s work in the state, archived newsletters, current events, APA’s continuous work with legislators, a calendar of activities, and more.

APA is a completely voluntary organization. It survives on membership dues and sponsor revenue. One of the highlights of the organization is the Website. Stefanie Spencer manages the complete Website on a continuous basis. Leave email for Stefanie: Webmaster@AZPilots.org.



Stefanie Spencer— Webmaster

Newsletter Contributors

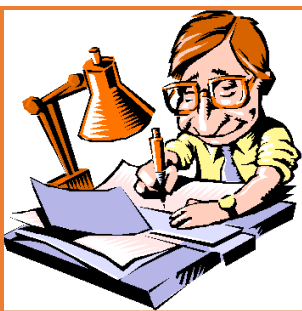
Article Deadline

20th Editor reminds “The Team” to submit articles

25th Authors submit articles and advertisements

Contact the editor, Brad Lawrence:

Newsletter_Editor@AZPilots.org



For anyone wanting to contribute to this newsletter please submit your writing in an email file along with photos and captions (separate files). The APA would like to publish information about what’s happening in your area of Arizona. Subject matter could range from regulatory issues to new places to eat (or old places) to airport management. Of course the APA would like to know about any political activities that could potentially compromise Arizona’s pilots or its airports.



July Fly-In Results

Mogollon Airpark, Overgaard, AZ—July 12 (Annual Pancake Breakfast)

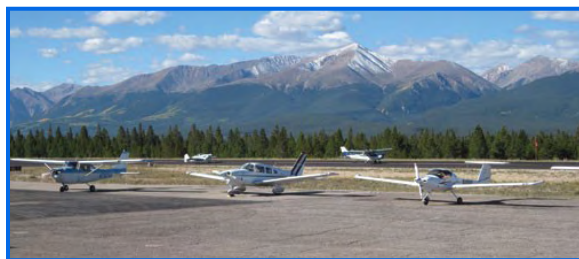


Mogollon Airpark is a private field and requires permission to land except for one day a year when the annual Pancake Breakfast Fly-in is held in July. On this day the public is welcome to fly into the park unrestricted. There is a “ground” crew helping to direct and park the visiting aircraft and a local pilot or two manages the CTAF frequency to assist in landings and takeoffs. This year APA’s Kevin Pettiette assisted with “tower” duties. The EAA chapter 1044 hosts the event and as always gives a brisk warning to visitors to keep a vigil on the density altitude of

the 6658’ field. This day the temperature was 85° which put the DA over ten thousand feet. A Medevac helicopter was on display and 4 local pilots donated their time, fuel and planes to give “Young Eagles” rides. The pancake breakfast was such a success it rolled over to lunch with dogs and chips serving over 450 people. The pine trees and high elevation of the Mogollon Rim are a welcome relief to us valley dwellers in July.

Leadville, Colorado—July 4 (6th Annual Free Cookout)

They were the unfortunate beneficiaries of a nasty front on the south range that day which kept many visitors from attending. The local turn out was very good and there were at least 25 planes that could make it. Levi Brown, airport manager, reported that the snow removal equipment building was cleared and set up for lunch. A local band provided the entertainment inside and there were a few vintage airplanes to peruse outside. He estimated that the food servers accommodated 200-300 people. Overall, considering the weather, the turn out was good.



Winslow, AZ—July 26 (2nd Annual High Desert Fly-In)



The Rotarians organized and hosted the fly-in which included a breakfast, static car displays, junior drag racing and several other attractions. The weather cooperated with the fly-in which accommodated a general mix of 35-40 GA airplanes and served over 150 meals. Rotary President, Harold Soehner, said the



organization improved several aspects of the fly-in after last year’s event, but was very happy with the results given this year was only the second year.



Grand Canyon Valle Airport 40G Thunder Over the Coconino X August 23, 2014

Benefiting EAA Chapter #856

Homebuilt, Warbird & Antique Airplane Fly-In
EAA Young Eagles Flights

**Featuring "Sandy" Mission Skyraider Pilot
and Vietnam Veteran George Marrett**



Car Show



**Bring
your chairs!**



Fly In a Tri-Motor
T-6 or Helicopter!

Additional Fee

Adults \$12 Children \$6

MAX Family \$30

8 AM Until 3 PM



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Pancake Breakfast
6:30 til 10:00 AM

Valle Airport (40G) will hold its “Thunder Over The Coconino”

10th Annual Antique, Homebuilt, Warbird Fly-In & Car Show

Featuring Vietnam Veteran & Test Pilot George Marrett

On Saturday August 23, 2014

VALLE, AZ – Working with local EAA Chapter 856, Grand Canyon Valle Airport (40G) will hold its 10th annual “Thunder Over the Coconino” Fly-In & Car Show on Saturday, August 23, 2014, from 8 AM until 3 PM. This superb northern Arizona aviation event will feature among other unique airplanes, the 1929 Ford Tri-Motor N414H, which is housed at Valle Airport.

N414H is one of a handful of Ford Tri-Motors still flying today, the only one in the world that offers a program for pilots to get Type Rated, and was acquired in 1977 by John Seibold, owner of Grand Canyon Valle Airport, former co-owner of Grand Canyon Airlines and founder of the modern Scenic Airlines.



*1929 Ford Tri-Motor N414H, 5-AT-C, Serial #74,
NAT ship #17, 155th Ford Tri-Motor Built.*

This plane has seen a lot of history along its 80+ years in service. Some of which was, being featured in the movie “To Be or Not to Be” starring Mel Brooks. Also, in November of 2003, at the request of the City of Phoenix, N414H participated in the celebration of the 75th anniversary of the first flight in a Ford Tri-Motor from Phoenix Sky Harbor Airport where Grand Canyon Airlines (originally known as Scenic Airways) flew on November 18, 1928.

We will have not only the excitement of the annual fly-in, but also featured will be antique airplanes; homebuilt planes, and a car show with lots of great vehicles, antique tractor display, vendors and much more family fun. There will also be available, free plane rides for youth, ages 8-17, sponsored by the EAA Young Eagles Program. This is a fantastic introductory program for youth interested in getting into the world of aviation.

This year’s fly-in will feature an appearance by “Sandy” mission Skyraider Pilot George Marrett. A Vietnam veteran and test pilot, Mr. Marrett is one of the founders of the Estrella Warbird Museum at the Paso Robles, California airport. He is the author of many aviation-related books and articles.

Valle Airport (40G) is just 25 miles south of Grand Canyon National Park located at the junction of SR 64 and US 180 (32 miles north of Interstate 40 and Old Route 66). Valle Airport is on the main road to Grand Canyon’s South Rim – the scenic heart of the canyon, and includes not only the deepest part of the canyon, but the majestic grandeur of one of the Natural Wonders of the World.

Included in the event admission fee is free entry to the famous **Planes of Fame Air Museum**, located at Valle Airport (40G). The museum houses a fascinating collection of some antiques, warbirds and homebuilts, including “Bataan”, the Lockheed C121A Constellation that once served as General Douglas MacArthur’s personal transport plane.

Also at the event, for a separate fee, rides will be offered to the public on a 1929 Ford Tri-Motor or a helicopter. Early arrivals will be able to take advantage of a pancake breakfast benefiting the local Boy Scout Troop.

So bring your chairs, come early, eat breakfast and enjoy a fun filled aviation day of just “**plane**” fun!

Norm Gobeil and Molly Harris





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