



SEPTEMBER 2014

APA NEWSLETTER

You're Cleared for Take off

Newsletter Editor2

President's Report

Tommy Thomason, APA President3

Executive Director's Report

Jim Timm, Executive Director4-5

Fly-In to Old Double Circle Ranch Sept 26-28

Mark Spencer6

Sept AZ Accident Report

Jim Timm7

Light Sport Country?

Dave Fleming8

SHORT FINAL— (Opinion articles)

ADS-B, All Over Again

Howard Deevers9-10

To The Heart of the Matter

Chris Hansen11-13

GAARMS Report

Fred Gibbs and Ed Burchenal14-16

US Sovereign Airspace

Dave Fleming17-18

Arizona Airparks

Kit McCloud19-20

Upcoming Fly-Ins

Albuquerque - Double Eagle & Wickenburg21-22

Aug Fly-In results

Grand Canyon, Valle23-24

Events Around the State26

APA Website, Newsletter & Membership

Volunteer 501 (c) (3) Org.26-27

APA Newsletter

Double Circle Ranch

Safety

Safety

Safety

Arizona Airparks

Medical Twist



Huskys in formation

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APA Wants
to keep AZ
GA Pilots
in the Air
and SAFE!

Join a safety
program today

APA needs you
as a member!



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

Thanks to all of the APA's writers this month. Chris Hansen of Tucson submitted an article about his own medical experiences involving the FAA and pointed out the many serious ramifications facing pilots in this situation. The article will keep you smiling. For anyone out there with a good aviation experience or knowledge of anything affecting AZ pilots please write it up and send it to me. Input from all AZ pilots (left or right seat) is welcome!

This month we started coverage of the many airparks here in Arizona. I was surprised to find so many and with such diversity. There's certainly a place for you somewhere which affords you to sleep close to your airplane. They range in elevations from 485' up to 6650'. Hopefully we can make this a regular section in the Newsletter.

If you read Fred Gibbs GAARMS article in the Aug edition of the newsletter and Jim Timm's accident article this month you'll realize the AZ flying community is NOT doing a good job with safety. Arizona GA to date in 2014 has the highest number of fatalities in the US. Certainly there are many factors associated with this parameter, but it's a very poignant number. Please get involved with a continuous safety program. You can contact [Fred Gibbs](#).

The APA is seriously trying to expand its membership. Its mission is to keep AZ pilots flying and protect their flying rights. The APA keeps a vigil eye on AZ legislation, AZ safety performance, AZ air space, and critical issues at the GA airports in Arizona. It's not so much about dues and that sort of thing, it's more about you becoming involved in the big picture. The APA needs your eyes and ears to make the organization stronger and more effective through your input and participation. Please join today [Application on Website](#)

newsletter_editor@azpilots.org

Brad

President's Report—Sept 2014



Tommy Thomason

Greetings once again aviators and aviation enthusiasts to the Arizona Pilots Association newsletter. Our aviation activities and events are ramping up soon with a venue that should have something fun for everyone. Stef Spencer is in hi gear trying to keep our website and calendar up to date. I don't know if Mark Spencer ever sleeps between running his business and working behind the scenes on legislative concerns and backcountry. Jim Timm keeps us up to date on FAA and airport issues. Craig Albright keeps busy organizing creative places to go for the weekend get-away program. Ty Greenwade and Vicki Gookin work hard to keep the membership process running smoothly. Fred Gibbs continues to provide/coordinate FAASTeam Safety Seminars and try to figure out how to keep our accident rate low. Rick Bossardt is spearheading the sponsorship outreach and Dave Fleming is keeping the scholarship program moving ahead. Special thanks to Brad Lawrence and Kit McCloud for all the hours they are spending on putting this newsletter together. Brad has been able to recruit some new authors who have some really great experiences to share with us, and we appreciate all of the long time authors that continue to provide great input each month. I have only scratched the surface with recognizing some of the help and support we are getting from the board members and volunteers and hope to see more of you get involved. I hope you enjoy this September issue of the APA Newsletter and as always, we appreciate any and all feedback you are willing to provide us.

Have Fun, Fly Safely,

Tommy



Executive Director's Report

Jim Timm

September 2014



I hope everyone has been enjoying a summer vacation and flying safely to get out of the valley's summer heat. This year the weather at the EAA AirVenture at Oshkosh was once again superb. It was great to have had the opportunity to run into some of you there and visit for a moment. It was amazing with thousands attending again this year.

The big question starting this year's EAA AirVenture was this: Will FAA Administrator Huerta announce reform of the third-class medical? Because of what appeared to be a lack of interest by the FAA to consider a change in the Class 3 medical requirements, U.S. Rep. Todd Rokita (R-Indiana) introduced the General Aviation Pilot Protection Act of 2013, H.R. 3708, that would allow pilots to use their state-issued driver's license as proof of medical certification. Presently the bill has 123 co-sponsors in the U.S. House of Representatives. A nearly identical companion bill has also been introduced in the U.S. Senate, also with significant Senate support. The EAA and AOPA petition to the FAA for Class 3 medical reform resulted in the FAA receiving over 16,000 public comments to the petition, and the vast majority of comments received were overwhelmingly positive. In response to the EAA / AOPA petition, and the Legislative efforts, the FAA announced in April they would initiate a rule-making project. In his presentation at AirVenture, Administrator Huerta stated the FAA signed off on a new rule designed to reform the agencies third-class medical requirements. The EAA / AOPA petition had called for an exemption to the third-class rule, which can only be of limited duration, and the long term policy changes sought by the general aviation community can only be achieved through a rule-making. The agency isn't ruling out a temporary exemption, however they don't want to prevent themselves from expeditiously completing the rule-making process. This change does represent a very significant policy change and must be reviewed by all applicable agencies before it can be published as a notice of proposed rulemaking (NPRM) which would be open for public comment for at least 60 to 90 days. The administrator estimated the process could take six months to two years. However, he said they would expedite the process as much as possible.

To assure action is taken, U.S. Rep. Todd Rokita has indicated that if his legislation does not pass in the 2014 legislative session, he will re-introduce the General Aviation Pilot Protection Act again in the 2015 legislative session. He is confident in having even more co-sponsor support, and believes similar increased support will also be forth coming from the Senate.

MISCELLANEOUS ITEMS

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.

Falcon Field (FFZ), currently has a runway overlay project in process that is expected to last until the end of September. During construction, Runway 4R/22L will be closed weekdays, but will be open every weekend except Saturday and Sunday September 6 & 7.

The ASR-8 radar antenna located on Williams Gateway Airport (IWA) has to be moved to accommodate airport development. A Radar Relocation Site Study has just been completed and determined the radar antenna should be relocated to the old military Rittenhouse emergency airfield (AZ38).

Continued

MISCELLANEOUS ITEMS (Jim Timm's Report)

It is indeed fortunate that this location was selected in that it will, with newer upgraded radar equipment, be able to provide adequate radar coverage far enough south to permit tower to tower operations between Phoenix and Tucson, similar to what as is now in operation between Phoenix and Flagstaff, thus providing local coverage from Flagstaff to Tucson.

We have been advised that pilots receiving air traffic control services from Phoenix Approach Control in the areas of Prescott, Sedona, and Flagstaff are able to get ATC radar-based weather information and weather advisories. Earlier equipment issues have been resolved and the service should continue and possibly improve.

We are still getting notices that GPS Interference testing is occurring. Unfortunately, we still continue to receive these notices only a few days before the testing is to take place, thus 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, providing the date, time, location, and altitude the problem is noted, and advise APA of it also.

It has come to our attention to take note that the GPS RWY 23 instrument approach at Casa Grande Municipal Airport (CGZ) has been discontinued.

I guess it could be a sign of the times, but I also received an FAA notice that the Maxwell VORTAC at Maxwell in northern California is being decommissioned. If anyone is interested, the notice is: CASE NO. 14-AWP-10NR, Decommissioning Maxwell VORTAC, Maxwell, CA.

We should all be concerned about aviation safety, and again, the last reporting period was not a good one. From the National Transportation Safety Board (NTSB) records, there were six accidents that occurred in Arizona during the last reporting period. Of the six accidents reported, two of them involved a total of six fatalities, and fortunately, one of the reported accidents did not involve any injuries. Once again, three of the six reported accidents did not have accident details issued. We are still trying to determine if an alternate, and more current, source of information is available. The information presently available is contained in my September Accident Report.

If you know of an instructor, mechanic, or other aviation service provider that should be recognized at the annual FAA awards banquet in November, now is the time to get their nomination submitted. Nominating forms are in the Annual Awards Flyer located elsewhere in this newsletter.

APA continues to work with several airports around the state providing the general aviation user perspective in the process of updating their Airport Master Plans. The latest one in process is for Deer Valley Airport (DVT).

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



Fly in Camp at the Old Double Circle Ranch



Mark Spencer

Join the backcountry gang at the old Double Circle Ranch and airstrip **September 26-28th** for a fly in camp and National Public Lands Day all volunteer restoration project. You'll recall that last year we oiled the entire lodge building and hand constructed a new rustic door. This year's project is even more exciting as we'll be building a new porch roof over the now uncovered concrete slab on the south end of the lodge.



Folks will be arriving on Friday, September 26th, and the main work day will be Saturday, September 27th. As always, we'll plan a potluck dinner in the lodge on Saturday, so please bring your favorite dish to share. We'll be showing a movie and snacking late into the night before snuggling up in our tents. Drinking water will be available and we'll have the privy functioning in the lodge again for the weekend.

If you'd like to volunteer for the construction project, please let us know that specifically, but either way, please let us know if you plan on coming out! Email Mark at m Spencer@azpilots.org. See you there!

Mark



AZ Aviation Accident Summary

September 2014

By Jim Timm

The following are the preliminary NTSB accident reports of the most recent reported aviation accidents that have occurred in Arizona and hopefully we in APA can use this information to develop safety programs and briefings that will help pilots learn from the mistakes being made by others and thus take the necessary action to prevent similar accidents from happening in the future. Starting the beginning of this year, 2014, 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 requires digging back a bit deeper into the records each reporting period to gather all the information. As a result of this reporting delay, I hope it does not result in missing any reported accidents.

This past reporting period has again not been a very good one from a flight safety standpoint. Since the last reporting period, there were six accidents. Unfortunately, two of the six accidents resulted in a total of six fatalities. One of the accidents did not have any reported injuries and once again, three accidents were devoid of a detailed preliminary accident report at the time this summary was prepared. Based on information available, the reported accidents are as follows:

Accident Date: Wednesday, July 2, 2014
Report Dated 7/23/2014
Title 14 CFR Public Use
Location: Wilcox
Aircraft Type: Rockwell International 500S
Injuries: 2 Uninjured
LOSS OF CONTROL ON LANDING

[Details](#)

Accident Date: Sunday, July 20, 2014
Report Dated 8/1/2014
Title 14 CFR Part 91
Location: Littlefield
Aircraft Type: Cessna 172K
Injuries: 2 Fatal
CONTROLLED FLIGHT INTO TERRAIN

[Details](#)

Accident Date: Thursday, May 15, 2014
Findings Report Dated 8/13/2014
Title 14 CFR Part 91
Location: Grand Canyon
Aircraft Type: KALMAN GEORGE LANCAIR 360
Injuries: 2 Uninjured
INADEQUATE AIRSPEED, LOSS OF CONTROL LANDING

[Details](#)

Accident Date: Monday, July 21, 2014
Location: Phoenix
Aircraft Type: Piper PA18-150
NO INFORMATION AVAILABLE

Accident Date: Tuesday, August 19, 2014
Location: Marana
Aircraft Type: Schweizer 1-34
NO INFORMATION AVAILABLE

Accident Date: Sunday, July 20, 2014
Report Dated 7/31/2014, Title 14 CFR Part 91
Location: Sedona
Aircraft Type: Cessna 182L
Injuries: 4 Fatal
IMPACT INTO TERRAIN, POSSIBLE DENSITY ALTITUDE ISSUE

[Details](#)

Accident Date: Friday, July 11, 2014
Location: Chandler
Aircraft Type: Piper PA18-150
NO INFORMATION AVAILABLE



Back Country and Cross Country, but what about **Light Sport Country?**



Dave Fleming

Just what is a Light Sport Aircraft? The LSA category encompasses a wide variety of aircraft including two-seat ultra lights, powered parachutes, antiques and classics as well as some new composite aircraft. Whether you want to buy or build, you can probably find an LSA that's just for right you!

The FAA defines light-sport aircraft as simple-to-operate, easy-to-fly aircraft that, since initial certification, have continued to meet the following performance definitions:

Many of these aircraft are equipped with 'steam gauges' or glass panels such as the Dynon Sky-View system or Garmin G3X system; each offering redundant primary flight display (PFD) or multi-functional display (MFD) configurations. Both of these systems have a built-in GPS and big, bright sunlight readable screens. The Garmin has a 7" high-resolution screen while the Dynon boasts a 10" display. SafeTaxi® airport diagrams and SiriusXM® weather as well as ADS-B 'in' with traffic and weather are also available options with either of these avionics suites. It's pretty amazing to think you can have more computer power in the cockpit than you have in your home!



| MAKE | MODEL | TOTAL | AZ |
|----------------------|-----------------|-------|----|
| Flight Design | CTSW/CTLS/CTLSi | 355 | 14 |
| Vans | RV-12 | 317 | 16 |
| Cub Crafters | Carbon Cub | 306 | 11 |
| Czech Sport Aircraft | SportCruiser | 205 | 3 |
| American Legend | Legend Cub | 175 | 8 |
| Tecnam | Sierra | 156 | 1 |
| Remos | GX/G-3 | 118 | 6 |
| Rans | S7 | 25 | 1 |
| Cessna | 162 Skycatcher | 273 | 5 |

Some of the top selling Light Sport Aircraft are listed here with total sales numbers and those aircraft registered in Arizona. The Cessna Skycatcher is still listed even though production has ceased.

Dave

DISCLAIMER: All numbers shown are from the FAA Database and are subject to entry errors. Figures are not identical to sales figures recorded by listing companies.



Short Final

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

ADS-B, All Over Again

By Howard Deevers

If it sounds like a quote from Yogi Berra, I meant it to. Or another quote from an old movie: “The Russians are coming! The Russians are coming!”

Of course, ADS-B has nothing to do with Yogi Berra, or the Russians, but it has everything to do with us, humble and poor aviators. Much has been written about the “NextGen” Air Traffic Control already, but here we go again.

Since the time is ticking away on this, I spent some of my energy and time while at Oshkosh to try to get a better handle on it. As you know, the ADS-B Mandate is January 1, 2020. The FAA exhibits at Oshkosh did provide better information than I have seen before. What happens after Jan. 1, 2020? If you are not equipped with the minimum ADS-B Out requirements in your plane, you will not be flying in Class A, B, or C Airspaces, above 10,000 feet, or on any IFR flight. Unless you have an airplane that will get to Class A airspace, don’t worry about that. I don’t, so forget that. But there *are* a lot of airports within the Class B, and C airspaces that I would like to fly into, and I do like to file IFR when necessary.

My concerns have been the same as most other pilots: how much is this going to cost me? How is it going to change my flight experiences? And, what is this technology all about anyway?

Let’s talk about the technology first. Your basic avionics requirement will be a GPS with WAAS as your position source, and a transmitter...better known to us as a Transponder providing your position information called ADS-B out, this signal also triggering ground stations to transmit data back to you. And, no, the one I have won’t do. I will have to upgrade. Will my yoke mounted GPS do? Again, nope! I could write pages and pages on the technology, but you are probably getting bored by this already, so let’s move on.



iPad displaying ADS-B 'Out'



The flight environment? That has been evolving for a long time already. You probably had at least some kind of GPS already, even if it is not panel mounted. With the NextGen, you will be able to “see” the other traffic on your displays, if you have the right technology, and if the other guys do, too. But don’t forget to look out of the window and really see the other traffic, because the old ‘see and avoid’ rule is not going away. So, our “flight environment” is getting more complex. The idea is that having all of this traffic displayed will make us safer. That is, if we know how to use it, navigate, and fly, and look outside, all at the same time.

Continued

And now about the costs. If you already have a WAAS certified panel mounted GPS in your plane, congratulations. You will have to add the Mode S Transponder, and have the proper connections made, then you are good to go. The numbers for that are all over the map, but think about around \$3500.00 for the Transponder. If your panel is the “steam gauges” type with a Mode C Transponder, then it will cost you a bit more. The best numbers I could get out of the vendors at Oshkosh were between \$6000.00 and \$7000.00 for the basic stuff that I would need. The one thing I did learn is that it will pay to shop around. Get quotes from more than one avionics shop. If you wait until 2019 to start doing this, you may find your plane in an avionics shop waiting in line for your turn, and it might be well into 2020 before you could fly it again.

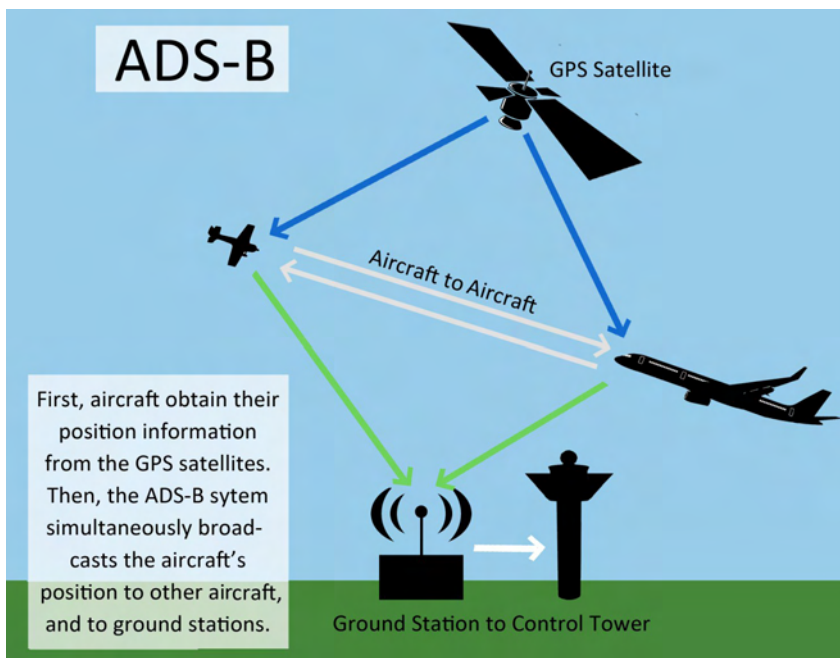
We do have some time. I did throw the vendors a curve ball by asking what technology changes could come about in the next 5 years that might change all of this. Naturally, this is all speculation, so I won’t print any of the answers I got. But will the prices come down as we draw closer to the final date?

Maybe. Look at the generations of iPADS that have come on the market already. We could easily have 3 more generations of iPADS before 2020, and each with much more useful technology than we have today.

All of this technology is wonderful. And, just like it is when buying a new computer, there is a learning curve to go through. Many of us still have a lot of questions about the “Next Gen” and I keep seeing more articles on it all the time. What I don’t see is what the FAA, or Air Traffic Control, is doing to get ready. We have heard about their billion dollar computer system not being ready on time. How about training for the Traffic Controllers? What are they going through? January 1, 2020 could be an exciting day.



The ADS-B Tracker Kit includes Sagetech's new XPG-TR micro transponder, Clarity ADS-B receiver, and an iPad with zero interface connections.



Also, after January 2020, will we still call it “Next Gen?” As technology changes, by 2020 we probably should be working on the next “Next Gen” system. At a cost of more billions of dollars I’m sure.

Be sure to watch for your next Arizona Pilots Association safety seminar, and “bring your wingman.”

Howard



MEDICAL CERTIFICATION: TO THE HEART OF THE MATTER

By Chris Hansen, Tucson



At a time when medical certification for pilots is facing radical changes, my recent scrum with the FAA doctors might be of interest to others.

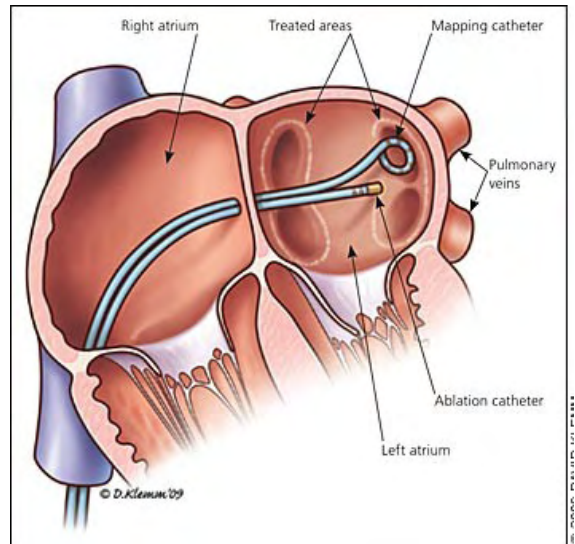
I had a very occasional heart arrhythmia (technically, paroxysmal atrial supraventricular tachycardia, SVTs). When I was young I thought everyone did – haven't you all had "your heart in your throat," while "in a cold sweat?"

However, as the years passed, the more insistent the episodes became. Oddly, the misfiring "magneto" acted just like a toggle switch. One moment I'd be fine; the next, pale (and preferably prostrate) with a faint, quivering pulse of about 180. After a few minutes the "ignition" would just spontaneously reset. But as long as it happened only once or twice a year it was merely irritating.

It never happened in the air, and was not incapacitating; at most, it would have taken the joy out of the trip.

I began to ponder if the arrhythmia could endanger my FAA medical. That was a powerful argument for not seeing a doctor and not confessing to any problem. Besides, the condition was impossible to induce on demand. I learned that many people, aviators included, have similar anomalies they ignore or keep secret. They will probably be fine. But not all heart arrhythmias are created equal, and only an EKG (electrocardiogram) can pick the bogies out from the clutter.

Unfortunately, my auto-reset button slowly wore out, and two years ago I finally had a near-fatal episode. Aided and abetted by an unrelated illness, one night the heart-quiver went on for hours, until the choice was to die or go to the hospital.



"The patient was in severe extremis," noted the doctor. Fortunately, this gives you priority in the emergency room; even better, I finally obtained the long-coveted recording of the heart's "ignition system" in failure mode. The EKG looked like a mess of static to me.

You have a choice of reboot procedure: electrical or chemical. In this case I got a big shot of adenosine pumped into a vein; a second later, I felt as if I had swallowed a golf ball as my chest rose up and plumped back down, suddenly in perfect sync. (Is it in bad taste to reflect that this is analogous to a state-run execution, but in reverse?) The alarms quit shrieking, and a few hours later I was good to go – home, not to the morgue.

Yup, no way around explaining this one to my Aeromedical Examiner (AME). As you know, the FAA prefers to err on the side of safety – well, "the appearance of" safety. My extremely helpful and understanding AME, an enthusiastic pilot himself, relayed the application with the caution that my condition was disqualifying unless "something was done."

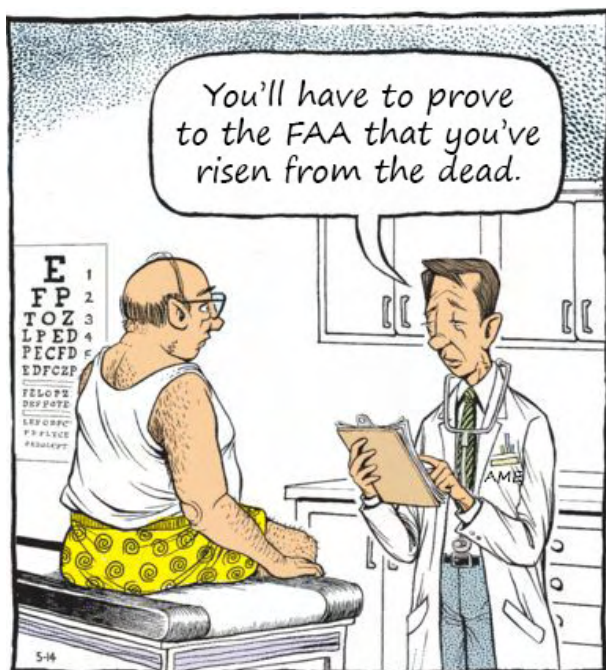
That would probably have been the end of forty years of flying except for some recent, startling advances in heart repair. And armed with the tattletale EKG, I was able to locate the best heart mechanics. I parked the plane and scheduled my operation.

Continued

Physicians now consider it fairly routine to thread a couple of catheters and electrodes up your crotch and inside your heart. There they boldly rummage around for a couple of hours, trying to map the circuits and induce the failure condition artificially; and, having found the exact short-circuit (or long-circuit), the team then zaps the offending wires until the heart agrees to tick normally (or quits altogether, but that's uncommon). It's a bit like re-gapping your spark plugs without removing them.

I should have liked to have watched carefully, but I was so far medicated as to feel only a mild bother and, I'm afraid, registered only the vaguest of interest. (Again, this is also what they tell us about executions.) After only a few hours of zombiehood I was released. It's been a year, and I've had no heart trouble whatsoever since.

Dancing with the FAA turned out to be not nearly so easy. There was a slow exchange of letters denying my medical; then, on my insistent appeal, a ponderous list of tests and documents needed to even consider the case again. Despite the stellar track record of the procedure (it is called radio/frequency ablation, if you need it), in each case the FAA insists on a three-month "cooling-off period" before even beginning to evaluate the results. After that, a great deal of clinical testing and accompanying paperwork is required, topped with a 24-hour cardio-recording for the gnomes in Oklahoma City to meticulously scrutinize. Each and every beat must pass muster. That takes a very long time; so long that even after a couple of "pings" initiated by my faithful AME, the FAA took from July to February to give up and reinstate my medical.



Yes, it was not even the dreaded "special issue," nor a "statement of demonstrated ability." Such may require continued investment in doctors and regular feeding of bureaucrats. I got an unrestricted third class medical. (At least until something else comes up.)

In its own, creaky, costly way, the system worked. But let's be serious: this was utterly unnecessary. My AME knew that too, but he had been around the patch a few times and knew exactly how best to appease the system.

Faced with this expense, aggravation, and a final outcome as uncertain as it is dilatory, a sane person might have given up, and that is of course what the FAA hopes. The fewer pilots, the less trouble. Like Africa's elephants, we are a diminishing, endangered species, fired upon without remorse by thoughtless outsiders. My hope is that all pilots will fight hard to keep their certificates. More so, I hope they will urge their elected representatives to provide relief.

Yet more fundamentally speaking, do you really think that medical certification increases aviation safety? Does the periodic farce of guessing at the letters on the Snellen-chart who-knows-how-many-times, and being checked for sudden colorblindness, or donating a urine sample, or kicking the doctor's tap-mallet, really prove anything?

The statistics say no: consider glider and light-sport pilots – are they falling out of the sky? Consider also the numbers of deaf, one-eyed, and amputee pilots; their existence (by special and costly dispensation) exposes the regulations as mere kabuki.

This humbug is also counterproductive. It discourages both prospective and existing pilots, not counting those forced into ultralights. It scares them away from doctors and medication and into the arms

Continued

of rogues and alternative drugs and providers. Most corrosive of all, the charade also makes routine liars out of many, perhaps most, pilots. As my AMEs often said, you can't put all this down (headaches, allergies, when I fainted at age ten, etc.) - it just creates work. Yet the FAA insists that you are a felon if every last sneeze and aspirin in your long sorry life is not exhaustively documented.

Every AME develops a subtle feel for what to omit and what to divulge. You realize this when your AME tears up your application and tells you to fill out one that will pass muster in Oke City. Of course, the green-eyeshades there know this perfectly well; but they, too, have to maintain the pretense. Jobs are at stake. I've been a bureaucrat – at the FAA, no less – and I know perfectly well that in public administration, rationality is usually irrelevant. What matters is strictly: "Can I possibly EVER be blamed for ANYTHING here?" Better to ask for another test, another study, another conference.

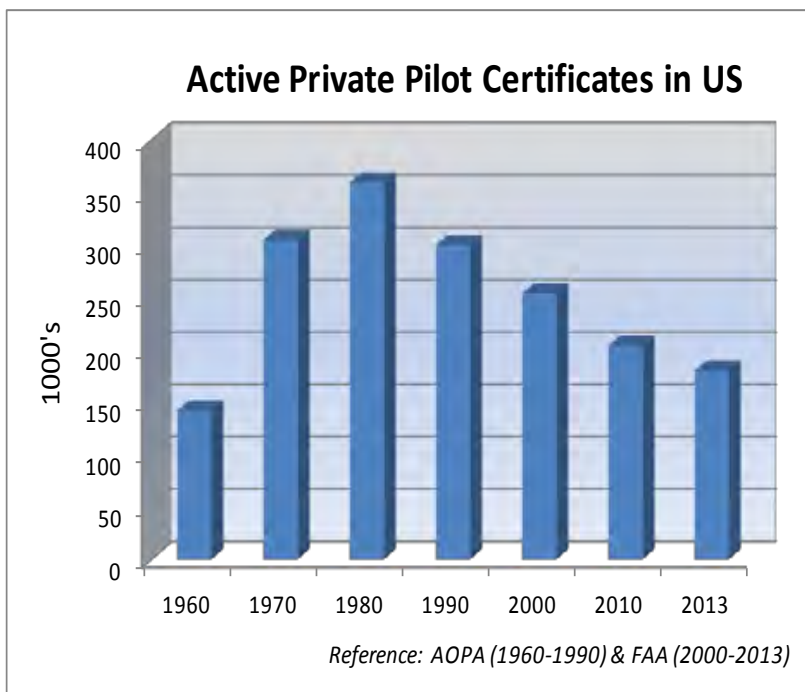
Enter Congress. Long experience proves that holding a legislative gun to a bureaucracy's head is the only way to shock it out of its rot and torpor (consider the recent VA affair). But I hope pilots realize that this is not simply a matter of exchanging onerous and nugatory rules with some that are less so. Think about it: Why is the FAA into medical certification to begin with? What do we care if every other pilot in the sky is a blind baboon, as long as she follows the rules of the air? (Computers are now more likely to be encountered than baboons.) That's the crux of the matter: We absolutely need rules to fly by, and ways to enforce them. But how you manage to follow them is your business. Commercial operators will always be subject to medical screening for insurance and commercial reasons. Others can judge for themselves; should they abuse that privilege, we all know the FAA has infinite authority to banish them.

The principle that "we don't care how you do it, as long as it works" is a mortal threat to a million rules and regulations – whether dealing with health or navigation or meteorology. So don't expect anyone to give an inch. With a congressional assist, probably the driver's license medical is the small pilot's best hope.

It will not happen without relentless pressure, which is why I hope all pilots will heed AOPA's and EAA's call to shout up their politicians.

By the way, my AME didn't think my condition was a threat to safety, although he suspected the condition might degenerate to that level. Unfortunately, I never got a chance to thank him as he deserved. Shortly after our common "victory," he suddenly and unexpectedly died. Not in his airplane, but in his sleep.

Just ain't no fairness, be it in life or in government.



Chris Hansen



GAARMS Report—Sept 2014

By Fred Gibbs

At last count – if I counted correctly – we, that is, the Arizona GA pilot community is ahead of Alaska in fatal accidents so far this year! And the causal factors are all over the place – NO ONE THING to point our finger at, nor no one thing we can do to drive down that number other than continue working on improving some of our poor aeronautical decision making. We have got to fly smarter!



I received this great article from a fellow APA pilot and just had to re-print it in this edition of the newsletter. Ed Burchenal bared his sole to us so we can all learn from his mistakes. Enjoy...

Identifying Links in the Accident Chain, by Ed Burchenal

In hindsight, the accident chain was glaringly obvious. I was flying way too low, and going way too fast – too low and fast to give myself even a modicum of margin between a safe flight and disaster. I had also found myself in an area of poor visibility, reducing my ability to detect and correct any problems with the flight. And to compound my mistakes, I wasn't all that familiar with this make and model. The controls were different than my own Skyhawk. In fact, it was a friend's aircraft, and he was right beside me. But surely my experience and skill was enough to get me through.

It wasn't.

Fortunately, this accident didn't involve an aircraft. I was flying a QuadCopter. This is a small remote control Unmanned Aerial Vehicle (UAV), sometimes called a drone. It weighs about three pounds. This particular model cost a few hundred dollars, and has four small propellers, GPS position stabilization, and a video camera.

The QuadCopter hit the ground and flipped in an instant. The rotors tried to bury themselves in the desert floor, creating an ignominious cloud of dust around the machine and us. The good news was that with a bit of cleaning, the QuadCopter was back in action. The best news was of course that it was only a little UAV, not a real airplane with real people on board.

Within moments of the accident I knew that I hadn't just made a mistake, I had ignored several links in an accident chain. Breaking any of these links would probably have resulted in an uneventful flight. Many people have lost their lives because they failed to identify and break an accident chain. Knowing this, I decided to examine this particular flight more closely and see how it relates to flying any aircraft, especially when lives are at stake. Fortunately, the only real damage in this case was to my ego.

One way to look at an accident chain is to think of each link as an event, condition, or decision leading to or contributing to an accident. If any one of the links is broken – that is, avoided, or at least identified and corrected in time – the accident is more likely to be mitigated or avoided altogether. So what were the links in this accident chain?

Too low. If I had only given myself a little more altitude, I probably would have had time to correct the flight path and avoid hitting the ground. This was classic CFIT – Controlled Flight Into Terrain. As the cliché goes, the altitude above the aircraft was completely useless.

Continued

Too fast. In the case of a QuadCopter, you can't fly too slowly. Flying slower would have bought me time. I've always taught my students not to blaze into the traffic pattern at cruise airspeed. We train pilots to comfortably fly a range of airspeeds, so why not slow down and give yourself time?

Limited visibility. I had elected to fly the UAV in a quick circle around my friend and me. Unfortunately, it was just before it momentarily went out of sight behind my friend that I saw it was getting too close to the ground. One of the leading causes of aircraft accidents is VFR into IMC. VFR pilots need to stay out of the clouds and fly only with good visibility.

Unfamiliar aircraft. I should have paid more attention to the above links in the accident chain, especially since I wasn't all that familiar with a radio controlled UAV. Just after the QuadCopter crashed, I thought to myself, I thought I was pulling up a bit, what happened? What happened is that in that crunch moment before the crash I had indeed instinctively pulled up...which in an airplane means pull back. But to make a QuadCopter go up, you push the stick forward, not pull back!

Showing off. Just maybe I was showing off my awesome skills as a QuadCopter pilot to my friend. And after a whopping few minutes of practice flying the unfamiliar aircraft. I didn't say, "Watch this"! But I might have been thinking it. Beware any pilot who says, out loud or through his or her actions, "Watch this!"

Still, how could I have gotten myself into this situation? After all, I'm an experienced pilot. Flying the QuadCopter should be easy as pie. You can see where this is going.

Overconfidence. All the experience and skill in the world can't compensate for poor decision making due to overconfidence. This may explain why experienced pilots still get into accidents. Maybe their experience lulls them into a false sense of security...and overconfidence. A pilot can use confidence to overcome fear or apprehension, but a pilot should never allow overconfidence to override caution.

So this short flight was a really good reminder of the perils of ignoring the accident chain. Ultimately, it was a good learning (or relearning) experience. And fortunately, there was no harm to the aircraft, just my ego.

Ed Burchenal...

What if?

Ever play that game when you are out flying? What if –

You developed a rough running engine enroute? What would you do? Can you trouble shoot a rough running engine? Do you know enough about your engine to figure out what might be the problem, and a possible remedy? Or know you have a REAL problem?

Where would you go? Can you make it to the nearest airport? Oh, where is the nearest airport? What is best angle of glide for my airplane? What is the approximate glide ratio? What does that really mean is plain and simple application? Is that with the prop fully feathered, at idle or just windmilling? If you have a constant speed prop, is that with the prop all the way in or all the way out?

WOW, when is the last time you actually practiced an emergency landing all the way to the ground? And can you make it land within 500 feet of a point on the runway? And **NOT** short of that point on the runway? (Think aircraft carrier!) On take off, do you remind yourself to **NOT** turn back to the airport if the engine fails on climbout?? (You won't make it!!)

How can you extend your glide? How can I shorten the approach without excessive airspeed or rate of descents? When should you deploy the flaps? When is a slip appropriate? When should slips NOT be used? How about putting the gear down – when should I do that? Is my gear motor engine driven? Electric? What if I lose the electrical system? Do I know the procedure(s) for putting the gear down manually? Can I do that while the airplane is in an emergency descent? When should I put the gear down if I lose the engine?

As you can see, there are a lot of things to think about should you develop a problem in flight, and practice is the only way to be prepared for such things. Don't just practice normal landings – most of us are already good at that. Practice short field landings, practice landing at a point on the runway. I tell everybody to pretend you are a Navy carrier pilot – you have got to land in the box and snag the 3-wire, that is, catch the cable. Pick a point on the runway and practice landing on that spot until you can do it in your sleep – in all configurations, i.e., short field, soft field, no flaps and power off landings. When you get comfortable doing that, no airport can intimidate you and emergency landings are just another accuracy landing.

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.



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 that 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!!!

Fred



Dave Fleming

US Sovereign Airspace

This month marks the 13th anniversary of 9/11 attacks. As is frequently the case when talking of the September 11 attacks, many of us know where we were that day. I'd like to share where I was that fateful day while shedding some insight and aviation history that you may not know.

In 2001, I was a senior Air Force officer assigned to NATO Headquarters in Brussels, Belgium, as a crisis management planner and policy negotiator for the US Military Delegation.

Even though NATO is a political institution, each member nation has a NATO Ambassador and a small military delegation. The US Military Delegation had about 12 officers headed by a 3 star general. I was one of four Colonels assigned there: one Army, one Navy, one Air Force and one Marine. Our principal role was to provide military advice to the NATO ambassador.

That day, I remember urgently being called into the break room to see the news – it was about 4 pm Brussels time. As a pilot, nothing prepared me to explain what I saw. Brussels' clock was seven hours ahead of Washington. All communication with Washington stopped and I remember going home that night bewildered and shocked.

Now, before going further, let's take a step back in time for some background ...

In April 1949, the Washington Treaty created the North Atlantic Treaty Organization (NATO). NATO was created for the sole purpose to protect Europe from the Soviet Union. There were 14 articles in the treaty, but Article 5 was the most critical and important. It basically stated, "If you strike one of us, you strike us all." This article was key in the treaty and something that was never invoked ... until 52 years later ... 10 years AFTER the Soviet Union collapsed.



On Wednesday, September 12th, the NATO Secretary General, Lord George Robertson, called a meeting of all NATO Ambassadors (*there were 19 nations at that time*) at 9 am. Article 5 was unanimously called upon, approved and invoked at 9:20 am.

The US Ambassador to NATO, Nick Burns, called us into his office later that morning and asked us to investigate "what NATO could do to help our effort." As the only pilot of the four Colonels, I was responsible for air assets, and I knew NATO had nine AWACS aircraft that could help with the command and control of the air bridge required to get to Afghanistan from the US. We sent a message later that afternoon to Washington offering that suggestion. Again, because of the time difference, that message would be in Washington first thing in the morning Wednesday.

Continued

On Thursday, September 13th, we had a response from Washington waiting for us. Washington accepted the NATO offer, but requested the NATO AWACS aircraft be sent to Tinker Air Force Base in Oklahoma City, OK, instead, so that US AWACS assets could be freed up to control the proposed air bridge to Afghanistan. That afternoon, all Military Delegations met and the US formally accepted NATO's offer to send their aircraft in response to the September 11 attacks.

On Friday, September 14th, a little more than 72 hours after the attack, five NATO AWACS aircraft departed their air base in Germany at 7 am (CET) for Oklahoma City.

Operation Noble Eagle began that day, armed coverage by two fighter aircraft flying over New York and four fighters over Washington 24 hours a day, while also flying random patrols over other major cities. The NATO deployment to the US proved instrumental in allowing the American military to use US AWACS aircraft in Operation Enduring Freedom.

Operation Noble Eagle was never classified, but never 'advertised' either to US citizenry. The fact that foreign powers were protecting US sovereign airspace was historic, something that has never been done before in the history of the United States.

Today, many are completely unaware of the help and assistance provided by NATO. The irony cannot go unnoticed that NATO was created by the United States to protect Europe, yet in the end it was Europe that helped protect the United States.



NATO ultimately sent two more AWACS aircraft in mid-January 2002 and those seven aircraft flew constantly for 11 months, patrolling and directing fighter aircraft over US skies.

This small piece of aviation history is shared in order to provide some insight and understanding of NATO's assistance with the war of terror.

The E-3 Sentry, commonly known as AWACS, is an airborne early warning and control (AEW&C) aircraft developed by Boeing as the prime contractor. Derived from the Boeing 707, it provides all-weather surveillance, command, control and communications, and is used by the United States Air Force (USAF), NATO, Royal Air Force (RAF), French Air Force and Royal Saudi Air Force. The distinctive rotating radar dome above the fuselage distinguishes the E-3.



Airparks of Arizona

by Kit McCloud

Amelia Earhart once said, "Flying might not be all plain sailing, but the fun of it is worth the price."

This month, I'd like to share some research on Arizona's nearly 30 airparks. YEP! At least 30. Who would have guessed? What could be better than putting that fun right at your doorstep? This is a topic for the newsletter that will be expanded over the next few months.

My investigation of the many airparks in Arizona made it increasingly apparent how difficult it would be to actually capture all the variations in one description of "airpark." The simplest parameters would be that they are privately owned and operated, access is limited to residents and guests and airplanes have direct access from a tie-down or hangar to the runway. After that... WOW! They couldn't be more different from each other. Take Eagle Airfield in Bullhead City: An airstrip for one. Then there is Inde Motorsports Ranch in Wilcox: It's also a professional racetrack with private storage for race cars as well as personal aircraft. Larger airparks such as Carefree Sky Ranch, have less than 20 hangar homes on the field, but over 100 hangars in freestanding groups. Most airparks have a few dozen homes and hangars on the field, but those like Eagle Roost, which encompasses over a square mile, uses its side streets for automobiles as well as taxiways for the air traffic. Airparks are spread all over the state; you are able to enjoy the water sports by Bullhead City or the cooler pine covered mountains of Mogollon Airpark at 6650'.

| AIRPARK NAME / CONTACT | CITY | FAA LID | Asphalt | Dirt | Gravel |
|--|---------------|---------|---------|--------------------|---------|
| Big Springs Airpark Mgr: Peter Hartman (928) 626-7207 | Prescott | AZ27 | | | 4200x75 |
| Castle Wells Mgr: Gerald DaFoe (810) 516-9122 | Morristown | 0AZ5 | 1400x60 | also avail. | |
| Eagle Airfield Mgr: Kevin Green (928) 346-1501 | Bullhead City | A09 | 4800x50 | | |
| Eagle Roost Airpark Mgr: John Greissing (928) 685-3433 | Aguila | 27AZ | 3906x40 | | |
| Flying Diamond Airpark Mgr: Lou Cook (520) 399-3879 | Tucson | 6AZ8 | 2650x35 | | |
| Flying J Ranch Mgr: Howard Jenkins (928) 485-9201 | Pima | E37 | | 2950x45 1650x48 | |
| Hangar Haciendas Mgr: Scott Johnson (602) 320-2382 | Laveen | AZ90 | 2700x24 | | |
| High Mesa Air Park Mgr: Phil DiBartola 928-428-6811 | Safford | 3AZ8 | | | 3300x60 |

| AIRPARK NAME / CONTACT | CITY | FAA LID | Asphalt | Dirt | Gravel |
|--|----------------|---------|------------------|--------------------------|----------|
| Inde Motorsports Ranch Airport Mgr: John Mabry (520) 384-0796 | Wilcox | 93AZ | 3800x60 | | |
| Indian Hills Airpark Mgr: Gerry Breeyear (928) 916-0608 | Salome | 2AZ1 | 2200x40 | | |
| LaCholla Airpark Mgr: Larry Newman (520) 297-8096 | Oro Valley | 57AZ | 4500x44 helio | | |
| Lake Side Ski Village | Buckeye | AZ05 | 2750x36 | | |
| Mogollon Airpark Admin: Cheri Thomas (928) 535-3071 | Overgaard | AZ82 | 3420x50 | | |
| Montezuma Heights Airpark HOA Pres: Glen Tenniswood (928) 274-1233 | Camp Verde | 19AZ | 3300x60 | | |
| Moreton Airpark Mgr: Daniel Kropp (602) 315-0323 | Wickenburg | 23AZ | | 4900x140 2600x72 | |
| Pegasus Airpark Mgr: Jack @ 1st Svc Res (480) 987-9348 | Empire | 5AZ3 | 5000x80 | | |
| Pilot's Rest Airpark Resident: Dave Mansker 818-237-0008 | Paulden | AZ57 | | | 5250x75 |
| Ruby Star Airpark HOA Pres: Wendy Magras (520) 477-1534 | Green Valley | 14AZ | 4300x50 | also avail. | |
| Sampley's Airport Mgr: Jerry Witsken (928) 685-4859 | Aguila | 28AZ | | 3500x75 | |
| Skyranch at Carefree Mgr: Tommy Thomason (602) 708-2040 | Carefree | 18AZ | 4037x50 | also avail. | |
| Stellar Air Park Mgr: SRUA, Inc. (480) 295-2683 | Chandler | P19 | 3913x60 | | |
| Sun Valley Airpark Mgr: Jim Lambert & Jerry Bruner (928) 768-5096 | Fort Mohave | A20 | 3700x42 | | |
| Thunder Ridge Airpark Mgr: Craig Elg (623) 388-0001 | Morristown | AZ28 | 2600x40 | | |
| Triangle Airpark Mgr: Walt Stout (702) 202-9851 | White Hills | AZ50 | | 4055x200 2044x150 | |
| Twin Hawks Mgr: Tim Blowers (520) 349-7677 | Marana | AZ63 | | 2800x75 helio 100x100 | |
| Western Sky Owner: Mr. Hauer (877) 285-0662 | Salome | 0AZ2 | 3500x100 | | 1500x100 |
| Whetstone Airpark Mgr: Brian Ulmer (520) 456-0483 | Whetstone | 11AZ | | 3850x150 | |
| White Mt. Lake Airpark Mgr: Lem Cook (928) 521-8461 | White Mt. Lake | 21AZ | 4000x50 | | |

I'll be highlighting different airparks in future editions. There's already been tons of information collected, but in the process we've found the AOPA gets their information from the FAA, and the FAA is... out-of-date sometimes. As an example: One gentleman the FAA listed as an airpark manager passed away 7 years ago. YIKES! Here's a little grid as a jump start. Any corrections or additions you may have would be appreciated. If you'd like the expanded version of the spreadsheet, (which includes GPS locations, lots, their numbers and sizes...), [let us know](#) and I'll email it to you. Happy property hunting!

Kit



LAND OF ENCHANTMENT



EAA

CHAPTER 179

FLY-IN 2014

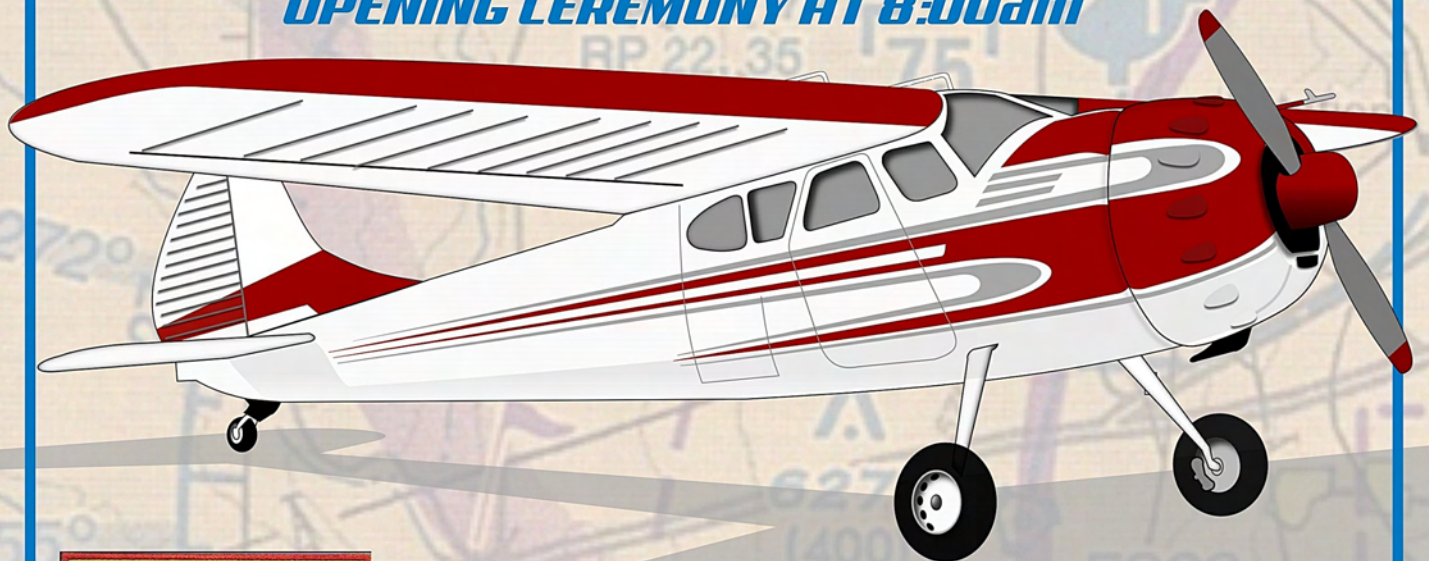
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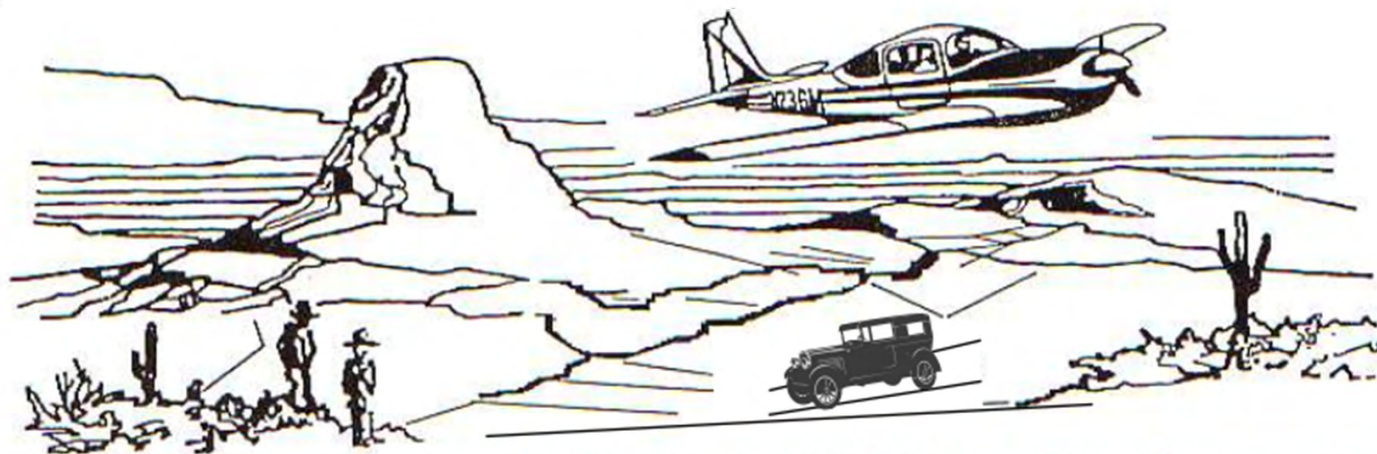
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August Fly-In Results

Grand Canyon—August 23, 2014

“Thunder over Coconino” A picture perfect day for high country south of the Grand Canyon at Valle Airport on this day. Puffy clouds and 80 degrees with a breeze. This airport staff knows how to orchestrate a fly-in. The volunteers were outstanding covering everything from food service to giving rides in helicopters and the Ford Tri-Motor. The airport is home to an excellent military museum which exhibits foreign aircraft of past wars and with displays as diverse as mysterious drones used in the 50’s. Behind one of the hangars stands very proudly the Constellation which was General MacArthur’s airborne command center during the Korean war. The plane is set up for visitors to go inside and see the interior as it is frozen in time back in 1951. Day to day operations equipment on the Connie include coffee warmers to ground radio communication stations and the actual chairs MacArthur sat in to observe ground ops from the air. Most everything in the plane is original.



Lockheed C-121-A Constellation “Bataan” used by General Douglas MacArthur as his airborne command post during the Korean Conflict.



A big crowd turned out to attend the fly-in / car show. The static classic car exhibit included modified 30’s and 40’ classics as well as some rare models of cars and pickups. E.g there was a Hudson pick-up and an original Pontiac woody station wagon which was used as a tour car at the Grand Canyon in the 50’s. The attendance for the fly-in was 30-40 airplanes including war birds and a very nice P-51. There was some formation flying over the airport by a couple of RV’s as well as the war birds. Each time the Ford Tri-



Motor made a run with new passengers it flew a low pass over the activities area just to make sure everyone was paying attention. Overall the event was very successful in its quest to satisfy people of all interests. Don’t miss this event next year!





Mountain Flying Familiarization Clinic—Santa Fe, New Mexico

Sponsored by the New Mexico Pilots Association

Sept 19, 20 & 21, 2014

[Register](#)



Flying the Rocky Mountains with its dozens of high altitude public and private airports can be an exhilarating experience for any pilot and can provide easy access to many areas with incredible historical, cultural, and recreational opportunities. But it can also be a hazardous experience for those unaware of the unique variables encountered in mountain flight and the effects on aircraft and pilot performance. In New Mexico, accident statistics show that pilots without the skills needed for safe flight over mountainous terrain often get themselves into situations which are beyond their capability to safely handle. The mountain flying familiarization clinic is a program developed by the New Mexico Pilots Association to improve that capability. **[Register to sign up](#)**

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Events around the State

Real World Weather Sept 29—Robin Sharitz, AOPA 301-695-2175. 1600 S. Country Club Dr. Mesa, AZ
Become a Flying Samaritan Oct 4—Dennis Gerlach, 602-809-2209. 7330 N. Dreamy Draw Dr. Phoenix, AZ
Coolidge Fly-In Breakfast—Oct 4 8:00am-Noon Sponsored by the Coolidge Lion's Club
Wickenburg Fly-In & Classic Car Show Oct 11—7:30am—Noon Julie Brooks 928-684-5479
Copper State Fly-In Oct 23-25 Casa Grande Airport
Verde Valley Flyers Saturday Coffee & Doughnuts 8:00-10:00 Cottonwood, AZ

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 to safety. Of course the APA would like to know about any political activities that could potentially compromise Arizona's pilots or its airports.



New pilots welcomed!





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