



NOVEMBER 2014

APA NEWSLETTER

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# APA Newsletter

COPPERSTATE EXPO

APA Volunteers  
Needed

Eagle Roost Airpark

Fuel Prices Go Down!



TBM 3R Avenger



Socata TBM 700

Welcome  
back  
Snow Birds

Fuel prices dip

APA needs you  
as a member!

APA welcomes  
volunteers for  
several events  
and projects.



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

This year's Copperstate Expo in Casa Grande, AZ was a little larger than in years past, and it packed a good punch. LSA and recreational aircraft tents were buzzing with enthusiasm and plenty of buyers. The Educational Workshops were mostly standing room only as topics ranged from ADS-B to how to think beyond your POH and really understand the performance window of your aircraft. The weather was superb and several performing aircraft groups demonstrated their flying abilities. This was the second year that a "Tower" control frequency was not used due to prohibitive FAA costs, but the CTAF worked well. Thanks to all the pilot's awareness and safety precautions. Definitely put this on your calendar for next year. Entertaining and informative.

The APA and RAF (Recreational Aviation Foundation) had an exhibitors booth at the Copperstate Expo again this year. A gentleman from Calgary, Alberta gave me an update of the forestry strips in Canada.



He said the forest service up there is pretty much closing all the backcountry strips, severely limiting access to GA pilots. This information was bitter sweet because now I can appreciate all the wonderful work the APA and RAF has done to restore pilots' access to backcountry strips in the US. This is definitely a work in progress. A huge thanks to all the volunteers involved!

October and November are mostly picture perfect flying months here in our beautiful state. The snow birds are back in force with their planes, chock-full with enthusiasm. Keep in mind that these pilots have sharp skills given they fly in Midwest IMC conditions regularly. Please join me in welcoming our friendly visitors from the north. [newsletter\\_editor@azpilots.org](mailto:newsletter_editor@azpilots.org)

Brad

# President's Report—Nov 2014

## Tommy Thomason (by Brad Lawrence)

*Since Tommy was overwhelmed by his day job and Copperstate organization this month, Brad Lawrence filled in with a description of Tommy's position in the APA.*



Being President is one of the most challenging, and least understood, jobs in a volunteer organization. Everyone believes that we can do whatever we want, are all powerful, and are magically competent. Of course, nothing could be further from the truth. By its very nature, the job description of a President means meeting the needs of members, aviation authorities, contributors, communities, and the law. Some of the President's job can be delegated. But several elements *must* be done by the President.

The President's main duty is setting strategy and vision. The Board Members can help develop strategy. But the President ultimately sets the direction. The President's second duty is building culture. Work gets done through volunteers, and people are profoundly affected by culture. A lousy place to work can drive away high performers. After all, they have their pick of places to contribute their time. And a great place to work can attract and retain the very best.

Team-building is the President's #3 duty. He must resolve differences between team members, and keep them working together in a common direction. He sets direction by communicating the strategy and vision of where the organization is going. Strategy sets a direction. With clear direction, the team can rally together and make it happen.

The APA has many challenges in these three areas. Volunteers in the APA aren't putting their time in to benefit the underprivileged or general population, for example. It's more a task of self preservation. So finding volunteers isn't as easy as, for example, finding volunteers for voter registration. As a pilots organization its members have a common thread of experiencing the challenges and benefits of the skies, but are quite diverse beyond that. Bringing these individuals and groups together for common causes is a major strategy of the APA. Without strong membership numbers the APA has a soft voice in political matters concerning pilot's rights in the state and gaining usage of the backcountry airstrips.

Building a culture amongst the members and volunteers is also important. Our mission is not the same as that of corporate America's, but very similar. The APA is a responsive organization. Showing and demonstrating urgency and importance is paramount in bringing a team around in the same direction. Being timely with our commitments, finishing the job right, and setting a good example shapes the culture. Making sure everyone is on board and running at the same speed is imperative. Pre-flight checks go without saying.

"Team-building" is connotative of an overused term adopted by the corporate environment in the 70's. Maybe the title is a bit trite, but getting everyone on the same page is the essence of team-building. Respecting each other's opinions, rising above the fray, and demonstrating by example are the tactics implemented to carry out this strategy.

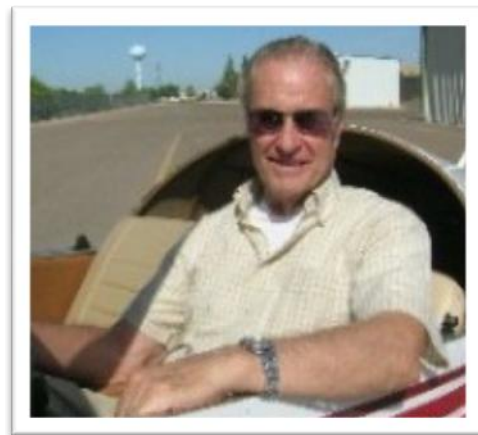
The last thing about being President is that virtually nobody tells you how you're doing. There's no report card for this position as compared to your day job. However, the metrics for success are more clear than one would think. If you see the organization growing in membership and more volunteers are giving their time, and if the APA is meeting its commitments within the flying community, something went right. It's definitely a position that requires tough decisions mainly because of the volunteer aspect of the infrastructure. So there you have it; a look at the position of the APA President.

As Tommy signs off, "HAVE FUN AND FLY SAFELY".

# Executive Director's Report

**Jim Timm**

**November 2014**



The great fall flying weather is finally here and hopefully all of you are out there enjoying it. I hope many of you were able to make it to the Copperstate Fly in at Casa Grande and went in the big vendor display tent and stopped by the APA/RAF booth to say hi. As usual, this year's event was a good one.

In the interest of promoting/improving general aviation safety, APA has been participating in meetings with the FAA in developing the Aviation Safety Information Analysis and Sharing (ASIAS) program for general aviation. To expand the flight data needed in the program, APA would encourage members and any other pilots in the major Phoenix area to review the following information and determine if they would like to become a participant in the program. Please contact the FAA program director, Mr. Cory Stephens for any questions you may have at [corey.stephens@faa.gov](mailto:corey.stephens@faa.gov) or [\(202\) 527-5434](tel:2025275434).

The GA ASIAS Demonstration project is an expansion of the volunteer commercial ASIAS (Aviation Safety Information Analysis and Sharing) program that originated with US air carriers, pilot associations, manufacturers, and the FAA, designed to improve safety throughout the commercial sector. This expansion incorporates new voluntary GA data sources submitted by the community. This program will help improve safety by various means:

**Note: Your information submitted will be permanently de-identified!**

- Allowing you to replay your own flights and view your data
- You can use your data to identify potential safety risks
- Historically, pilots participating in proactive safety programs are less likely to be involved in an accident (GAO 13-36, pg. 13)
- Flight information (such as attitude data) can be collected, giving you enhanced feedback to improve your skills
- Your data will be combined with all other contributors to help improve safety for the whole GA community
- Your data cannot be used by the FAA for enforcement
- You choose which of your flights to upload
- An individual pilot, flight, or aircraft cannot be identified using the submitted data

You can participate in two ways. Data can come from either your onboard avionics (for example, a G1000) or using a newly developed mobile app—that you run on your smartphone or tablet. You have the opportunity to sign up and use the applications, at no cost. To try them out you can go to:

For the web database so you can view and replay your data: <http://fdm.und.edu/>

To download the iOS app for the iPhone or iPad: <https://itunes.apple.com/us/app/general-aviation-airborne/id929718718?mt=8>

The Android app is: <http://tinyurl.com/gaardapp>

If you have any questions you can contact Corey Stephens with the FAA's Office of Accident Investigation and Prevention at [corey.stephens@faa.gov](mailto:corey.stephens@faa.gov) or [\(202\) 527-5434](tel:2025275434).

Continued



## MISCELLANEOUS ITEMS (Jim Timm's Report)

November 15, the Sun Valley Airport (A20), south of Laughlin/Bullhead, is hosting a Fly-In with Lunch, Spot Landing and Flour Sack Drop Contests. Sign-Up for the competition starts at 9:00 a.m (AZ time), and the contests start at 10:00. There is a \$10.00 entry fee which includes the Lunch that will be served from 11:00-1:00. Pilots will be treated to a 15¢ per gallon fuel discount on 100LL. There will be prizes awarded for the winners of the precision flying contests, as well as a few other fun contests. For more information, or to pre-register for the event, call Jim at (760) 315-5096.

Casa Grande Municipal Airport has been requested by Phoenix Area Skydiving, the sky dive operator, to establish a parachute drop zone on the airport adjacent to the taxiway to runway 5L. The proposed drop zone would be a few yards south of the taxiway at the approach end of runway 5L. The City of Casa Grande, APA and many other users are all in opposition to this proposal because the proposed drop zone would be in the instrument missed approach path for runway 5 and would present an unacceptable safety risk for all users.

Many airports around the state are still having numerous construction projects underway this fall, so be sure to check NOTAMS before your departure for possible destination airport operational restrictions. An example is Phoenix Gateway Airport which is expected to still have some of its construction projects continuing on into the fall.

Falcon Field (FFZ) RWY 4R - 22L overlay project is completed and during November they will have the North runway (4L - 22R) closed for a time for crack sealing. The self-service fueling is available and starting this month, the west ramp and covered tie down area will be undergoing major rehabilitation. So use caution and check the latest NOTAMS for FFZ for the next month.

We still get last minute 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, thus making it impossible to provide you with timely notification. Tests at any one of these locations are impacting significant portions of Arizona. Because of all this testing that is taking place, I continue to find it difficult to believe that some of you haven't encountered anomalies at some point in receiving a suitable GPS navigation signal. Please, if you do encounter in-flight 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 please, also advise the APA.

We all need to be concerned about aviation safety and this last reporting period, while it had improved from last month, it still was not as good as it could be. From the National Transportation Safety Board (NTSB) records, there were four accidents that occurred in Arizona during this past reporting period. Fortunately, none of them resulted in fatalities. Only one reported accident this month contained accident details. In this case, the two occupants of the aircraft were uninjured. Three of the reported accidents were devoid of any accident details. In the past, these accidents devoid of a detailed report usually are not fatal accidents. They may however involve minor or serious injuries. This month's aircraft accident information is contained in my November Accident Report.

APA is continuing to work with several airports around the state providing the pilot and aircraft owner perspective in the process of updating their Airport Master Plans. The latest one in process is Deer Valley Airport (DVT). Sedona (SEZ) has just been completed and we are waiting for a review of the final draft.



## THINGS TO DO - PLACES TO GO FOR BREAKFAST (Jim Timm's Report)

The first Saturday of the month fly in breakfast is at Coolidge Municipal Airport (P08). The Lions host a full breakfast early in the morning for a nominal fee. This monthly event usually fills up the normally barren parking area with 30-40 aircraft.

On the second Saturday of the month is the Ryan Field (RYN) fly in buffet breakfast. Location is between the Restaurant and the Fuel Pits. Time: 8:00 to 11:00 am

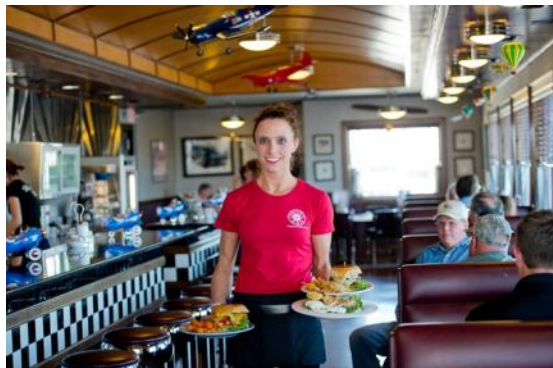
The Falcon EAA Warbirds Squadron Breakfast is on the third Saturday of the month and breakfast is being served from 7:00 to 11:00 AM.

The third Saturday of the month there is a fly in breakfast at Benson (E95) at Southwest Aviation. (Often there have been very special fuel prices for breakfast attendees.)

The last Saturday of the month there is a fly in breakfast at Casa Grande Municipal Airport (CGZ) that runs from 7:00 am until 10:00 The breakfast is inside the air conditioned terminal building.

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

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



Jim

# ARIZONA

## AIRCRAFT EXPO & OWNERSHIP CONFERENCE

FEATURING TODAY'S MOST ADVANCED AIRCRAFT AT ONE LOCATION

### SCOTTSDALE AIRPORT (KSDL)

NOVEMBER 14/15, 2014 | 10AM - 4PM  
LANDMARK AVIATION / PACIFIC AIR CENTER  
14600 N AIRPORT DR. - SCOTTSDALE, AZ 85260  
OWNERSHIP CONFERENCE - NOVEMBER 14TH 11:00AM

MANUFACTURERS

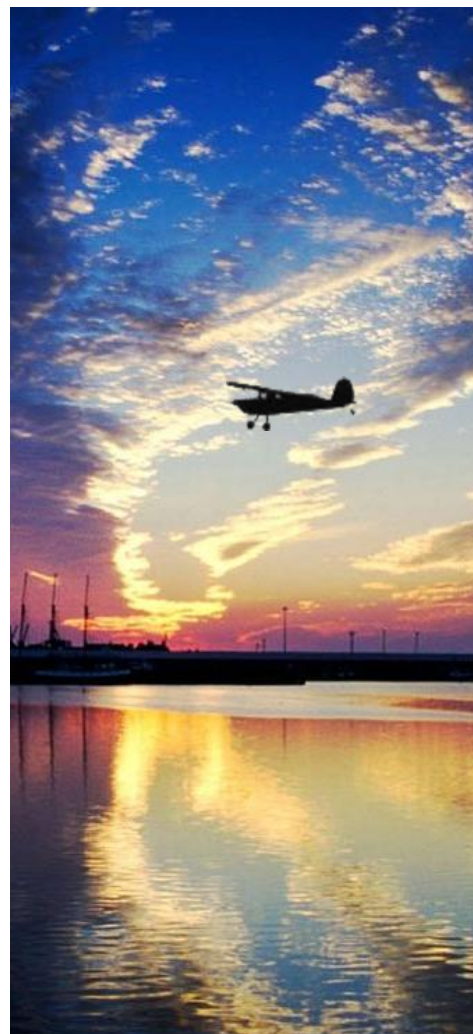
Cessna, Cirrus, CubCrafters, Eclipse Aerospace, Embraer Executive Jets, Piper, Beechcraft, Diamond Aircraft, Pilatus, Lencar, Epic

SPONSORED BY

Wings, ATCA, Airport Property, AirFleet Capital Inc, Jetset, ACAR Technology

Arizona's leading aircraft dealers are working together to create the 7th Annual Arizona Aircraft Expo where the latest models of general aviation aircraft will be on display at one venue. This event is scheduled to take place at the Scottsdale Airport where prospective buyers can see the newest aircraft from Cessna, Cirrus, Beechcraft, CubCrafters, Diamond, Eclipse, Embraer, Epic, Piper, Pilatus and more. This free event will also provide the opportunity to speak with representatives from Wings Aviation Insurance, AirFleet Capital, Aviation Tax Consultants, and Airport Property Specialists on the details of aircraft ownership.

There will also be an ownership seminar on Friday, November 14th at 11:00am that will focus on the many questions that arise during the acquisition and ownership of an aircraft, as related to insurance, financing, and tax implications.





# Arizona Backcountry Season Ramps Up!



## Mark Spencer

The temps are cooling down and we are in full swing for the 2014/15 backcountry season! We've already enjoyed two weekends at the Grapevine airstrip, just off the shores of Roosevelt Lake, National Public Lands Day at the old Double Circle Ranch north of Safford, and even a weekend at the Payson Municipal Airport camp ground.

Beginning on Friday November 14<sup>th</sup>, we'll be out at the Grapevine airstrip again, and just one week after that, you'll not want to miss a weekend of camping and volunteer work with the USFS at the Pleasant Valley Airstrip (24AZ) just outside historic Young Arizona. We'll be helping our USFS partners mend some fences and clear some brush in the area of the airstrip. Volunteer weekends like this are important to our growing partnership with the USFS. Of course there will be camping and plenty of fun around the campfire and maybe even some Dutch oven cooking, or a trip into Antler's restaurant. If camping is not your thing, make reservations at the Pleasant Valley Inn. Transportation is usually available.

Please note on your calendar that the Grapevine airstrip open weekends will move from the third weekend of each month to the 4<sup>th</sup> weekend beginning in January of 2015. Remember, your APA provides a port-A-john at the Grapevine open weekends. Check the APA's web calendar for this year's ongoing schedule of backcountry events, and please stay tuned for a major volunteer need as we plan on crack sealing the Grapevine Airstrip this winter! We are closing in on our financial goal for this effort and your donations made through the APA web site to backcountry will assist in this important need. We'll also be installing shades at both the Grapevine and the Pleasant Valley airstrips and are hoping to add a porch roof to the Double Circle lodge the weekend of April 4<sup>th</sup>. As always, we really need and appreciate all volunteers and those who volunteer would qualify to write off that travel as a contribution to the APA and RAF, both 501 (c) (3) organizations.



*Grapevine (Roosevelt Lake)*

Mark



*Pleasant Valley (Young)*



*Pleasant Valley (Young)*

# AZ Aviation Accident Summary

November 2014

By Jim Timm

The following are the preliminary NTSB accident reports of the aviation accidents that have occurred in Arizona from mid September thru late October. Hopefully we can use the 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. Because the NTSB extended the time permitted for investigators to issue a preliminary accident report from 30 to 90 days after the accident, it continues to be challenging to be able to develop the most timely safety programs to reduce accidents. It also requires digging back much 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 been a relatively good one from a flight safety standpoint. Since the last reporting period, there were four accidents reported, and fortunately, there were no fatalities. Only one accident reported this month contained accident details and the two occupants involved in the accident were uninjured. Three of the four reported accidents were devoid of detailed accident information.

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



Accident Date: Friday, September 12, 2014

Report Dated September 24, 2014

Title 14 CFR Part 135

Location: Tombstone

Aircraft Type: Bell 206L4

Injuries: 2 Uninjured

**IN FLIGHT LOSS OF POWER.** [Details](#)

Accident Date: Saturday, September 13, 2014

Location: Phoenix

Aircraft Type: N250 (Balloon)

**NO INFORMATION AVAILABLE**

Accident Date: Thursday, September 25, 2014

Location: Sedona

Aircraft Type: Pitts S1S

**NO INFORMATION AVAILABLE**

Accident Date: Sunday, October 5, 2014

Location: Sedona

Aircraft Type: Cessna 172S

**NO INFORMATION AVAILABLE**

**THE FOLLOWING ACCIDENTS WERE PREVIOUSLY REPORTED DEVOID OF ACCIDENT INFORMATION. IN THIS SEPTEMBER-OCTOBER REPORTING PERIOD, THE ACCIDENT DETAILS HAVE BECOME AVAILABLE.**

Accident Date: Monday, July 21, 2014

Report Dated October 9, 2014

Title 14 CFR Part 91

Location: Phoenix

Aircraft Type: Piper PA18-150

Injuries: 1 Uninjured

**LOSS OF CONTROL LANDING** [Details](#)

Accident Date: Saturday, September 6, 2014

Report Dated October 10, 2014

Title 14 CFR Part 91

Location: Mesa

Aircraft Type: Piper PA24-250

Injuries: 2 Uninjured

**LANDING GEAR COLLAPSE ON LANDING** [Details](#)





# Short Final

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## I Could Lose Sleep Over This!

By Drew Steketee



Ever go to a car show and marvel at the British sports cars of our youth? MGs and Triumphs, how small they look now! How could I ever fit? Answer: We were slimmer then. After decades of fast food, career stress, no time to exercise and skimping on healthy foods, we are a nation heavier than before.

And now, your FAA medical will apparently include the assumption of sleep apnea based on body mass index (BMI.) Not to diminish apnea's serious medical consequences, this is a heavy wet blanket for GA. It's like a bad dream, isn't it?

A BMI above 40 would mean a sleep study (at your expense) to detect obstruction of breathing during sleep. It is associated with weight gain and the FAA says it's universal above BMI 40 — for instance, someone 5'10" weighing 278.

It's not that we weren't warned! Some years back, the NTSB began focusing on sleep issues. Now, along with cell phones, technology distractions and automation issues, fatigue and work schedules/duty times are big doings.

As if to underscore this, the Dec. 1 New York commuter train crash implicated a tired engineer. Coming off straight tracks along the Hudson River, he hit the big curve into town at 83 mph — nearly three times the speed limit. The driver, just recently shifted to early morning work, said he was "zoned out" when the 5:54 from Poughkeepsie crashed at 7:20 a.m., killing four.

I don't doubt that these are important transportation issues. Heck, anyone who has worked as a commuter airline or corporate pilot knows — and probably doesn't talk about it outside the profession. But I see this as mostly a regulatory matter for pro pilots, not Average Joes.

Average pilots usually "don't have to go." (Whether they have the self-awareness to declare themselves unfit to fly is another issue.) I will admit many of us are in denial about weight and sleep apnea. But is this cause for a general indictment of pilots who don't fly a schedule or haul paying passengers?

What really worries me is FAA's announced intention to gradually move the BMI limit down to 30, for instance your 5'10", 209-pound aviator. That, they say, will subject 120,000 pilots to the sleep study requirement. And that's a \$4,000 cost to fly, last time I checked.

Maybe it's because my BMI is 34. (Interesting, all these aviation writers discussing their weight, huh?) I really put it on during 25-30 years of stress in the PR/media relations world. I'm proud now to lose some weight in retirement. We are all waking up to the medical threat. That's good.

Continued

But what's the near-term effect on non-professional pilots? Sure, I knew military flyers told to slim down or be grounded. At stake was their job. Member of the Civil Air Patrol got similar orders from the Air Force "if they wanted to wear the uniform." (A blazer-and-slacks alternative was made available.)

But what does a typical private pilot have?

The instant answer would be a new Light-Sport Aircraft (LSA) or eligible old Cub or Aeronca. But Catch-22! There are often payload issues with these 1,220- to 1,320-pound airplanes. The FAA-spec 170-pound pilot hardly exists anymore, except for teenagers. A crew of two may well severely test the payload limits of these no-medical rides.

Sure, many new LSAs boast broader cabins than traditional spam cans. But in aviation, weight is the unforgiving constant.

And soon, the FAA medical will be as unforgiving as an LSA weight and balance. The affected can always forgo a medical and fly LSAs solo, but what about the checkout? (Better find a light CFI!) And in many LSAs, you'll also battle the weight of extra bells and whistles everyone's buying. Today's LSA may NOT be our get-out-of-jail card.

The FAA's dictate on sleep is a nightmare — a requirement on the suspicion of a diagnosis, a threat to private flying and pilot recruitment. And there may be no easy alternative. Looks like a big diet could be in our future (possibly trimming thousands who will have to play "\$4,000 or your license" with the FAA.) I hope we, as an industry, don't "lose too much!"

All this damages the valuable selling point that "flying is something you can do for a lifetime." Since most of us gain weight with age, the rule may eliminate or deter an entire customer group for an embarrassing personal reason. Nice sales appeal! And all this potentially targets today's established, middle-aged and older pilot — the financially qualified veteran flyer who is keeping our part of GA going right now.

I don't hold out too much hope for a "driver's license medical" in this FAA regulatory environment, especially when NTSB rest issues are trickling down to personal flying. It's another small nail in the coffin of GA — unless we can get the FAA to let our LSAs gain weight!

Sound like a fair trade?

*Reprinted with permission from General Aviation News. Drew Steketee was president of BE A PILOT, senior vp-communications for AOPA and executive director of the Partnership for Improved Air Travel. He also headed PR and media relations for Beech, GAMA and the Airport Operators Council International.*



## AERONAUTICAL ETIQUETTE by Barbara Harper



Since the beginning of time, elders have been teaching youngsters the proper behavior of their culture in how to be considerate and get along with others. These teachings also apply to students, who are learning to fly, certificated pilots, and seasoned pilots. In the game of golf it is very important to understand etiquette otherwise you probably won't get invited back to play with your group. Walking in front of a player who is about to swing can be dangerous, as well as annoying, and will definitely distract the person hitting his ball. Leaving your foot prints in the path of another player's ball and the cup on the green could also cause some excitement and raised eyebrows. Etiquette is paramount in the game of golf. How about etiquette with ground operations in aviation? Maybe etiquette should be a part of the Practical Test Standards or the FAA's glossary of aeronautical terms?

We've all seen it, been there, and done that. Pulled the aircraft out of the hangar, shade hanger, or space tie down and abandoned the plane causing a potential traffic jam. Why? Maybe one wants to admire, have something to eat, check weather, file a flight plan, inflate tires or change the oil. Wouldn't it be easier to do a preflight operation while the aircraft is possibly still secured? Then there are what I call the *blasters*. These are pilots who try to align their aircraft to their tie down space or hangar by revving up and blasting cars, people, hangars and aircraft. At the Copper State Fly-in this past weekend a Piper Saratoga propelled his plane into a parking spot located opposite the light sport exhibit area. He blew down signs and stands of several exhibitors and probably didn't realize what he had done. Not only is it annoying, but people can get injured from this type of maneuver.

What are, if any, the ramp courtesy rules of your airport? Is there a designated run up area at your airport? Common sense would suggest that pulling your aircraft out, maybe blocking alleys while testing the airworthiness of your engine, might be an issue with your hangar neighbors. Have you ever had someone blow sand and dirt under your hanger door just after a good sweeping? If you are not sure of where to exercise the aircraft engine, checking with airport management may help. Even if you are pulling out of your hangar to do your pre-flight inspection, be observant of others who you may be blocking and consider pre-flying within your hangar. It is pretty simple if we just ask ourselves "How am I affecting my neighbors?" Airport personnel are sometimes reluctant to confront pilots. Then perhaps, we should remember not to let grass grow under our feet (tires); form a positive habit about having respect for others.



Furthering safety, dumping fuel from the aircraft sump onto the asphalt is a big no-no these days. This is hazardous and will deteriorate the asphalt. Are you a pilot who gets chewed out for taxiing too slow? The FAA, as far as I know, does not have speed limit signs for taxiing at airports. Speed limit signs at airports are for cars. How many times have you observed a fast moving aircraft on the taxiway? Taxiing aircraft do not have the mobility on the ground like cars. One will not find a speed limit in the Pilots Owners Handbook for taxiing as this is part of a Test Pilots function unless of course you have that endorsement in your logbook. Let's try to demonstrate consideration while maneuvering our aircraft on the ground. Look around and try to be a courteous and considerate neighbor. .

Barbara



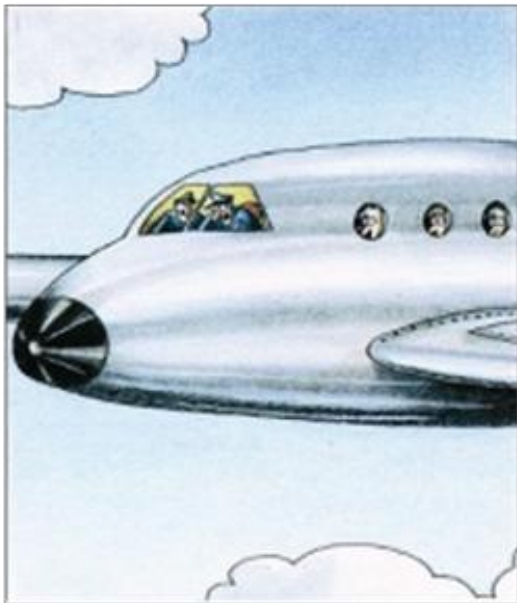
# GAARMS Report—Nov 2014

By Fred Gibbs

***While I do NOT want to jinx our good fortune so far, it has been 95 days – 3 months – since the last fatal accident in Arizona!***

I do not link that to just good luck, although there is some of that involved. I would much rather like to think it is us flying a little safer and a lot smarter. Sure, there have been a few fender-benders, a few run-off-the-runway incidents, but nothing serious, and thankfully, no fatal accidents. But don't get complacent, don't relax your guard, and don't do something that you would look back later on and say "Why the #%&\$@ did I do that?"

I have just finished reading a fascinating article about the Air France B-747 that lost control and crashed mid-ocean over the south Atlantic enroute from South America to France. That is correct – lost control of a B-747 at 36,000 ft. – while on auto-pilot. There are a lot of mitigating circumstances involved, but it all started when the 3 pitot tubes iced up, actually clogged up, from ice crystals in the high cirrus clouds. When that happened, the glass-cockpit computers lost all airspeed readings, and the crew misinterpreted



The fuel light is on Larry! .... We're going to crash!  
.... Wait...wait....my mistake, that's the intercom light.

what was going on, tried to hand-fly the 747 at 36,000 ft. and eventually stalled the airplane. One interesting thing fascinated me, the co-pilot eventually pulled the airplane into such a steep attitude – close to 45 degrees – that the computers stopped “blowing the stall warning horn” because the computers believed the data input had to be erroneous! No one ever imagined a B747 at that angle of attack, and when the co-pilot did let the nose down, the computer started to accept the lower angle of attack feedback, and started to blow the stall warning horn. Think about that – absolutely no outside horizon since it was the middle of the night over the ocean, and having lost all confidence in the flight displays, whenever the co-pilot lowered the nose, the stall warning **came on!!** The pitot tubes then cleared, but by now the crew could not – would not - or did not – believe the very slow airspeed indications. How could lowering the nose to gain airspeed caused the stall horn to go off??? That goes against everything we've been taught! WHAT A CONUNDRUM!! And here is the rub, if they had just returned control to the auto-pilot, we would not be talking about this. This is a very classic

case of automation beyond the understanding of, or the befuddling of, the crew, not unlike the Asiana Airlines B-777 that crashed at San Francisco. So, if you have a lot of automation onboard, you have got to really understand the workings – and gotcha's – associated with it. Any time you find yourself saying “*What is it doing now?*” the best thing you can – and should – do is to disconnect the autopilot, take over command of the airplane as the pilot-flying in command, and sort things out. This means you have to stay involved in the flight. You have to know what is happening, what is supposed to happen, and make sure that it is what happens. ***I think that is what pilot-in-command means....***

Continued

Of the 8 fatal accidents so far this year in Arizona, 5 of the pilots were Arizona-based, and only one, as far as we can ascertain, had ever attended any of our safety seminars. Getting the word out to all of our fellow pilots is essential and critical to driving down the overall accident rate, and especially the fatal accident rate. Only one of the fatal accidents was weather related; two were of unknown circumstances; two were classified as Controlled-Flight-Into-Terrain (CFIT), reasons unknown; one was a Loss-of-Control (LOC), possibly due to a mechanical failure in flight; one was an engine failure/forced landing that resulted in the death of a passenger; and one, in my opinion, was a poor decision by the pilot to deplane from his helicopter with the engine running.

There was also one out-of-state accident involving 3 Arizona-based pilots (in the same airplane) on departure out of Telluride on an IFR flight plan. They somehow slammed into the side of a mountain, a clear case of Controlled-Flight-Into-Terrain (CFIT), but no one really knows **why** the aircraft hit the mountain, only that it did! I am waiting for the final NTSB report to shed some light on this accident.

***Here is this month's tidbit of information to provoke some thought:***

How many of you operate out of an airport with jet traffic, either the Airlines, a commuter flying CRJs or Embraers, or big corporate jets like G-IV, G-Vs, Citation 10s, etc.? Ever wonder why the tower makes you wait for 3 minutes before letting you take off? The answer is WAKE VORTICES/WAKE TURBULENCE. That is why they always (in a perfect world) tell you about that on departure or landing. There was that accident at Scottsdale a while back where a Cirrus turned onto final close behind a big corporate jet. The tower had even advised the pilot that he was potentially too close in trail and to be prepared for a possible go-around. Unfortunately, he hit the wake turbulence and was dead 12 seconds later! WAKE VORTICES/WAKE TURBULENCE can be deadly, and you need to pay attention to those warnings.

Now, having said all that, did you know that you, as pilot in command, with tacit approval from the FAA, can waive the 3 minute rule and depart right behind a non-heavy certificated jet? YUP, you sure can! But you assume the risk of encountering said WAKE VORTICES/WAKE TURBULENCE, and if you do get into them during climb-out, you too, can be dead in 12 seconds or less!! The point is, even if it's legal to do so, it is not always prudent to do so! Can it be done safely? Sure, it is done all the time, but you have to understand the concept of it, how WAKE VORTICES/WAKE TURBULENCE is created, when it is created, how it behaves, the wind effect on it, etc. Obviously, if you operate at an airport with jet traffic, the same WAKE VORTICES/WAKE TURBULENCE rules – and danger - apply to landing behind a large aircraft, as you can see from the Scottsdale accident. So, fly smart, and give yourself adequate separation behind landing jet traffic. I strongly suggest you read the section in the Aeronautical Information Manual (AIM) on this subject.



I wish they would stop turning on the seatbelt sign. Every time they do, it gets bumpy.

And now I'll leave you with the following thoughts –

**WHAT WAS THE BEST THING BEFORE SLICED BREAD?**

**IF YOU TRY TO FAIL, AND SUCCEED, WHICH HAVE YOU DONE?**

**I WENT TO A BOOKSTORE AND ASKED THE SALESWOMAN, "WHERE'S THE SELF- HELP SECTION?" SHE SAID IF SHE TOLD ME, IT WOULD DEFEAT THE PURPOSE.**

And finally,

**WHAT IF THERE WERE NO HYPOTHETICAL QUESTIONS?**

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@azpilots.org](mailto:fredgibbs@azpilots.org). The Arizona Pilots Association provides the safety programs at no charge. We can also help you organize a program of your choice, and we can recommend programs that your pilot community might really like.



*Don't come to a safety program by yourself. But don't just bring your old buddy who always comes with you. Bring someone new, and get your BFF to also bring someone new.*

*We need you to help us expand our audience, to expand our reach, and to expand 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.*

*Fred*

***We never complain when a program runs out of chairs!!!***



# Airparks of Arizona

by Kit McCloud



*Eagle Roost Airpark in Aguila, AZ. Approx 20 miles west of Wickenburg. Looking south at Eagle Eye Mtn.*

“It is not the visions but the activity which makes you happy, and the joy and glory of the flier is the flight itself.”

Isak Dinesen, *Out of Africa*, 1937

Take a glorious flight and go 25 miles west of Wickenburg to the furthest northwest corner of Maricopa County. There you will find Eagle Roost Airpark, (27AZ), in the Valley of the Eagle. At an elevation of 2206 feet, Smith Peak to the northwest and Harquahalla Mountains to the southwest tower majestically in the distance and as a backdrop only enhance those fantastic Sonoran sunsets we’ve all come to love in Arizona. There are views in *every* direction. The most famous of which is Eagle Eye to the south.

The area had several Army Air Force training strips during WWII. Including the now long gone Echverria Field. There are also a surprising number of privately owned dirt airstrips nearby. Fly-ins can be arranged at some, such as the Flying Dare’s Ranch and Hillair Dirt Strip.

Eagle Roost is a residential association whose development began in 1972. Besides the 3906x40 lit runway, there are 120 plots of 5 acres each for private hangar homes, each with taxiway access. Plenty of room for all your activities and toys! There is also a new large, lovely and well equipped community center. It has a full kitchen, conference room, storage, restrooms... and a massive main communal space. Amongst the many events it hosts there is a monthly social hour for residents, meetings of the EEA and ERM as well as being available to residents for private functions.

Though there is no fuel on site, some of the residents do have their own systems and share delivery services to keep the price reasonable. At last report, the aircraft that “Roost” here included 55 single engine planes, 2 multi-engine, 1 helicopter, 2 ultra-lights and even 2 gliders. If you have a big wheeled plane, you can practice your landings just across the street at Sampley’s Airport, (28AZ), on their 3500x75 dirt strip.

The 85 residential homes are as varied as the aircraft. There are even horse properties, (though no horses are currently on-site). Some have their own private wells, but all utilities are available. At least two real estate agents are residents who can assist you in purchasing any of the 35 unimproved plots, 4 homes or 1 hangar that are currently for sale.

Kit



AIRPARK NAME / CONTACT	CITY	Homes / sites	REALTOR
<b>Big Springs Airpark</b>	Prescott	12	
Mgr: Peter Hartman (928) 626-7207			
<b>Castle Wells</b>	Morristown	5/10	
Mgr: Gerald DaFoe (810) 516-9122			
<b>Eagle Roost Airpark</b>	Aguila	85 / 115 (5 acre lots)	Pat Mindrup - WEST USA Realty 928-671-1597 pat@wickenburgpat.com
Mgr: John Greissing (928) 685-3433			
<b>Flying Diamond Airpark</b>	Tucson	20/97	
Mgr: Lou Cook (520) 399-3879			
<b>Flying J Ranch</b>	Pima	2/ 28	
Mgr: Howard Jenkins (928) 485-9201			
<b>Hangar Haciendas</b>	Laveen	39 lots w/sep taxi ways	
Mgr: Scott Johnson (602) 320-2382			
<b>High Mesa Air Park</b>	Safford	/19 (2.5 acre lots)	
Mgr: Phil DiBartola 928-428-6811			
<b>Inde Motorsports Ranch Airport</b>	Wilcox	4/9 (1 acre lots) on 100 acres w/race track	
Mgr: John Mabry (520) 384-0796			
<b>Indian Hills Airpark</b>	Salome	75	
Mgr: Gerry Breeyear (928) 916-0608			
<b>LaCholla Airpark</b>	Oro Valley	122	
Mgr: Larry Newman (520) 297-8096			
<b>Mogollon Airpark</b>	Overgaard	60	
Admin: Cheri Thomas (928) 535-3071			
<b>Montezuma Heights Airpark</b>	Camp Verde	43/44	
Mgr: Glen Tenniswood (928) 274-1233			
<b>Moreton Airpark</b>	Wickenburg	2	
Mgr: Daniel Kropp (602) 315-0323			
<b>Pegasus Airpark</b>	Empire	15/40	
Mgr: Jack @ 1st Svc Res (480) 987-9348			
<b>Pilot's Rest Airpark</b>	Paulden	4/25	
Resident: Dave Mansker 818-237-0008			
<b>Ruby Star Airpark</b>	Green Valley	13 / 74	
Mgr: Wendy Magras (520) 477-1534			
<b>Sampley's Airport</b>	Aguila	30	
Mgr: Jerry Witsken (928) 685-4859			
<b>Skyranch at Carefree</b>	Carefree	20	
Mgr: Tommy Thomason (602) 708-2040			
<b>Stellar Air Park</b>	Chandler	95/105	
Mgr: SRUA, Inc. (480) 295-2683			
<b>Sun Valley Airpark</b>	Fort Mohave	55/107	
Mgr: Jim Lambert (928) 768-5096			
<b>Thunder Ridge Airpark</b>	Morristown	9/14 (on 160 acres)	
Mgr: Craig Elg (623) 388-0001			
<b>Triangle Airpark</b>	White Hills	115 acres	
Mgr: Walt Stout (702) 202-9851			
<b>Twin Hawks</b>	Marana	2/40 (4 acre lots) on 155 acres	
Mgr: Tim Blowers (520) 349-7677			
<b>Western Sky</b>	Salome	all 200 acres for sale	
Mgr: Mr. Hauer (877) 285-0662			
<b>Whetstone Airpark</b>	Whetstone	5 / 12	
Mgr: Brian Ulmer (520) 456-0483			



# Copperstate Aviation & Education Expo

Casa Grande Airport—Oct 23-25

Everyone looking forward to attending the Expo was not disappointed. The weather was gorgeous with record high temperatures. Funny that this event was originally in the beginning of Oct, but was pushed to the end due to temperatures. It's easy to understand why jumpers



congregate in this area (Coolidge and Casa Grande) from all over the world. The visibility and mountainous grandeur are very alluring. The show featured takeoff and in-flight formation flying of the platform of choice for skydivers, the Skyvan. You won't see this sight anywhere else other than at this show—quite the spectacle.

The front ramp was loaded with experimentals, ultralights, classics and warbirds. It seemed like everyone brought their best. Some were judged, but most enthusiasts merely showed and parked their planes to enjoy the captivating buzz of the show.





## Copperstate—continued

The LSAs , ultralights, and backcountry airplane exhibits were plentiful, most had one or several aircraft present to show off to prospective buyers and enthusiasts. Each year this area gets more refined and interesting. With an aging crowd of pilots the LSAs have become very popular.

The Educational part of the show offered something for everyone including several safety related sessions which allowed attendees to get ‘Wings’ credits. Cary Grant , Jim Price, Kelly McMullen and Terry Brandt of the FAAST Team presented several topics relating to Loss of Control, Accident Investigations, ADS-B, Owner Performed Maintenance, maintaining an LSA, and more. Other topics in the “Tents” ranged from Transitioning to a Glass panel, radio tips, auto engines for aircraft, and aviation real estate.



*Dave and Wanda Fleming with their SportCruiser*

The APA was represented by Mark Spencer who presented all the activities and history of the backcountry airports in Arizona that the APA is engaged in. These included Grapevine, Double Circle, Pleasant Valley Young and more. CC Pocock of South Africa brought his backcountry flight school techniques and compelled the attendees to think about how to understand and test their aircrafts real performance during various configurations.



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## Copperstate—continued

The Arizona Pilots Association and the Recreational Aviation Foundation sponsored an exhibitor's booth in the main tent. They regularly have this booth at Copperstate to give visibility to the vast amount of efforts put forth by its members to secure airstrips in AZ as well as across the US. David Whitelaw represented the RAF in the Pacific Northwest. There is a lot of activity in this region regarding forestry airstrips. In the booth there was a video of the backcountry activities at the Double Circle Ranch Fly-in that took place last month. Mike Wilson of Deer Valley shot and edited the video. He did a brilliant job of capturing the weekend of work and play at the lodge performed by the APA and RAF volunteers for this video. Thank you, Mike!



*Kit McCloud (APA), David Whitelaw (RAF Washington), and Stefanie Spencer (APA-RAF) ran the booth.*



*Jim Price giving a presentation on ADS-B*





Copperstate—continued





# Oct Fly-In Results—Payson Campout

Payson —October 4, 2014



A beautiful day and evening for the Payson Fly-in and Camp-out. The food, conversation and music was outstanding. Music was by Barry Dilly's band .





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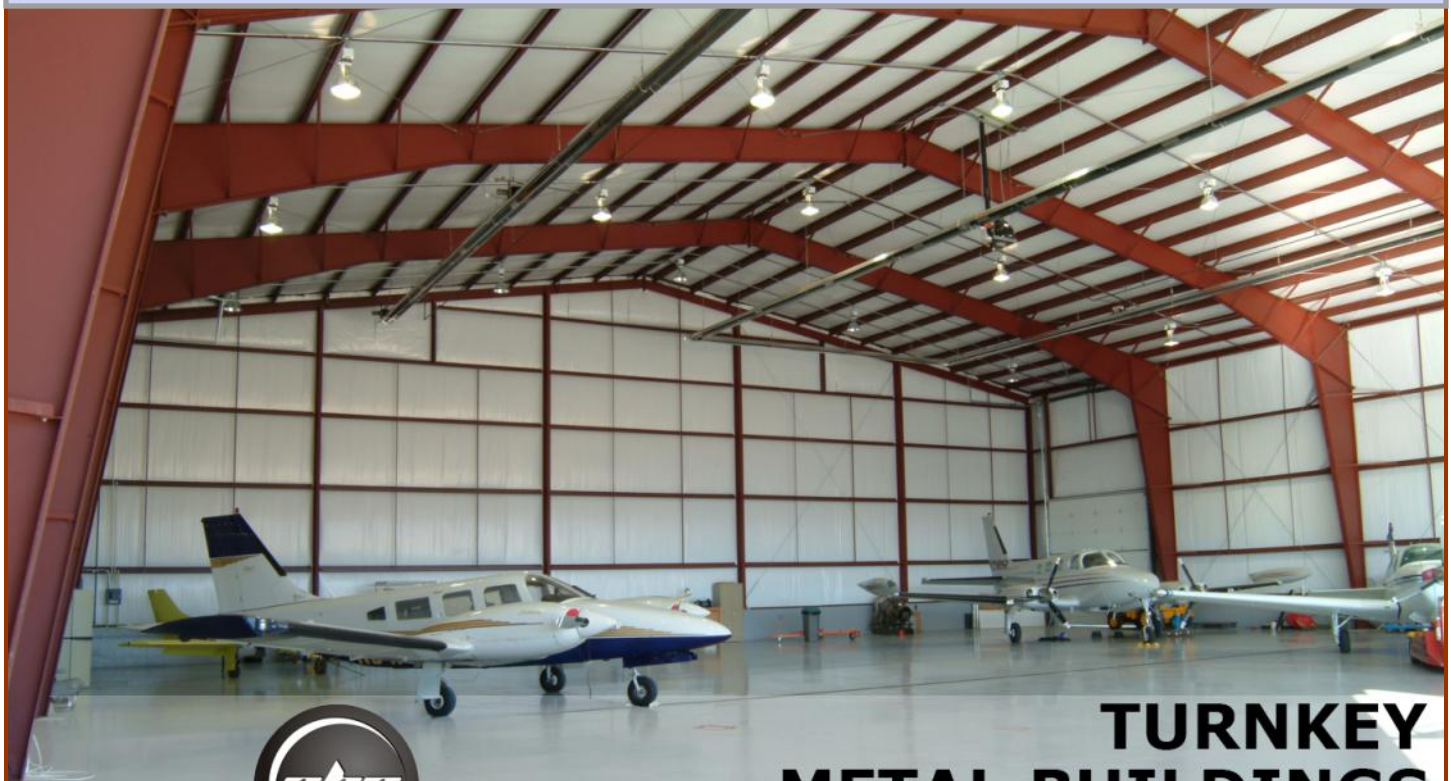
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Courtesy of Jerry Ferguson Photography



# Join us for the fun!

## Fly Like a Young Eagle



# FREE!

Have your kids become "Young Eagles" at the Sierra Vista Municipal Airport. Children, ages 8 through 17, can take their first exciting airplane flight – FREE!

## Airport Fly-In & Open House

### Saturday, November 8, 2014

Flights from 7:30 a.m. to 11 a.m.

Breakfast from 7 a.m. to 10 a.m.

Aircraft Displays · Military Static Displays · Great Breakfast

Don't let the kids have all the fun!

Join us for a Pancake and Mexican Breakfast from 7 to 10 a.m.

\$5 for adults, \$3 for children under 12



Sponsored by Chapter 776 of the Experimental Aircraft Association (EAA) in cooperation with the City of Sierra Vista Department of Public Works. The first 200 children, ages 8 through 17, are eligible for one free flight in a certificated airplane flown by a certificated pilot. Over 5,093 children have flown with Sierra Vista EAA Young Eagle pilots to date. All flights adhere to strict safety guidelines and comply with insurance policy provisions and other regulations.

Each child must have a signed permission slip from a parent or guardian to become a Young Eagle!

## Need more information?

Call Yvette at 458-5775 or e-mail [Yvette.Matthias@sierravistaaz.gov](mailto:Yvette.Matthias@sierravistaaz.gov)

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Produced by the City of Sierra Vista Public Affairs Office 9-14 1,250

## Events around the State

**Ryan Field Tucson (RYN)** Nov 8 fly in buffet breakfast. Between the Restaurant & the Fuel Pits. 8:00 to 11:00

**Falcon Field Mesa (FFZ)**—Nov 15 EAA & Warbirds Squadron breakfast 7:00-11:00

**Benson (E95)** Nov 15 Fly-in breakfast at Southwest Aviation

**Casa Grande Municipal Airport (CGZ)** Nov 29 Fly-in breakfast in terminal 7:00am-10:00

**Coolidge (P08)** Dec 6 Fly-In Breakfast 8:00am-Noon Sponsored by the Coolidge Lion's Club

**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](http://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](mailto:Webmaster@AZPilots.org).



*Stefanie Spencer—Webmaster*

## Newsletter Contributors

Article Deadline

20<sup>th</sup> Editor reminds "The Team" to submit articles

25<sup>th</sup> Authors submit articles and advertisements

Contact the editor, Brad Lawrence:

[Newsletter\\_Editor@AZPilots.org](mailto: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!*







## Advertisements

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

## APA Membership

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

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