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Aviators and Aviation Enthusiasts,

I hope everyone is having a great start with their summer activities and coping with our seasonal heat. June has certainly kept my flying activities down to just occasional early mornings. Although many of the scheduled activities have been curbed for the summer, the Board of Directors and various APA committees are busy working on upcoming schedules, scholarship and FAAS Team meetings, general aviation support activities, etc. We are looking at having another full schedule of events this upcoming season which we hope will have something for everyone. Being an all volunteer organization, we are always looking for folks willing to help put some time and effort into making our activities a success and fun for everyone. If you have an interest in anything in particular, drop a note to our [webmaster, Stefanie](#), so we might know where you may be interested in helping.

Have Fun, Fly Safe,

Tommy



Executive Director's Report

Jim Timm — July 2015

Well it certainly looks like summer is here for sure, and you have to get up pretty early to get some fun flying in before it gets so hot that you get cooked to death and beat up with the heat generated turbulence. In your summer travels to get out of here, please be extra wary of the density altitude and be safe. For those headed to the EAA Oshkosh AirVenture, I hope I run into some of you while we are there. Have a fun summer and please fly safe.



Continued funding for the FAA will be coming up before Congress in the very near future, and when it does, Congress could pursue Privatizing ATC. When the FAA's reauthorization comes before Congress, Rep. Bill Shuster, chairman of the House Transportation and Infrastructure Committee, is looking at legislation to move ATC and its employees from the FAA to private, non-profit control. With the FAA's current reauthorization expiring in five months, both House and Senate staffers are looking at remodeling the entire system, which includes 230 ATC sites and 15,000 controllers.

The ideas are based on other countries that have privatized their ATC networks, while keeping safety and regulations under government control. Apparently, most major U.S. airlines support moving ahead with such a restructuring while the controllers unions do not appear to be too sure of the proposal. There is little doubt this privatization of ATC services would result in user fees for all of us. To prevent this from happening you need to **contact your Washington Representative and your Senators NOW** and make your voice heard, that we do not want to have our ATC services privatized. What has perhaps worked for other countries with a small general aviation community, is not appropriate here in the United States where we have a very large and active G/A community. The present system of funding the FAA isn't broken and doesn't need to be fixed.

We are having a big enough task now seeing and avoiding each other in our presently relatively crowded airspace, and it doesn't look like it may be getting any better with the coming of more drone, or UAS, operations. The FAA says they will have the operational rules "on the books" within a year for the commercial UAS operators. Given the speed that the FAA often moves, it remains to be seen whether the pending regulations will meet the timeline and the needs of companies like Amazon, which wants to offer us 30-minute package deliveries with drones. Because of the initial restrictive rules, waivers from the FAA have allowed businesses to test and use drones on a limited basis before the rulemaking process began, thus helping the FAA to explore possible broader final operating rules. Because encounters between manned and unmanned aircraft have increased, so too are the efforts by the FAA to educate drone operators, particularly those with little or no aviation experience or expertise where no-fly areas are located. The FAA is developing a mobile ap-



plication for drone users that defines the no-fly zones. As you would expect, someone would step into the void, and last April a company came up with AirMap, a free Web-based digital map that simplifies airspace for presentation to UAS operators to confirm they are outside areas where UAS operations are restricted or prohibited.

MISCELLANEOUS ITEMS

It appears that GPS Interference testing has been occurring throughout the past reporting period at the following locations: Ridgecrest and Barstow California, Yuma, AZ, and Alamogordo, New Mexico. There is no doubt that some of this testing was covering a significant part of central and southern Arizona at potentially low altitudes. Please, if you do encounter inflight problems with getting a useable GPS navigation signal for a period of 6 to 7 minutes, it is important that you contact ATC, providing the date, time, location, and altitude the problem is noted, and also, **please advise us at APA!** Unfortunately, we still get these notices of testing only days before they occur.

In May, the FAA issued a Safety Alert for Operators (SAFO) that advises all pilots of the need to ensure that transponders are in the altitude reporting mode whenever their aircraft is on an airport movement area at all controlled airports. Runway safety systems, such as Airport Surface Detection Equipment-Model X (ASDE-



X), use data from surface movement radar and aircraft transponders to obtain accurate aircraft and vehicle locations, thereby increasing airport surface safety and efficiency. Pilots should ensure their checklists include transponder use in the appropriate locations and consult their aircraft's flight manual to determine the specific transponder setting to enable altitude reporting. For more information, you can read the full SAFO at: <http://go.usa.gov/3XGxA>.

The NTSB has issued a Safety Alert advising pilots to be more diligent in looking out for other planes and making their own aircraft presence known during flights by using lights and clearly communicating their intentions. Collisions can easily occur when pilots are distracted by cell phones, tablets, and other wireless devices. Technology has introduced new challenges into the see-and-avoid concept. Aviation applications on portable electronic devices such as cell phones, tablets, and handheld GPS units, while useful, can lead to more head-down time. Remember, while flying VFR you are responsible to maintain "see and avoid" vigilance by scanning for traffic throughout a flight! Please keep your head up, looking around, and continue to fly safe!

The past reporting period from mid-May thru late June has been rather good from a flight safety standpoint in that the NTSB had only reported three accidents occurring in Arizona during this period, all minor in nature. Unfortunately, an accident in this period came to our attention that involved an Arizona pilot that had a serious accident with three fatalities near Laughlin, Nevada. See my July accident summary for the details.

There is a lot of airport construction going on around the state, especially in the Phoenix area, this summer, so be sure to check for NOTAMS before departing so you don't have a nasty surprise upon your arrival at your destination. And also, don't forget to check for TFRs! The forest fire season is here. If you see smoke or something suspicious, report it to ATC or FSS, and avoid flying near any wildfires.

APA is still working with various airports around the state, providing the pilot and aircraft owner perspective in the process of updating their Airport Master Plans. The Deer Valley Airport (DVT) master plan update is still in process.

THINGS TO DO - PLACES TO GO FOR BREAKFAST:

- The first Saturday of the month fly in breakfast at Coolidge Municipal Airport (P08) has stopped until next October.
- The second Saturday of the month, Ryan Field (RYN) fly in buffet breakfast has also stopped for the summer. Breakfast is available at the restaurant however.
- The Falcon Field EAA Warbirds Squadron Breakfast on the third Saturday of the month has stopped until October.
- The third Saturday of the month there is a fly in breakfast at Benson (E95) at Southwest Aviation. (There are 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). The Airport has a new restaurant, Foxtrot Cafe, operating in the Terminal Building. They are open 6:30am to 2:00pm Monday thru Saturday, but on the last Saturday of the month they have a buffet “fly in breakfast special” on the menu. Check it out.

Check with the [APA Getaway Flights program and online calendar](#) for fun weekend places to fly.

Jim



AIRPARKS OF ARIZONA

By KIT McCloud

INDIAN HILLS (2AZ1) SALOME, AZ

Many of the Arizona airparks have uniqueness about them and Indian Hills is no exception. Located 100 miles west of Phoenix Sky Harbor on Highway 60 midway between I-10/60 junction and Aguila (Eagle Roost airpark), this airpark is home to 70 residents on 93 home sites. I had the pleasure of speaking with Jerry Breeyear about the airpark; he is the Airport Facilities Manager. Jerry is amongst several volunteers at Indian Hills who have a love for aviation and want to keep overhead to a minimum. HOA fees are \$275/yr, which covers insurance, runway/taxiway resurfacing, utilities, and repairs. The home lots on the field are not palacious, but rather cozy, affordable, and very neighborly. There are 110 aircraft based here including a couple of twins, mostly singles and ultralights. There is no commercial offering of avgas, but residents are able to have private storage tanks on their property.

A dedicated building on the field houses the pilot's lounge, exercise room, lunch area, and a meeting room which is used for the monthly EAA chapter 1144 meetings on the second Saturday of the month at 1:00pm, preceded by a noon hamburger lunch; visitors welcomed. If you receive permission from a member of the airpark or the manager, you can land and use a tie down in front of the pilot's lounge. No waivers or paperwork needed to land; the pilot is responsible for his or her own actions.

History of the airpark goes back to the late Tom Washburn who developed the land in 1988 and started selling parcels to residents around 1989. Tom was a pilot and had a passion to sustain GA. Home and lot sales peaked in the late '90s, and again in 2011. Today there are 2-3 homes, and as many undeveloped lots, for sale. Indian Hills is well established and one of the favorites for winter residents. Only 20 or so residents tough it out during the hot summer months. A mile and a half

Indian Hills Airpark (Continued)

north into the small town of Salome is a hardware store, a Dollar Store, a NAPA parts retailer, and a small convenience store also providing gasoline. Jerry says Salome is not a town for impulse shoppers. There's a Wal-Mart 68 miles away in Buckeye for that.

Around the year 2009 the runway (8/26) was completely redone to highway standards with a 12"-14" base of gravel topped with two inches of packed asphalt. It's officially 2200' long and 40' wide with 100' displacements on each end, as well as having a 500' dirt overrun heading west off of runway 26. The field is actually, or should I say unofficially, lighted continuously during night hours – radio activation on the 122.9 CTAF is NOT required. The lights are actually high brightness LEDs retrofitted into FAA sanctioned fixtures. Nights ops are available and occur frequently. Jerry estimates the utility cost for the LED lighting is around \$1/mo. If you are a budget conscious pilot, enjoy neighborly pilots, and appreciate a clean and neat field, then this is your airpark. For more information visit www.indianhillsairpark.com



Kit



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

JULY AVIATION ACCIDENT SUMMARY

by Jim Timm

The following are the preliminary NTSB reports of aviation accidents that have occurred in Arizona from mid-May thru late June. When all detailed accident information becomes available, perhaps it can be used to develop safety programs and briefings that will help pilots learn from the mistakes being made by others and hopefully take the action needed to prevent similar accidents from happening to them. I would like to think this is actually happening, and from the last few month's reports, it appears that it might actually be working.

From a flight safety standpoint, this reporting period was a relatively good one in that the number of reported accidents are still down; however, unfortunately, we do have the report of an Arizona pilot that was involved in a serious accident with multiple fatalities that occurred out of state, Nevada. Within the state of Arizona, in the past reporting period, only three accidents were reported by the NTSB. A Piper Archer had an accident at or near Wickenburg, with no accident details being available at the present time, an experimental aircraft had a gear collapse on landing at Glendale, and a Bell 206 helicopter experienced a loss of engine power while in cruise flight resulting in an off airport landing that resulted in substantial damage to the helicopter, but no injury to the pilot.

Because of the low number of accident reports since the first of the year, and in particular since the end of March, I called the NTSB to inquire if there has been a change in the aviation accident reporting program or what could account for the unexpected change in the number of reports published. Their response was that no changes have been made and they had also noted a decline in accidents since the first of the year and had no explanation for it. I'm not sure if either the Darwin effect is winning, or if pilots are taking note and becoming more safety conscious. I hope it's the latter.

FAAST teams out there putting on the safety meetings, please keep up the good work. It appears you might be winning.

Based on information available when this summary was prepared, the reported accidents this reporting period are as follows:

Accident Date: Sunday May 17, 2015
Report Dated (5/26/15)
Title 14 CFR Part 91
Location: Laughlin, Nevada
Aircraft Type: Rockwell International 114/B
Injuries: 3 Fatal

LOSS OF POWER ON TAKEOFF

About 1800 Pacific daylight time (PDT), a Rockwell Commander 114 crashed after takeoff near Laughlin, Nevada. The private pilot sustained serious injuries, and three passengers were fatally injured. The airplane was destroyed by impact forces and post-crash fire. The cross-country personal flight had departed Laughlin/Bullhead International Airport (IFP), Bullhead City at 1756, with a planned destination of Goodyear (GYR). At 1756 PDT, ATC cleared the Rockwell 114 for a straight out departure to the south.

In a post-accident interview the pilot stated that shortly after takeoff the engine started to run rough and the airplane was not climbing. The pilot realized he was going to make an off airport landing

and was trying to stay away from any buildings. Witnesses in the accident area noted the airplane flying at a very low altitude with some reporting the engine sounds being erratic. Witnesses saw the airplane continue to fly lower in altitude until losing sight of it. They then saw a fireball. The accident site was located in the Big Bend State Park Recreational Area. The main wreckage was located 4.6 NM southwest of IFP. The airplane first hit a mesquite tree, then impacted the sand, and finally came to rest 120 feet south of the first impact point facing 273 degrees. The post impact fire thermally consumed a majority of the aircraft.

Visual meteorological conditions prevailed, and no flight plan had been filed.

Accident Date: Sunday May 24, 2015
Location: Wickenburg
Aircraft Type: Piper PA28-181

NO NTSB INFORMATION AVAILABLE

Accident Date: Friday May 29, 2015
Report Dated (6/19/15)
Title 14 CFR Part 91
Location: Glendale
Aircraft Type: BURR EXPRESS 2000RG (Experimental)
Injuries: None

LANDING GEAR COLLAPSE DURING LANDING

About 1542 MST on May 29, a Burr Express 2000 RG experienced a landing gear collapse during the landing roll at Glendale Municipal Airport (GEU). The private pilot and one passenger were uninjured, and the airplane sustained substantial damage to the rudder. The pilot reported that he landed the airplane uneventfully. During the landing roll, the left main landing gear collapsed and the left wing impacted the ground. The airplane exited the runway surface and slid along the dirt. Subsequently, the right main landing gear collapsed and the airplane came to rest. The pilot exited the airplane and examined the landing gear; he observed that hydraulic fluid had leaked onto the left landing gear, and no hydraulic fluid was observed on the right landing gear.

Accident Date: Monday June 1, 2015
Report Dated (6/15/15)
Title 14 CFR Part 91
Location: Dewey
Aircraft Type: Bell 206L-4
Injuries: None

POWER LOSS IN CRUISE FLIGHT

At about 1945 MST, a Bell 206L-4 sustained substantial damage during an emergency landing following a reported loss of engine power, near Dewey. The commercial pilot, the sole occupant of the helicopter, was not injured. Visual meteorological conditions prevailed and a company visual flight rules, flight plan was filed for the cross country, ferry flight, that departed Valle Airport (40G), Grand Canyon, about 1900 with a planned destination of Glendale Municipal Airport (GEU).

The pilot reported a loss of engine power while in cruise flight at about 750 feet, above ground

level, and performed an autorotation emergency landing. During the landing sequence, the main rotor blades struck the tail boom and resulted in substantial damage.

THE FOLLOWING ACCIDENT WAS PREVIOUSLY REPORTED IN MAY DEVOID OF NTSB ACCIDENT INFORMATION. HOWEVER, IN THIS JUNE REPORTING PERIOD, ACCIDENT DETAILS HAVE BECOME AVAILABLE.

Accident Date: Saturday, April 4, 2015

Report Dated (6/1/15)

Title 14 CFR Part 91

Location: Surprise

Aircraft Type: Jabiru - SP

Injuries: None

FUEL EXHAUSTION

The pilot stated he was landing at a dirt airstrip near his residence when his engine quit while maneuvering at a low altitude. He landed the airplane in a field, perpendicular to the field's furrows, resulting in the airplane coming to rest on its nose and sustaining damage to the propeller and nose landing gear, and substantial damage to the right wing. According to the FAA air safety inspector, no fuel was found in the wing fuel tanks during a post-accident examination.



APA GET-AWAY FLIGHT

AUGUST 22

Bryce Canyon, UT

If you haven't visited Bryce Canyon, this is the time to do it. It's one of the most picturesque national parks in the country. It's not really a canyon, but a multitude of amphitheaters composed of Hoodoos. Sightseeing, hiking, horseback riding and relaxing are the features; you can imagine the benefits. Call, text or email me with any questions and if your interest level is over 50%. Thank you.

602-460-4286

[Email Link](#)

Brad Lawrence



KBCE - 100LL and Jet A on the field
Elevation 7,589' Rwy Length 7,395'
Distance from Phoenix area 250nm
Rotating beacon, REIL & PAPI 03/21
CAUTION: Density altitude and be aware that the Monsoon season for this area is Mid-August through Sept. Early in and early out will probably be the recipe for a pleasant VFR flight. However there are IFR approaches.

Hotels & Rental Cars are available now, but will be gone shortly. There over one million visitors every year and the summer is peak season. The main road into the park has several hotels, but are already booked. I highly advise looking for accommodations in Tropic, UT which is 7 miles from the park. Book a room now. Typically you can cancel within 2-7 days of the reservation date.

Hotels in Tropic, UT Check in Aug 22

Bryce Pioneer Village

Bryce Trails B&B

Bybee's Stepping Stone

Bryce Country Cabins

Stone Canyon Inn

[Link to hotels Click on TROPIC](#)



WHAT DO YOU MEAN “NOT QUALIFIED TO FLY A SINGLE-ENGINE AIRCRAFT”?

by Dave Fleming

First off, let me agree with the phrase “ignorance of the law is not a defense.” I know and understand that. However, let me share a recent experience as it applies to Sport Pilot requirements and qualifications.

For background, I’m a retired, senior military officer of 30 years; 20 years of which was as an active flying fighter pilot. I was a qualified Instructor Pilot in all tactical operations: day refueling, night refueling, day low-level operations, night low-level operations, formation flight lead, instrument rated, etc, etc, etc.



During my career, I was assigned to an aircraft designed for adverse weather and night operations. Having spent several years in the UK, I probably have more flight time just flying instrument approaches in weather less than 500/2 than most. Yes, been there, done that, got the t-shirt and I don’t want to fly nights or in bad weather anymore.

During the 2006-07 timeframe, I began reading about Light Sport Aircraft (LSA). Sounded good as flying day VFR was appealing - no more instrument flying for me! Heck, you could even fly on your driver’s license as long as your medical had not been revoked. The category was designed to entice younger people into GA by making it more affordable. However, it quickly became apparent that a licensed pilot could fly an LSA without a medical as long as he/she operated as a Sport Pilot. I read and researched everything I could find out about this type of aircraft and thought I fully understood the concept of a Sport Pilot. I had a commercial certificate, my medical had lapsed, so therefore I could fly an LSA as a Sport Pilot. So, with an understanding wife, I purchased my first LSA in 2008.

Life was good and flying was great until recently when I took off from Deer Valley to go to Ryan Field near Tucson. I requested a south transition from Phoenix Departure but my request was unexpectedly denied, and I was told to hold for 10 minutes or circumnavigate Class B airspace. I

chose the latter and continued to the east at 3500' MSL, my sectional in my lap, and visually navigated my way south around the Falcon Field area. Then, I proceeded westerly, avoiding Chandler until I could climb and fly onward to Ryan Field.

Upon landing, Tower asked that I give them a call on their landline. I called a few minutes later and was given a number to contact ABQ Center as they wanted to talk to me. Now, I'm nervous. What was a nice flight, or so I thought, was about to be not so much. I contacted ABQ Center and, as I recall from the conversation, the person said there appeared to be a possible incursion of Class B airspace. The only spot I could think of that might be in question was west of Falcon. I responded that I thought I was clear of all altitude restrictions. He asked for my certificate number and contact information, which I provided. I believe his last words were something to the effect that it "would be looked into."

Never having had any kind of airspace deviation in almost 30 years of active flying, I conferred with several CFIs and reviewed the Class B airspace again on my chart as well as my iPad. I understand the significance of an airspace violation, and I was concerned. After all, you could say my mil-

itary background makes me "compliant" oriented.



A couple of weeks passed, and I got the Notification of Investigation letter. I understood I was the subject of an investigation into the possible violation of FAA Regulations. What I wasn't prepared to read was the last line that read, "Further investigation showed the pilot may not be qualified to operate a Single-Engine aircraft."

I contacted the FSDO representative to find out what this statement meant.

The possible airspace violation was serious enough but the statement that I was not qualified to fly a single-engine airplane was baffling. The FSDO representative stated I didn't have an ASEL, only an AMEL with a centerline thrust limitation. He then went on to explain the definitions of category and class, both of which were unknown to me until that moment in time.

I said earlier ignorance of the law is not an excuse. I understand that, but my military background did not involve FARs. Military flight operation regulations are more stringent, and military pilots are not trained about FAR language. Yet, as a military pilot, when you separate or retire from military service, you are provided a Commercial certificate from the FAA as part of an agreement between the DoD and the FAA. Since most military fighter aircraft have two engines and multi-engine is more difficult than single-engine, it just wasn't something I understood that I had to be separately qualified to fly a single-engine airplane. Besides, this is a LSA we're talking about - 100 horsepower, easy to fly, designed for a new pilot to fly and operate safely.

The FSDO representative suggested I contact a Sport Pilot Instructor for clarification because, as he

said, Sport Pilot rules are still not clearly understood by all. Yep, I believe that! So, after almost 7 years of flying my LSA and 4 Flight Reviews, I find out I'm not Single-Engine Land qualified...

Then, I contacted a local Sport Pilot Instructor, one very well known within APA circles. He offered two solutions to solve the ASEL issue:

Have a CFI do some training and certify the pilot to act as PIC of an aircraft in solo operations without holding an appropriate category/class rating per 61.31(d)(2). Then, that CFI (along with the subject pilot) completes the FAA Form 8710-11, and the pilot takes to a different CFI for a proficiency check. If the pilot passes the proficiency check, that CFI provides a logbook endorsement, signs the form, and sends it to the FAA in Oklahoma City. The FAA then annotates the pilot's records to show that he/she now has Sport Pilot privileges in an ASEL. Nothing changes on the pilot's certificate. There is simply an endorsement in the pilot's logbook from the CFI providing the proficiency check.

If the pilot wants to get ASEL actually put on their certificate, he/she must get an FAA Medical, have a CFI do training for a Private Pilot, and then have a DPE give the practical test appropriate for someone adding a new class to their existing certificate. (My certificate already has the necessary category – "airplane.")

Needless to say, I want to rectify this, so I will choose the first option to get my records and logbook updated.

This has been a long story, but I wanted to share it as there are probably other former military pilots like me, just wanting to get back in a cockpit in the most affordable way they can. Also, there are probably many CFIs that look at former military pilots and figure if they can fly complex fighter aircraft at high speeds, low altitudes, using afterburners, bombs, etc. they can certainly fly a LSA.

I've always felt there is a difference between "mistakes" and "crimes." This was a mistake made by me as well as several CFIs who never asked to see my certificate during a Flight Review. Mistakes can be corrected with training and education. Crimes, on the other hand, should be punished. I'm hoping this entire learning experience will be judged as a mistake...

Dave



AVIATION SAFETY

By Howard Deevers

You have probably heard me say this before, but here it goes again: “An airplane is not a car.” That seems so basic and so unmistakable that you wonder why I would even say it. There have been many attempts to actually make a “flying car.” There will be at least one company at Oshkosh this year presenting a “flying car.” I don’t see anything wrong with that idea, and in the future flying cars may be the norm, just like driving our cars today. Sure, I watched “THE JETSONS” too.

The reality is that when you leave the solid ground, and go up into the air, you don’t just add only one more dimension, you increase the complexity of the travel by multiple dimensions. It takes time, practice, and skill to master all of the dimensions of flying. That is why we teach such things as steep turns, slow flight, stalls, and recovery well before a student can solo an airplane. The only thing we can’t do in an airplane is go in reverse, unless you are flying a Harrier, and just think of the practice and skill it would take to master that!

There are over 250 million cars and trucks on the roads in the U S. I wonder what it would be like if there were 250 million flying cars? Even ADS-B would not be enough to separate all of them. There is no doubt that we would need a lot more airports than we have now.

Cars run into each other every day. Auto collisions are so common that they rarely even make the news. Don’t forget that you probably learned how to drive a car from your dad, mom, or brother. There are driving schools, but the vast majority of drivers did not go there. Another difference between cars and airplanes is to fly an airplane, you would need instructions from a Certified Flight Instructor.

Unlike cars, any airplane collision will make the news. And, after investigation, we can look for another regulation to be placed in that 2 pound book – The FAR/AIM. The unfortunate thing is that most of those regulations did come about as a result of some accident, or incident, earlier in the history of aviation. Many of those regulations were needed, and we still live with them, at least in an attempt to not have any more incidents or accidents like those that caused the regulation to be put in place.

Some of the regulations are so fundamental that you wonder why it was necessary to publish such a regulation at all. Take a look at 91.13: *Careless and Reckless Operation*. It is only two paragraphs long, but says that “*no person may operate an aircraft in a careless or reckless manner so as to endanger the life or property of another*” Then don’t forget 91.103: “*Each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight.*” It goes on for 4 more paragraphs and lists things that we must do. That is one of those regulations that the investigators can use against you on almost any flight. Gosh, this appears so basic that I wonder why it is a regulation; but it is. It is almost like making a regulation like this: 91.XXX: “The pilot shall not do anything stupid.”

The old saying goes “The problem with ‘common sense’ is that it is not common enough.” Sure, bad things can happen to anyone. Some things are just beyond our control no matter if you are driving a car, flying an airplane, or just walking down the street. But aviation safety is everyone’s business. Pilots have a responsibility to themselves, and to their passengers, and to all other pilots to be as safe as possible. When a pilot does *do something stupid*, it affects us all. Let’s do our best to keep our name out of the newspapers and off of the TV.

And as for the flying “car,” imagine the new regulations we’ll see there!

Your ARIZONA PILOTS ASSOCIATION presents safety seminars on many subjects all over the State. Look for the next seminar near you, and don’t forget to “Bring Your Wingman.” Safety is no accident.

GAARMS Report: July 2015

By Fred Gibbs



As I review the fatal accidents to date under the GAARMS umbrella, I couldn't help but notice all three of the accidents were during the take-off segment of flight. Two of them involved apparent engine issues during departure, and the 3rd, well, since sailplanes do not have engines, we can eliminate that as a cause. But the sailplane - apparently - stalled right at tow release at about 500 feet or so, and could not - or did not - recover in time. So, discounting the sailplane, we ask ourselves, "What could have caused those two departure accidents?"

The out-of-state crash over in Van Nuys, involving a Scottsdale-based pilot, looks like, smells like, seems like, the result of an engine issue of some sort. Obviously, the NTSB is investigating, and it will be a while before they publish their final report. They will ask a lot of questions and look into a lot of possibilities. What would you look for?

The obvious – did the engine fail? But even if the answer is a YES, the next question is;

- "what component in the engine failed?" That becomes a critical question, and if they find what failed, that leads to the next question –
- "Why did it fail?" Was it a pure mechanical failure, like a connecting rod broke? Or a piston failed? They are not supposed to fail, so, again, "Why did it fail?"
- Was the engine pushed – or did it go - over redline? Was the engine over-boosted? Did the prop governor fail? Did the engine lose oil pressure? And the list goes on and on....
- And there is always the question "Did the pilot suffer a sudden health issue?" Like the pilot down at Ryan last year?
- And then the questions lead into a discussion on "Was the accident survivable?" The aircraft was not demolished, did not crash into anything, and did not burn. What caused the pilot not to survive this crash landing onto the streets of Van Nuys? The NTSB findings should further define this.

The second accident out in the Bullhead City area was a terrible accident, with 3 fatalities, ironically, not including the pilot, who remains in the hospital. I wish him a speedy recovery. However, this aircraft was destroyed by the crash and the post-crash fire, but all of the questions above still apply. In addition to the engine issues, this aircraft was close to max takeoff weight with 4 folks on board – could weight and balance have been an issue as well? How about density altitude – we all know it gets very hot in that part of the state. And, like I stated above, the NTSB is investigating, and it will be a while before they publish their final report. They will ask a lot of questions and look into every possibility.

Three fatal accidents up to this time is a significant decrease over last year, and over many, many years of statistics. We – you – are doing a great job of flying safe, but like you always hear me say, do not get complacent, do not get cocky, do not assume you are invincible! I used to be, but as I get older (NO wise cracks here please!) I discovered I am no longer invincible. With all the flight instructing I do, plus flying my own airplane, my exposure (to Fate is the Hunter) is significantly greater than the average pilot, but then my experience level is greater than the average pilot, so I guess it all balances out to keep me alive and kicking. You cannot get experience without exposure, so the exposure with someone who is experienced is the key to a successful, long flying

career. I like to teach flying Boy Scout style – always be prepared! Don't fly scared, fly prepared. Practice emergency procedures, practice accuracy landings, practice power-off accuracy landings, know Vx, Vy, Vs0, Vs1, Va, Vne, etc., as well as you know your name. *Anybody can be an airplane driver – you want to be a “PILOT.”*

The following article is from one of the AOPA's safety articles –

*A student pilot was flying a Piper Arrow on a solo cross-country flight. While flying over a large metropolitan area the engine stopped due to fuel starvation. The student successfully navigated to a small airport and made a forced landing. The airplane was substantially damaged during the landing but the student was uninjured. A post-landing examination discovered one fuel tank empty and the other about half full – enough fuel to fly for at least 90 minutes. The student recalled completing the engine failure checklist as taught by her instructor. The list, including switching fuel tanks, was spoken as each item was touched but nothing was moved. In the heat of the moment the student reverted to early learning and performed the checklist twice exactly as she'd been taught. As she recited the list she touched each control but **did not move them.***

And then there was this one –

A private pilot was en route from Boston, Massachusetts to a non-towered airport in northern Virginia. Shortly after passing Dulles International Airport, the engine failed due to fuel starvation. The airplane was destroyed and the occupants were severely injured in the night, off-airport landing. The pilot stated that he had made the trip many times before with enough fuel to reach his destination but, on this flight, carburetor heat was applied shortly after takeoff and remained on until the landing. The richer mixture resulted in running out of fuel approximately 10 miles from his destination.

Note: *Although he was running a richer mixture than usual, it's unlikely that the pilot landed with the required fuel reserve on his previous flights. When asked what the fuel gauges indicated before the landing, **the pilot admitted that they showed empty but added that his flight instructor had told him fuel gauges were often inaccurate and not to be trusted.***

On an entirely different note, as I write this article, I think back on my week of flying up here in the high country. On Friday, June 19th, as I taxied out for some pattern work, the Density altitude sign indicated a Density altitude of – are you ready for this – 10,000 feet! That is correct – here at little 'ol Flagstaff, the density altitude was higher than Telluride or Leadville! My trusty old C172 trainer needed almost 3000 feet of runway to get airborne, and you know the climb rate was NOT F-16-like!! But with the proper training, proper leaning and understanding of DA, it was not an issue. Interestingly enough, the POH does not contain take-off or landing distances for that high a pressure altitude, so you get to be a test pilot. That is why we have such a long runway. So, I leave you with this one question – When you check the winds aloft for your flight, do you always factor in the forecasted OAT at the altitude you plan to fly at? I know that you know that the OAT at altitude functions just like the temperature on the ground with relationship to density altitude – CORRECT? DA on the ground is affected by temperature, but by how much?

So here is my mini-lesson for the day –

- What is Standard temperature at Sea Level?

⇒ The answer is 15 degrees Centigrade or 59 degrees Fahrenheit.

The standard lapse rate – or temperature decrease as you go up in altitude – is 2 degrees Centigrade drop in temperature for every 1000 feet altitude increase. In practical terms, this means the temperature drops 2 degrees centigrade from the standard sea level temperature of 15 degrees Centigrade for every 1000 feet you go up. Thus at 5000 feet MSL, the temperature should be 5 degrees Centigrade. That is 5 (thousand feet) times a minus 2, which equals minus 10 added to a plus 15 results in a temperature of 5 degrees centigrade. So, at 10,000 ft, using this formula, the outside air temperature should be MINUS 5 degrees Centigrade – the standard temperature at 10,000 feet. So when you get the winds aloft from the briefer, your flight planner or DUATS, it is important to know the temperatures aloft and to compare the forecasted temperature to the standard. Just like on the ground, if the forecasted temperature is higher than standard, DA comes into play, meaning your airplane will NOT have full performance and will be affected just like it would be on the ground during takeoff. Many of us fly low-powered carburetor-equipped airplanes, with service ceilings of only 13-14,000 feet, and definitely DA susceptible. Just think for a minute – a service ceiling is where the aircraft can barely maintain a climb rate of 100 feet per minute. If your service ceiling is 13,100 feet, and you depart Flagstaff with a DA of 10,000 feet, you are already getting very close to your service ceiling – and the 100 feet per minute capability – or limits of your aircraft! And that service ceiling, with its climb rate, was on a brand new airplane, with every horse in the horsepower a stallion, a factory test pilot and a slick, clean new airplane – just like yours, right???? I am not saying never come to Flag, I'm saying when you do come to Flag, think about what you are doing. DO NOT come or go at max gross weight, think about only partial fuel (Why do you need 80 gallons to fly 50 minutes back to the valley?), think about proper leaning procedures for your airplane, consider the risks, mitigate those risks, and have a nice, safe flight up to the high country. You can always come early morning while it is still cool and the winds have not yet started to blow. It is definitely worth the trip! And I leave you with this thought -

Arizona's disparate climate can yield both the highest temperature across the nation and the lowest temperature across the nation in the same day!

Fred

Should you desire a safety program at your local airport, simply contact APA via info@azpilots.org. 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 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.

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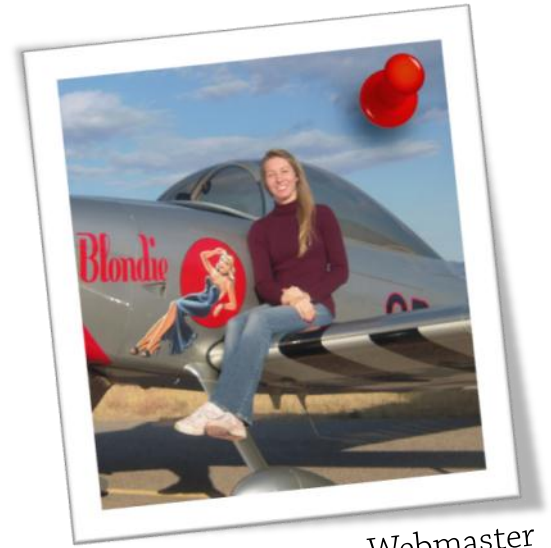
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Please visit our website for the latest information.

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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.



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