



November 2015

APA NEWSLETTER

President's Report

Tommy Thomason, APA President 2

Executive Director's Report

Jim Timm, APA Executive Director 3-5

Grapevine Asphalt Preservation Program

Mark Spencer, APA Vice President 6-8

Another Great Copperstate

Stefanie Spencer 9

New Year's APA Getaway Flight

Brad Lawrence 10-12

AZ Aviation Accident Summary

Jim Timm, APA Executive Director 13

Double Circle Ranch Fly In

Mark Spencer 14

Double Circle Ranch Goes Formal

Mark Spencer 15

Moreton Airpark

Kit McCloud 16

Arizona Airparks

..... 17

SHORT FINAL —

Safety Management System

Barbara Harper 18

GAARMS Report

Fred Gibbs 19-21

Upcoming events

..... 23-24

APA Website & Newsletter Contributors

Stefanie Spencer Webmaster 25

In this issue:

**GAPP - Grapevine
Asphalt Preservation
Program**

New Year's Getaway

Moreton Airpark



Aviators and Aviation Enthusiasts,

I hope this issue of the Arizona Pilots Association newsletter finds you all outside enjoying the great weather and flying activities we are experiencing here in Arizona. The Fly-in / Ramada dedication in Payson was nothing less than great with many friends there to show their appreciation to James Nebrig for all his efforts in making it happen. Several of the backcountry enthusiasts, as well as a number of local advocates, came out to Pleasant Valley (Young) to enjoy burgers and hot dogs burned by yours truly. We were able to have an afternoon filled with flights exploring the local area and letting several young enthusiasts experience their first ever flight. A number of volunteers have spent many hours preparing Grapevine Airstrip for crack sealing, culminating on November 13th & 14th. This year's Copperstate Fly-in was another great success with airplanes, cars, vendors, and fly-by's for everyone's enjoyment, and many new folks joining the ranks of the APA. Read about these and more in the pages to follow.



Have Fun, Fly Safe,

Tommy



Executive Director's Report

Jim Timm — November 2015

Fall is finally here, I think, and if we can keep hurricanes and their remnants out of here, maybe we can finally look forward to enjoying some great flying weather. We kicked off the flying season with the annual Copperstate Fly-in at Casa Grande Municipal Airport (CGZ). After a bit of intimidating weather days before the event, the weather during the entire event was superb. Very light winds and moderate temperatures seemed to rule the day, and the turnout of planes and pilots was good. It was great to be able to have a chat with many of you that stopped by the APA/RAF display inside the big circus tent. Thanks for dropping by!



This year's Copperstate fly-in had a new attraction. A large "drone cage" enclosure had been brought in to contain the various sized drones that were being demonstrated and a drone vendor was also located in the large vendor tent demonstrating and selling very small UAVs. It was amazing how small some of these are with a miniature video camera and how sophisticated they are in how they can be flown. The FAA FFAST safety team had a forum on the proposed UAS regulations and advised us that The U.S. Department of Transportation will soon require registration of all drones, including hobby models. If they do, there isn't enough space on some of these small drones to put an "N" number that could be easily read. Somewhere some sanity is going to have come into play. The FAA missed the September 30 deadline from Congress for legalizing the use of nonmilitary drones in the U.S. Lawmakers had required the agency to develop rules for operating drones by September 30 in a 2012 funding bill for the FAA, but the agency still has not completed a plan for safe integration. We can only hope no one gets hurt before they get things under control.



To address the problem of dealing with a rogue drone operating in an unapproved area, a nonprofit corporation with a long history of developing new technology (it made the first nuclear rods, invented the foundation technology of the CD) has come up with a way to harmlessly disable drones that are flying where they aren't supposed to be flying. They came up with a gun-like radio transmitter that disrupts remote control and GPS signals and can take control of the drone and land it. I guess this is a bit safer approach than what the town of Deer Trail, Colorado, suggested, issuing drone hunting licenses and offering bounties for shooting them down. Enough, I think we need to move on and get back to the other issues that can impact our flying, other than drones. In the meantime, if you do encounter a UAS where it shouldn't be, or you have



a close encounter with one, please be sure to contact ATC and file a NASA report on it! Don't ignore it.

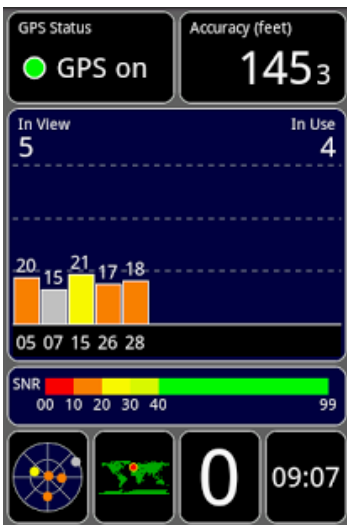
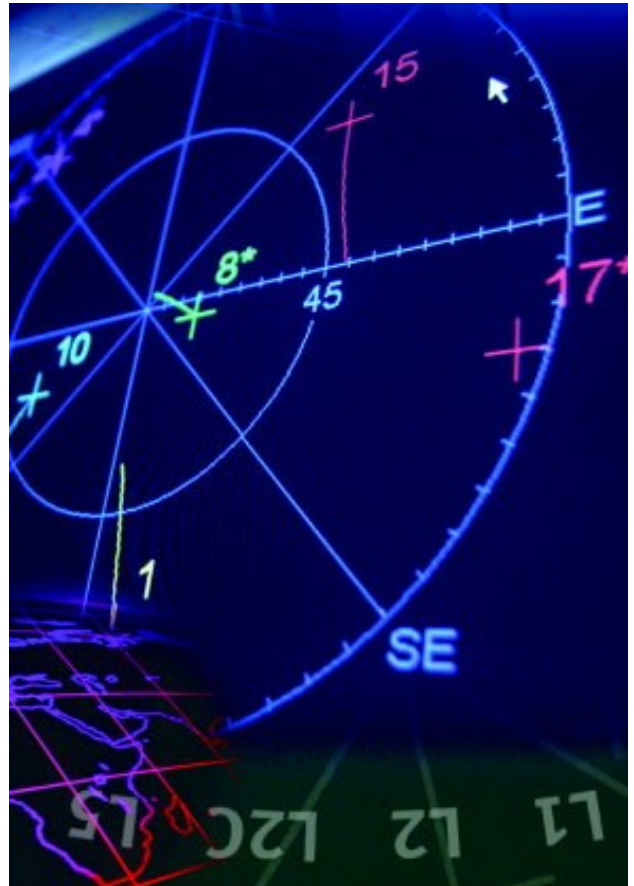
MISCELLANEOUS ITEMS

GPS testing has again been going on during the month of October at Beaty, Nevada; Ridgecrest, California; and Sierra Vista, Arizona; and any one of these could have impacted us here in Arizona, including the Phoenix and Tucson areas. Again, advise ATC and us at the APA, providing the date, time, location and altitude if a momentary GPS navigation problem is experienced.

A lot of airport construction activity is still going continuing, not only in the Phoenix and Tucson area, but all around the state. Be sure to check for NOTAMs before taking off so that you don't encounter a nasty surprise when you get there. Also, continue to be sure to add TFRs to your before flight check list.

This past Arizona aviation accident reporting period has been outstanding. The good news is that only one accident was reported by the NTSB for Arizona, and it appears that the accident may have been relatively minor

in nature because the NTSB report did not contain any accident details. In these cases, while aircraft damage was significant, if there were any injuries, they most likely were minor in nature. See my October accident summary for the limited details available.



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. An update of the Sedona Airport (SED) and the Deer Valley Airport (DVT) master plans are still in process and we have just added Grand Canyon Airport to the master plan list. We are also closely following the proposal to add on site parachute landings at Casa Grande, KCGZ, where the FAA recently id a 180 degree from their first evaluation and lowered the activity to "moderate risk." This is not the final go ahead as the FAA requires that the risk level be reduced to "low" through appropriate mitigation activities prior to a drop zone being approved. Airport

manager, Richard Wilkie will continue working with the Airport Advisory Council and Phoenix Area Skydiving, Inc. on assessing this new evaluation, and the final direction for the proposed drop zone on the airport grounds.

THINGS TO DO - PLACES TO GO FOR BREAKFAST:

- The first Saturday of the month fly in breakfast at Coolidge Municipal Airport (P08) restarts this month. Due to health department issues, a lunch wagon vendor was used this month, leaving many unhappy. The Lions club will be back in business serving their own breakfast in November!

- The second Saturday of the month, Ryan Field (RYN) fly in buffet breakfast should be restarting this month. However, breakfast is available at the restaurant next door.
- The Falcon Field EAA Warbirds Squadron Breakfast on the third Saturday is restarting.
- 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 “fly in breakfast special” on the menu; the price for adults is \$7 and kids \$5.

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



Jim





Grapevine Asphalt Preservation Program Update - GAPP

Crack Sealing on November 13th, 14th, & 15th

By Mark Spencer



Improvements for Grapevine!

Volunteers Rodney Tang, Mike Andresen, Jeff Wilson and APA President, Tommy Thomason, celebrate the completion of crack clearing, in preparation for November's crack sealing effort at the Grapevine airstrip located on the Tonto National Forest, just off the shores of Roosevelt Lake. They were joined by several other hard working folks who even worked through the rain.

As we pointed out in the last two newsletters, while all of the progress, new shades, picnic tables, and portable bathroom are great, we can no longer ignore the steady degradation of the airstrip it-

self. 15 + years without maintenance is beginning to take a toll, and now retired Bureau of Reclamation engineer, Rodney Tang, who originally designed the Grapevine airstrip asphalt upgrade, tells us we are running out of time.

The big weekend is nearly here! Everything is leading up to the weekend of November 13th, 14th, and 15th as the big crack sealing event. Crafcro will be hauling their rigs out there and providing three men to train and help us, but we must have enough hands to rotate crews every thirty minutes or so. We cannot afford to run short on volunteers that weekend, so please make a commitment to help by sending an email to me at m Spencer@AZPilots.org! Even if you can only drive in for a few hours, please let us know.



RSVP!

Please, we need to know if you are coming to help save Grapevine the weekend of November 13, 14th & 15th. Several have already RSVP'd, but many have only responded verbally. We need an email from you with your cell phone number to: m Spencer@AZPilots.org. We'll need this to contact you in case of any last minute changes!

FLYING or DRIVING: If you live anywhere within 2 hours of the lake, we need you to drive in! It's a nice drive, and there is plenty of parking and camping space. If you are further and must fly, please plan on arriving on Friday, November 13th! (Sorry for the date) We will be working on Friday afternoon, so earlier the better, but landing will be possible all day. Use 122.9 to announce your arrival so we can clear the runway for you. Landing will only be possible until 7:30AM on Saturday! *You must let us know if you are flying in!*

SPECIAL CLOTHING REQUIRED: 100% Cotton clothing, long sleeves and pants, all leather shoes, NO synthetic or FAUX leather, leather/cotton work gloves, and safety glasses are a **must**. Push brooms, flat blade shovels, and rakes may be of help, and if you can bring a gas grill sized full propane tank, as we may need extra supplies for our weed burners.

So let's talk finances one last time. I am happy to report that financial support has been very strong. We've received donations from other aviation organizations, including the RAF, and the NM Pilot's Association, and KPHO Channel 5, and we are enjoying extremely generous individual donations. A very special thanks goes to the American Center for Philanthropy, JR and Jane Spalj, for their generous gift! At this point we are only short by a few thousand dollars. Every donation counts, so please send any donation you can afford, noting *Grapevine Fund* in the memo field.

The APA is a 501c(3) organization and your donation is tax deductible. No one in the APA receives a salary, so 100% of your donations and dues go to the mission!

Our mailing address is:

Arizona Pilot's Association
PO Box 61242
Phoenix, AZ 85082-1242

You can also donate through our web site www.AZPilots.org

Our financial goal is to collect enough to complete surface sealing after the crack sealing, and that is necessary to ensure that the asphalt lasts long into our future.

I'll also say again that we may never have an opportunity as has been presented to us by Crafcro Inc. located in Chandler, AZ. Not only has Crafcro generously offered us the crack sealant at near cost, about 1/3rd the price of retail, but when they discovered that we would do the work with an all-volunteer team, using home built equipment, they now have also donated the use of three of their 250 gallon double burner oil bathed systems, air compressors, along with three Crafcro volunteers, including the location manager, Bryan Darling, AT NO COST! What this means to the Arizona pilot community is that we'll be getting roughly ~~\$45,000 - \$50,000~~ *I've been corrected*, Approximately \$100,000 worth of crack sealing, necessary to save the incredible Grapevine airstrip, for the cost of wholesale material alone!



JOIN US IN SAVING GRAPEVINE!

RSVP NOW to Mark at mspencer@azpilots.org

Mark



November, 2015

Friday, November 13, 2015 - Sunday, November 15, 2015

[Grapevine CRACK SEALING WEEKEND](#)

Friday, November 20, 2015 - Sunday, November 22, 2015

[Grapevine Grand Re-Opening Fly-In Weekend](#)

December, 2015

Friday, December 18, 2015 - Sunday, December 20, 2015

[Grapevine Monthly Fly-In Weekend](#)



Another Great Copperstate Fly-In!

By Stefanie Spencer



The weather was just incredible for this year's Copperstate, and while Steve Bass tells us that while early gate attendance may have been a little off from last year's, Saturday's attendance matched last year's numbers. As for the APA booth, we've never had a better booth and lots of folks came by to say hello, join, and renew memberships! The APA's forums were also very well attended. Kit, Stefanie, and other volunteers helped man, or perhaps woman, the booth to a fun and successful show for the APA. The classic cars we a hit with guests; look for the antique auto show to expand to two days next year.

Stef



New Year APA Getaway Flight to Guaymas

Feb 12-14, 2016

By Brad Lawrence

The next getaway flight will be a little different regarding the direction of flight: due south. For most of you, a trip to Mexico is not new, but for those of you never testing the waters, so to speak, this trip could serve you well with experience and reduce your anxiety. Traveling in a group makes the experience even better. The second weekend of February 2016 the Getaway Flight will take us to Guaymas, Mexico (MMGM).

Less than 350nm from the Phoenix area this makes a nice trip with scenic terrain and minimum customs issues. Guaymas is a port of entry into Mexico. We'll have the necessary trip planning information for you published in the upcoming APA Newsletters.



San Carlos Harbor – next to Guaymas, Mexico

There's a beautiful resort hotel overlooking the largest natural sea port in Mexico, the Marinaterra Hotel & Spa located in San Carlos, next to Guaymas. Rates for the hotel average \$100 a night.



The Marinaterra Hotel & Spa, San Carlos, Mexico

Guaymas International Airport is a very friendly host to U.S. pilots and offers services for customs and immigration as well as any piloting needs you may have.



Guaymas International Airport

The area of Guaymas offers many options for the tourist including beach sports, charter boat sport fishing, shopping, dinner cruises, parasailing, golfing, snorkeling at San Pedro Island, ATV rentals, horseback riding on the beach, sailing, kayaking, and more. You can really get into the water activities, or just relax and watch it all go by.



Snorkeling by San Pedro Island



Horseback riding on the beach



Kayaking



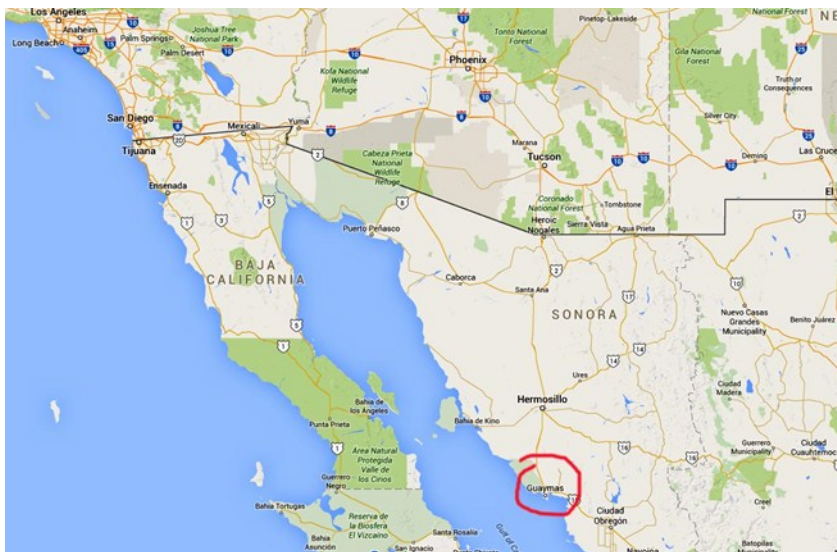
Sport Fishing for dorado and tuna

We expect a good crowd for this trip. Please email or call Brad Lawrence to sign up!

Please include your name & guest(s), home base, tail number, and % of possibility of making the trip. We'll have details for customs and immigration, flight plans, insurance, equipment, etc. in the next newsletter.

Brad Lawrence brad@azpilots.org
(602) 460-4286.

Brad



November Aviation Accident Summary

by Jim Timm

The following are the NTSB reports of aviation accidents that occurred in Arizona from late September thru late October. As all detailed accident information becomes available, APA will attempt to use it to develop safety programs and briefings that should help pilots learn from the mistakes being made by others and prevent similar accidents from happening to them.

From a flight safety standpoint, this reporting period is exceptionally good in that only one accident has been reported, and apparently it may not have involved serious injuries because the NTSB notice was devoid of accident details at this time. The number of accidents occurring here in Arizona has been significantly reduced so far this year. I would like to hope people are still flying about as much as before, but they are doing it much more safely, and I hope everyone keeps this trend up for the rest of the year and beyond.

So far this year, in the state of Arizona, we have only had one fatal accident involving a single fatality. However, the bad news is that there have been some fatal accidents involving Arizona pilots that have occurred out of state, and these accidents have always been exceedingly difficult for us to identify and track. Based on information we have been able to obtain, we believe these out of state fatal accidents involving our pilots may also be significantly down.

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

Accident Date: Sunday, October 4, 2015
Location: Marble Canyon
Aircraft Type: Bushmaster Super Bushmaster LS1

NO NTSB INFORMATION AVAILABLE



If there are more details on any of the above accidents, it can be found on our website here:

<http://azpilots.org/news/17-safety/50219-accident-summary-november-2015>

Double Circle Ranch Fly In & Camp

By Mark Spencer

November 7th, 8th & 9th



It looks like we'll be gifted with another incredible weekend of great weather! We hope to see you all at this weekend's Double Circle Ranch fly in and camp! We'll be having fun and conversation around the fire in the old lodge. As a special treat, Jim & Diane Wisda are providing Slop-

py Joes (and condiments), beans, chips, bread pudding, and bottled water for lunch on Saturday. Please bring your favorite dish for Saturday evening's potluck.

Bring your safety glasses, gloves, a 1" wide putty knife, and small hammer if you'd like to help us change out some broken windows on the lodge. We'll need a few extra hands on this project that has finally been approved by the USFS.

As always, watch our [facebook page](#) for any last minute announcements or changes. You **don't** need to be a Facebook user to view APA's Facebook site!!!



[Double Circle Ranch Safety Pamphlet](#)



AIRPARKS OF ARIZONA

By Kit McCloud

MORETON AIRPARK (23AZ) WICKENBURG, AZ

Moreton is one of the oldest in the family of private Arizona airparks. Originating on the Moreton Ranch, at an elevation of elevation 2455', the airfield was first surveyed and graded back in the fifties. In 1958 it was recognized by the federal government and designated by the FAA as 23AZ. The airfield property originally encompassed 340 acres of land. The airpark is comprised of lot sizes of 4, 10, and 20 acres. Presently there is a 137 acre parcel for sale with 24 – 4 acre home sites. There is an adjacent 50 acre lot within the Special Use Permit for sale which could be used to expand the airpark. The field has 3 runways, with 13/31 being the longest and widest at 4500' x 75'. It has low intensity lights and is hard packed dirt. Moreton airpark operates under a Special Use Permit for hangars on lots, taxiways, and general airport ops issued by Yavapai County and is home to over 25 based aircraft. Power is supplied by APS and the water comes from private wells.

The field is located 35 miles northwest of Surprise, AZ, and 7 miles northwest of downtown Wickenburg. It is situated between Black Hill, Casandro, and Flores. To the east on the other side of highway 93 is a large ongoing Van Tyle development at the Wickenburg Ranch Golf Course. Equestrian & winter-resident activities are increasing in popularity in the Wickenburg area. Moreton is definitely located in the middle of beautiful country to explore by plane, horse, 4x4, or on foot.

For pilots using Wickenburg airport, exercise caution for Moreton traffic given the two strips are less than 4 miles apart. Traffic approaching to land straight in on Wickenburg's RWY 23 from the northwest come very close to Moreton's traffic pattern.

The Airport Manager is Mr. Daniel Kropp 602-315-0323. For real estate inquiries please contact the APA sponsored Realtor, Ms. Pat Mindrup at [West USA Realty](#) 928-671-1597.

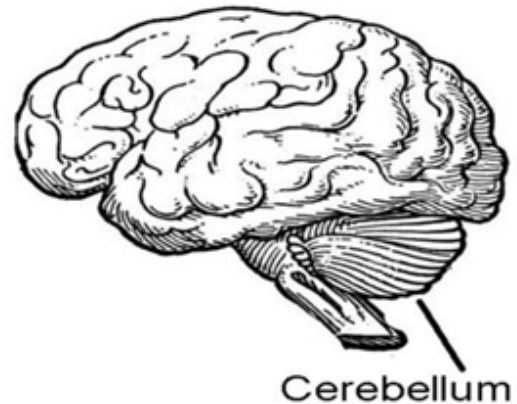


AIRPARK NAME / CONTACT	CITY	Homes / sites	REALTOR
Big Springs Airpark Mgr: Peter Hartman (928) 626-7207	Prescott	12	
Castle Wells Mgr: Gerald DaFoe (810) 516-9122	Morristown	5/10	Pat Mindrup - WEST USA Realty 928-671-1597 pat@wickenburgpat.com
Eagle Roost Airpark Mgr: John Greissing (928) 685-3433	Aguila	85 / 115 (5 acre lots)	Pat Mindrup - WEST USA Realty 928-671-1597 pat@wickenburgpat.com
Flying Diamond Airpark Mgr: Lou Cook (520) 399-3879	Tucson	20/97	
Flying J Ranch Mgr: Howard Jenkins (928) 485-9201	Pima	2/ 28	
Hangar Haciendas Mgr: Scott Johnson (602) 320-2382	Laveen	39 lots w/sep taxi ways	
High Mesa Air Park Mgr: Phil DiBartola 928-428-6811	Safford	/19 (2.5 acre lots)	
Inde Motorsports Ranch Airport Mgr: John Mabry (520) 384-0796	Wilcox	4/9 (1 acre lots) on 100 acres w/race track	
Indian Hills Airpark Mgr: Gerry Breeyear (928) 916-0608	Salome	75	
La Cholla Airpark Mgr: Larry Newman (520) 297-8096	Oro Valley	122	
Mogollon Airpark Admin: Cheri Thomas (928) 535-3071	Overgaard	60	
Montezuma Heights Airpark Mgr: Glen Tenniswood (928) 274-1233	Camp Verde	43/44	
Moreton Airpark Mgr: Daniel Kropp (602) 315-0323	Wickenburg	2	Pat Mindrup - WEST USA Realty 928-671-1597 pat@wickenburgpat.com
Pegasus Airpark Mgr: Jack @ 1st Svc Res (480) 987-9348	Queen Creek	15/40	
Pilot's Rest Airpark Resident: Dave Mansker 818-237-0008	Paulden	4/25	
Ruby Star Airpark Mgr: Wendy Magras (520) 477-1534	Green Valley	13 / 74	
Valley of the Eagle (Sampley's) Airpark Mgr: Jerry Witsken (928) 685-4859	Aguila	30	Pat Mindrup - WEST USA Realty 928-671-1597 pat@wickenburgpat.com
Skyranch at Carefree Mgr: Tommy Thomason (602) 708-2040	Carefree	20	
Stellar Air Park Mgr: SRUA, Inc. (480) 295-2683	Chandler	95/105	
Sun Valley Airpark Mgr: Jim Lambert (928) 768-5096	Fort Mohave	55/107	
Thunder Ridge Airpark John Anderson janderson72j@gmail.com	Morristown	9/14 (on 160 acres)	Pat Mindrup - WEST USA Realty 928-671-1597 pat@wickenburgpat.com
Triangle Airpark Mgr: Walt Stout (702) 202-9851	White Hills	115 acres	
Twin Hawks Mgr: Tim Blowers (520) 349-7677	Marana	2/40 (4 acre lots) on 155 acres	
Western Sky Mgr: Mr. Hauer (877) 285-0662	Salome	all 200 acres for sale	Pat Mindrup - WEST USA Realty 928-671-1597 pat@wickenburgpat.com
Whetstone Airpark Mgr: Brian Ulmer (520) 456-0483	Whetstone	5 / 12	

SAFETY REBOOTED THROUGH THE SAFETY MANAGEMENT SYSTEM

By Barbara Harper

In Tibet they have an expression, “Make sure your brain is not stuck, too rigid.” This saying relates to decision making, specifically in aviation safety, or it could be applied to a safety framework that supports an aviation culture of safety. As such, a safety management system (SMS) is a systematic approach to managing safety, including the necessary organizational structures, policies, and procedures. Established in 2001, it is a map of design safety principles that enables the best in safety.



Safety Management System



I am surprised that the SMS is not even mentioned in the Aeronautical Information Manual (AIM). Primarily international charters, flight schools, airports, air carriers, air traffic, manufacturers, and other organizations in the aviation industry are aware of this international requirement, and have developed a safety system to meet their particular needs; it is a requirement of ICAO (International Civil Aviation Organization). In addition, in 2010 ICAO mandated requirements for states to set up a State Safety Program (SSP) in order to achieve acceptable safety performance in their aviation systems. So far the international membership in SMS is Spain,

Brazil, Netherlands, New Zealand, Australia, France, Italy, Switzerland, Finland, Japan, Canada, United Kingdom, Hong Kong, United Arab Emirates, and the United States. Aviation organizations benefit from SMS by sharing best practices from lessons learned through collaboration. The sharing of methods and tools used to develop safety programs is beneficial to all.

Barbara

WANTED: Aircraft Tug



Looking to buy a tug suitable for up to 3500lbs. Aircraft is a BL-17 (Bellanca Super Viking). It has a nose wheel door on the front of the strut and the strut has no place to hook into. Connection needs to be into the axle. The [Powertow EZ40](#) is one that will fit for example. Contact Ian Shere at 916-849-7325 or email: ian@citruskiwi.com

GAARMS Report: November 2015

By Fred Gibbs



I am beginning to sound like an old recording stuck on playback! “LADY LUCK” still continues to smile on the GA community here in Arizona! We are still at “ONLY ONE FATAL ACCIDENT” so far state-wide for 2015, and only two out-of-



state fatal accidents involving an Arizona-based pilot. Whatever you are doing, keep doing it! You always hear me say at the safety programs, “If you are NOT part of the (safety) solution, you may just become part of the problem.” We only have 2 months left in 2015 – please continue to do whatever you are doing and we can make this the safest year I have ever seen, and I won’t mind it at all if you leave me with nothing to say at GAARMS 2016!

Just before I sat down to write this article, I had to go retrieve my airplane from the avionics shop over in Prescott. I begged a ride from a friend who

graciously agreed to take me. So, off we went. Smooth air, no traffic to speak of, just loafing along for this short 25 minute trip. About 15 minutes into the flight we started to smell something funny, and our attention went straight to the amp meter and the voltage readout on the JPI EGT unit. They were going crazy!! So we did the next logical thing – we asked ourselves, “Hmmm, I wonder how much this is going to cost?” No, not really, but I’m sure he was thinking it! In reality, we discussed what we perceived was going on, analyzed the problem being presented to us, and decided on a course of action. WOW – real cockpit resource management!!! We still had several minutes before we had to contact PRC tower, so we turned off the avionics master and all the lights, then cycled the “ALT” side of the master switch while we watched the amp meter. We still had voltage fluctuations, so we cycled the entire master switch. Things settled down a bit, so we started to bring pieces of equipment up on line. First the number 2 radio (the number one was the GPS430W), then the transponder. After getting the PRC ATIS, it was time to call the tower. We explained our dilemma, including the fact that we could lose all electrics at any time, and they cleared us to land on Runway 12 with approval to turn off anywhere we wanted to. Kudos everywhere as the situation was very professionally handled by the PRC controller. We advised the tower we planned to turn off on the taxiway going right into the avionics shop ramp. Oh yeah, just to make it more interesting, we were in a retractable gear airplane! We double checked to make sure all unnecessary power was shut down and then we put the gear down. No problems there, with 3 in the green, just one less thing to worry about, had I been worried. My friend that was flying is a recently certified commercial pilot, trained by me, so I was not the least bit concerned. We landed without incident.



We spent about 30 minutes on the ramp trouble-shooting and determined that the problem was spo-

radic. The voltage “sorta” stabilized, and the amp meter stopped jumping all around. So we decided that he would go test fly the airplane around the pattern. If the problem returned, we would just land and leave the airplane at the shop. I waited on the ground. He got as far as the takeoff roll and the voltage went crazy. He aborted, taxied back to the avionics shop ramp, and parked it. We flew home in my airplane. The moral of the story is: **Discretion is always the better part of valor!** No heroes, no “I think I can make it,” no stupid decisions, no chance of making it onto Fred’s GAARMS presentation.

When I am out there flying, unless it is a catastrophic structural failure, I consider most problems as a challenge to my personal ability to analyze the problem and deal with it in a professional manner. If I am instructing when an issue occurs, the problem becomes not just a challenge, but also a teachable moment for the student. I have always felt teachable moments come in two flavors: one is when the student learns **“YIKES, DON’T EVER DO THAT AGAIN!”** and the second is **“WOW!”** Now I understand why I need to know that.” Both leave lasting memories, and great “hangar-flying” stories are born out of them.

Last month I told you that the FAA was doing away with EFAS (or flight watch as it is commonly called), as well as HARS, AAS, & RAAS, and pulling the emergency frequency 121.5 out of the flight service stations. Now I just read that the FAA is doing away with the Area Forecast (FA) product. Do you get the impression the FAA, or at least the Air Traffic Organization (ATO), doesn’t care a whole lot about GA any more? Also, the Lockheed Martin Flight Service contract is on three 1-year extensions, and the FAA is actually considering doing away with the entire concept of flight service? If they really go that way there will be NO ONE to call to help you with weather briefings or flight plans, and NO ONE at the end of the radio to answer your request for weather updates, open or close your flight plans, or provide assistance for other issues, etc. The responsibility for weather briefings will be on you and your computer/laptop/iPad, and if you want a weather update while in flight, you will have to go buy something to provide ADS-B “In” capability!!! The FAA wants to simply automate everything and put all the responsibilities on the pilot. AOPA is fighting that, but they will need our support to win that battle. Seems the Air Traffic Organization is more interested in saving money than saving your life! It is becoming apparent that the Air Traffic Organization does NOT want to continue providing those services that allow you to comply with the FARs to meet the legal requirements required by the Flight Standards Organization (you know, the guys who enforce the regulations). The Flight Standards side of FAA says that weather remains one of the major causes of fatal accidents while the Air Traffic side of the house wants to do away with the Flight Service side of the FAA (who provides that service) because it costs too much money.



Perhaps the two organizations need to talk to each other....

And, did you know this? The FAA has already reduced the costs of providing flight services by over 3 billion dollars – that’s right, 3 BILLION DOLLARS, 3 hundred million per year - over the past 10 years under Lockheed Martin. Hmmm, wonder what they did with that money? Sure did not go into improving services!!!

On an entirely different subject, as a reminder for those of you who fly to the North Country (you



know, like up here in Flagstaff), you do realize that winter is coming, right?? Those of us who live up here certainly do recognize the change is coming, as late night temperatures are already down in the 30's and frost is on the wings every morning now. And with winter comes a whole lot of night flying – and night landings! Are you current for night flight with passengers? You know, the FAA doesn't care if you kill yourself; they only care if you kill passengers. Thus, the 90 day takeoff and landing regulation that says you must be night current to carry passengers!

Which raises the question, "When does night begin?" And "night" raises several more questions: First, when do I have to turn on my NAV lights? Second, when do I have to turn on my strobe lights? Third, when do I have to turn on my landing lights? Fourth, when do I start and stop logging night time? And finally, "How are my instrument flying skills, because it is really, really dark out there on a moonless night!" If you don't know the answers to these questions, you might just need a sit down for a session with your favorite Flight Instructor before you decide to venture out there into the wild "Black Yonder."

And as I said in last month's newsletter, if you plan to fly north this season, you need to consider not only the weather, but the entire environment: temperature changes and dressing accordingly, aircraft protection (like covers), removing wheel pants, oil cooler

covers, brooms and scrapers to clean off your aircraft, and even engine heaters.



If you would like a winter flying safety program at your local airport, simply [contact the APA](#). 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.

Fred

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.

***A big thank you to our
Corporate Sponsor!***





High Tech Flying

Authored by [Robert Littlefield](#)

Glass cockpits, NextGen, iPads, drones -- these and other advances of the Information Age are revolutionizing aviation. **High Tech Flying** examines how these advances are impacting aviation and gives pilots the tools and knowledge they need to fly safely and efficiently in this new environment. **High Tech Flying** explains these technologies in plain English and from the pilot's perspective, and explains how they work together to create a new way of flying in the Information Age.

The first chapters examine two technologies which have really "taken off" in the last five years - NextGen and personal devices such as tablet computers and smartphones. Next **High Tech Flying** examines "The Glass Cockpit Revolution" - how it happened, what it means for pilots, and how to use glass cockpit technology to fly safely and efficiently. It

includes chapters on "Mastering the Glass Cockpit" and "Flight Planning In the Information Age."

It is vital that flight instructors understand these advances, not only because they fly in this environment but because it is their job to communicate this knowledge to the pilot community. That is why **High Tech Flying** includes a chapter on "Flight Training in the Information Age." Because checklists are a vital part of flying safely and effectively in the Information Age **High Tech Flying** dedicates a separate chapter to their creation and use. **High Tech Flying** concludes with a chapter on "The Future," which tries to predict where the on-going digital revolution will take aviation.

High Tech Flying is available online at [Amazon](#) as a paperback or as a Kindle e-book, and in many pilot shops around the country. For more information please visit our website at www.hightechflying.com.

SUN=FOIL

Aircraft Sunscreens, Inc.

800-328-1232 www.sunfoil.com

The GOLD Standard Since 1989!

The very best aircraft sunscreens available
anywhere are made right here in Arizona



Sun-Foil Exclusive Features

Include:

- Gold or Silver Mylar Laminate For Style, Rigidity & Longer Life
- Suction Cups Combine with a Friction Fit to Ensure Your Screens are Always in Place Protecting your Expensive Investment
- We Always Guarantee A Perfect Fit and 100% Satisfaction!



2019 E Tonopah Dr. Phoenix, Az.; 85024-4420
Phone: 1-602-569-9334 Fax: 1-602-569-5719
Web: www.sunfoil.com Email: info@sunfoil.com



AIRPORT FLY-IN & OPEN HOUSE



Fly Like a Young Eagle
SATURDAY, NOVEMBER 7
7:30 – 11:00AM

Sierra Vista Municipal Airport
2100 Airport Ave

FREE

Have your kids become "Young Eagles" at the Sierra Vista Municipal Airport. The first 200 children, ages 8-17, can take an exciting airplane flight for free! This event will also feature aviation displays and a pancake breakfast.

Pancake breakfast | 7:00 – 10:00AM

\$5 Adults

\$3 Children under 12

Each child must have a signed permission slip from a parent or guardian to become a young eagle.

NEED MORE INFORMATION?

PUBLIC WORKS

401 Gullio Cesare
458-5775

EMAIL

Yvette.Matthias@SierraVistaAZ.gov

www.SierraVistaAZ.gov

Thank You to Our
Sponsors:



05-30-2015



Building self esteem and confidence for special needs kids through flight

FLY DAY EVENT FOR SPECIAL NEEDS KIDS Scottsdale Municipal Airport At Landmark Aviation November 7, 2015

THE MAIN EVENT

All participating special needs children will experience the fun and excitement of flight in a general aviation aircraft. Kid Pilots who are capable may even be allowed to handle the controls.

MORE FUN FOR THE KIDS

SKY KIDS HAS ARRANGED FOR A FUN DAY ON THE GROUND TOO

- Face Painters
- Police and Fire Displays
- Clowns
- A fun BBQ lunch
- Some interesting aircraft displays

For more information visit <http://www.SkyKidsAZ.org>

or

Email: Info@SkyKidsAZ.org

Sky Kids, Inc. is an Arizona 501c(3) Public Charity
All donations are tax deductible

APA Website

Please visit our website for the latest information.

www.azpilots.org A great resource for APA's work in the state, archived newsletters, current events, APA's continuous work with legislators, a calendar of activities, and more.

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

Webmaster@AZPilots.org



Stefanie Spencer— Webmaster

Newsletter Contributors

Article Deadline

20th Editor reminds "The Team" to submit articles

25th Authors submit articles and advertisements

Contact the newsletter editor:

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!



Writers welcomed!



APA Clothing

The online store is currently on the [Square Market, click here](#).

Advertisements

As a benefit to current members, you may advertise aviation related items in the APA Newsletter and online. Classified ads for items that you own are completely free, just send those requests to our webmaster [Stefanie](#). Photographic ads range from business card size to full page. Please contact our sponsorship and advertising chairman [Rick](#) for more information on advertising.

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.

Volunteer 501 (c) (3) Organization

The Arizona Pilots Association (APA) is an all volunteer 501 (c) (3) organization. The articles you find in our newsletter are written by volunteers and do not necessarily reflect the opinions or position of the APA, nor have they been vetted for technical accuracy.

