



January 2016

APA NEWSLETTER

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# President's Report

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## Aviators and Aviation Enthusiasts,

Happy New Year aviators! I hope 2015 was good for everyone, and I'm looking forward to an even better 2016. The Arizona Pilots Association has worked hard at supporting our mission of being the voice for general aviation in Arizona. We have conducted several aviation safety seminars, preserved and opened some backcountry airstrips, coordinated and posted aviation events on our calendar, met with state and federal government agencies a number of times, increased the funding of our scholarship program, and provided a number of opportunities for aviators to connect with each other. We hope to continue our momentum this year, but can only do so with the help of your volunteer efforts. We are in need of a new Scholarship Program Chairman, authors for newsletter articles, social event coordinators, and more. If you are interested in any of these volunteer opportunities, please [contact me](#), [Mark Spencer](#), or drop a note to our Webmaster [Stefanie](#).



Have Fun, Fly Safe, *Tommy*



# Executive Director's Report

**Jim Timm — January 2016**

I hope all of you had a merry Christmas and a safe time welcoming in the New Year. So far this winter the weather has produced some great opportunities to get in some quality flying time. I hope many of you have been able to take advantage of it. Thanks to all of you for flying safely, and as a result, we ended the year with a very good safety record. Let's keep it up; I appreciate not having to write a long safety report each month. I'm looking forward to seeing you at the upcoming flying events.



Finally, the Senate Committee on Commerce, Science and Transportation has passed the Pilot's Bill of Rights 2, bringing significant third class medical reform one more step closer to reality. However, it still has a very long way to go. Under the present revised bill, the FAA will have a year from the date the legislation becomes law to produce a final rule reflecting the legislation's provisions. If the final rule is not ready within one year of the bill's enactment, pilots will be allowed to fly under the guidelines set out in the legislation without facing FAA enforcement action. The bill that was passed by the committee appears to me to be so convoluted in its requirements that it would almost seem to be easier to continue with the present Third Class Medical requirements. To recap a bit of what is proposed:

"Under the Pilot's Bill of Rights 2, most pilots who have held a valid third class medical, either regular or special issuance, within 10 years of the legislation's enactment would never need to get another FAA medical exam. The rule would apply to pilots flying VFR or IFR in aircraft weighing up to 6,000 pounds and carrying up to five passengers at altitudes below 18,000 feet and speeds up to 250 knots.



- Pilots who develop certain medical conditions, including a small list of specific cardiac, mental health, or neurological conditions, will have to get an FAA special issuance medical one time only.
- For pilots who have not had a valid medical in the past 10 years and those who have never applied for and received a medical certificate, a one-time third class medical certification by an aviation medical examiner will be required. After a pilot has been medically certified once, either through the regular or special issuance processes, he or she also will be able to fly indefinitely without needing to go through the FAA medical certification process again.
- After pilots have met these requirements, they will need to visit their personal physician once every four years for a medical exam. Pilots will need to fill out a form and provide it to the doctor performing the exam. The form will include a short questionnaire for pilots as well as a list of items the doctor must include in the examination. Following the exam, both the physician and the pilot must sign the form. The pilot must make a note of the visit and keep the signed form in his or her logbook.
- While the form will include some of the items that are now part of the third class medical exam, it will not require the doctor to make a "pass/fail" judgment, and no information about the exam needs to be provided to the FAA unless it is specifically requested. In addition to the medical



exam by a personal physician once every four years, pilots will be required to take a free online education course on aeromedical factors every two years. The course will be designed to increase awareness and understanding of medical factors that can affect a pilot's fitness to fly."

I would think that trying to get your family doctor to use an FAA medical exam form and sign it for you is fantasy. You will probably still have to go to an AME to get the required checkup. It all appears to have really strayed far away from the original intent of simplifying the private pilot medical requirements by only having a valid driver's license in lieu of an FAA medical certificate.

## MISCELLANEOUS ITEMS

It's good to see that some of the interesting high-tech items that the experimental aircraft are able to enjoy, continue to make their way into certified aircraft use. The latest I noticed was that the FAA issued a TSO approval for the Sandia 340 electronic attitude indicator permitting its use in certified aircraft. Actually, it's a four-in-one instrument, providing attitude, airspeed, altitude, and slip. The instrument can be installed as a replacement for an existing vacuum driven attitude indicator as a minor installation under the FAA's new policy statement for part 23 aircraft, and it will fit in a standard 3" instrument opening. Because it's electronic, I think it should be great as it shouldn't tumble in unusual attitudes or get the bearings damaged from too many hard landings with a resultant short service life, and expensive overhauls, and besides, it weighs less than a pound. It's got to be next on the must have list.



Significant airport construction activity is still ongoing in the Phoenix and Tucson area, and also around the state. Be sure to check for NOTAMs before taking off for another airport so you don't encounter a nasty surprise when you get there. Also, continue to be sure to add TFRs to your pre-flight check list.

This past aviation accident reporting period has been both good and bad. The good news was that the NTSB issued only two reports of accidents in Arizona, and one of the reports did not contain accident details, which would indicate it was minor in nature regarding injuries. In the other report, which did contain details, the airplane lost power while landing, and landed short of the runway in unsuitable terrain, seriously damaging the airplane, but neither occupant was injured. The bad news is there was a helicopter accident on December 15 near Superior in which there were two fatalities and one serious injury. Because of the serious nature of the accident, the NTSB will normally issue a preliminary report when the accident notice is published, and at the time this was written, the accident report had not been issued.

The APA is still working with various airports around the state, providing the pilot and aircraft owner perspective in the process of updating Airport Master Plans. An update of the Sedona Airport (SED), Deer Valley Airport (DVT), and Grand Canyon Airport (GCN) master plans are currently in process.

## 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.

*Jim*

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





# Arizona Backcountry Events Winter and Spring 2016

By Mark Spencer

The temps will be warming up soon and we have a full lineup planned for the 2016 spring backcountry season! Of course, with spring starting in January, in the desert anyway, we'll kick off with a couple of training events hosted by some of the best in the country. Dave Dunteman will be presenting his [Back-to-Basics](#) class at the Ak-Chin Airport (AZ39) on Saturday, January 23<sup>rd</sup>. This is a great way to start out the spring season by polishing up on the basics of safe off-airport operations. Given Dave's thousands of hours in command of fighter jets, his humble approach to basics is not only refreshing, but interesting and memorable. We are currently working on securing Wings Credit for this training.



Dragoon Mountains

As we head into the warmer months, many of you will consider some trips into the high country, and with it, exploring various mountain and canyon areas. Thanks to APA President Tommy Thomason's efforts, Lori MacNichol will come down to Arizona and give a fascinating classroom Mountain/Canyon flying seminar (more info is available on [www.mountaincanyonflying.com](http://www.mountaincanyonflying.com)). See the flyer later in this newsletter. We are also working on Wings Credit for this training.



You can count on our regular, every third Saturday fly-in and camp at the Grapevine airstrip at Roosevelt Lake. Of course, you can arrive on Friday and stay until Sunday. Check out these events on our calendar for specifics, and for details regarding the lunch served on Saturdays. The APA provides a port-a-john at mid-field for your convenience. These weekends are a great place to meet new friends and learn about what's going on from aviators around the southwest.



We're not fooling with you when we say that the USFS Pleasant Valley Airstrip (24AZ), just outside of historic Young, is an Arizona favorite, not only for aviators, but for the local folks who enjoy our events there. Join us there on April 1<sup>st</sup> for backcountry at its best. There will be transportation to and from Young for folks who prefer the softer side, with a motel bed. It's best to call ahead to reserve a room. You'll notice that we've scheduled a backup date for this in case of bad weather, so keep a watch on the calendar, and at our [Facebook](#) page for up to the minute news on events in the backcountry.

We'll round out the spring lineup with my personal favorite, the old Double Circle Ranch, just north of Safford. The Airstrip here is not much more than a dirt road, but we've seen all sorts of aircraft visit. The history here is incredible. From its origin as a homestead in 1878 to the beginning of its demise in 1929, the Double Circle retains its southwestern ranch charm. The lodge structure is open for all, and we usually have a fire in the old fireplace in the evenings. Join us here on May 13<sup>th</sup> - 16<sup>th</sup>, with a backup also set for the following weekend. Again, watch for news on our [Facebook](#) page to stay up to date as these events approach!

Mark



**All calendar events require a signed liability waiver, please [Download it here!](#)**



## **Winter/Spring 2016 Backcountry Events**

***Save these dates!***

### **January, 2016**

Friday, January 15, 2016 - Sunday, January 17, 2016

[\*\*Grapevine Monthly Fly-In Weekend\*\*](#)

Saturday, January 23, 2016

[\*\*Back to Basics at Ak-Chin \(A39\) with Dave Dunteman\*\*](#)

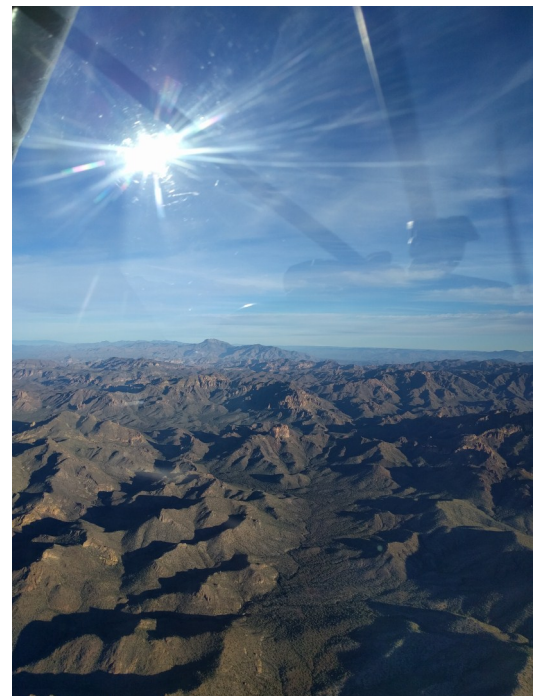
Saturday, January 30, 2016

[\*\*Mountain Canyon Flying with Lori MacNichol \(P48\)\*\*](#)

### **February, 2016**

Friday, February 19, 2016 - Sunday, February 21, 2016

[\*\*Grapevine Monthly Fly-In Weekend\*\*](#)





## March, 2016

Friday, March 04, 2016 – Saturday March 5, 2016

[Cactus Fly In Casa Grande \(CGZ\)](#)

Friday, March 18, 2016 – Sunday, March 20, 2016

[Grapevine Monthly Fly-In Weekend](#)

## April, 2016

Friday, April 1, 2016 – Sunday, April 3, 2016

[Pleasant Valley, Young AZ \(24AZ\)](#)

Bad Weather BACKUP DATE:

*Friday, April 8, 2016 – Sunday, April 10, 2016*

Friday, April 15, 2016 – Sunday, April 17, 2016

[Grapevine Monthly Fly-In Weekend](#)

Friday, April 29, 2016 – Sunday, May 1, 2016

[Double Circle Ranch \(Z66\)](#)

Bad Weather BACKUP DATE:

*Friday, May 6, 2016 – Sunday, May 8, 2016*

## May, 2016

Saturday May 7, 2016

**ASAG Meeting**

Friday, May 20, 2016 – Sunday, May 22, 2016

[Grapevine Monthly Fly-In Weekend](#)





# January Aviation Accident Summary

by Jim Timm

The following are the NTSB reports of aviation accidents that have occurred in Arizona from late November thru late December. 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 was both good and bad in that there were only three accidents and in two of them the injuries were either none or minor in nature. The really bad news was that one of the accidents involved two fatalities. As this report is being written, there are only a few days left in the year, and I hope we can finish off the year without any more accidents, especially serious ones.

So far in the last reporting period, the NTSB issued reports of only two accidents, both relatively minor in nature. However, days before this report was written, there was a helicopter accident northwest of Superior in the Superstition Mountains involving two fatalities and one serious injury. Because of the serious nature of the accident, the initial NTSB reporting of the incident will no doubt be delayed slightly to include a preliminary accident report. Of the two accidents that were reported by the NTSB, one was the result of a power loss on approach to landing which terminated in landing short of the runway in unsuitable terrain. Neither occupant was injured, only the airplane sustained serious injuries. The other reported accident did not contain any accident information, and therefore it could be assumed that it was minor in nature in reference to personal injuries.

Fortunately the accident numbers have been down, and for the most part, they have been minor in nature. I only hope we can complete the year with a record low accident/injury rate. If everyone will plan and execute all their flights with continued careful planning, and good judgment we should be able to make this a banner year for safety. So please fly safe!

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

## **Accident Date: Wednesday, November 25, 2015**

Report Dated 12/8/15

Title 14 CFR Part 91

Location: Wickenburg

Aircraft Type: Piper PA 28-140

Injuries: 2 Uninjured

## **LOSS OF POWER, LANDING**

About 1000 MST on November 25, a Piper PA 28-140, N7PM, was substantially damaged during a forced landing following a partial loss of engine power near Wickenburg Municipal Airport (E25). The private pilot and flight instructor were not injured.

According to a Federal Aviation Administration inspector, the purpose of the flight was to familiarize the pilot with the airplane prior to his purchase of it. At the conclusion of the flight, they returned to E25 to conduct practice takeoffs and landings. While on the base leg of the traffic pattern for landing on runway 5, the flight instructor attempted to apply engine power, but the engine did not respond.

The flight instructor assumed control of the airplane and was able to produce a response from the engine by "pumping" the throttle, however, the airplane could not reach the runway, and the flight instructor conducted a forced landing to desert terrain. The airplane came to rest upright and sustained substantial damage to both wings, the fuselage, and empennage. About 20 gallons of blue-colored fuel was drained from the right wing fuel tank. The left wing fuel tank was breached during the accident sequence. Visual meteorological conditions prevailed, and no flight plan was filed for the local flight, which departed from E25 about 0900.

**Accident Date: Sunday, December 13, 2015**

Location: Rimrock

Aircraft Type: Lancair 360

NO NTSB INFORMATION AVAILABLE

**Accident Date: Tuesday, December 15, 2015**

Location: Superior

Aircraft Type: Airbus AS350-B2

Injuries: 2 Fatal, 1 Serious

REPORT NOT YET ISSUED BY THE NTSB

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VIEW MORE PHOTOS & SEE MORE DETAILS ABOUT THIS LOT AT - <http://bit.ly/1ICYL8J>



JASON DAWSON

Listing agent | 480.620.8874



STEPHANY BULLINGTON

Listing agent | 480.292.2054

Build the custom home & hangar of your dreams on this spacious 1.1 acre parcel... Airpark/FBO amenities include the recently paved 5000 x 60 foot runway for aircraft up to 12, 500lbs, 24 hour card lock fuel service, separate condominium & executive hangars & tie downs. This prime location lot offers direct taxiway access at rear of property along with mountain views to both the northeast & southwest! - VIEW MORE PHOTOS & SEE MORE DETAILS ABOUT THIS LOT AT - <http://bit.ly/1ICYL8J>



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	<b>Pat Mindrup</b> - WEST USA Realty 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
Mgr: Gerald DaFoe (810) 516-9122			
<b>Eagle Roost Airpark</b>	Aguila	85 / 115 (5 acre lots)	<b>Pat Mindrup</b> - WEST USA Realty 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
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	<b>Kevin Baker</b> - Realty ONE Group 480-432-9800 <a href="http://azaviationproperties.com">azaviationproperties.com</a>
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>La Cholla 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	<b>Pat Mindrup</b> - WEST USA Realty 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
Mgr: Daniel Kropp (602) 315-0323			
<b>Pegasus Airpark</b>	Queen Creek	15/40	<b>Kevin Baker</b> - Realty ONE Group 480-432-9800 <a href="http://azaviationproperties.com">azaviationproperties.com</a>
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>Valley of the Eagle (Sampley's) Airpark</b>	Aguila	30	<b>Pat Mindrup</b> - WEST USA Realty 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
Mgr: Jerry Witsken (928) 685-4859			
<b>Skyranch at Carefree</b>	Carefree	20	<b>Kevin Baker</b> - Realty ONE Group 480-432-9800 <a href="http://azaviationproperties.com">azaviationproperties.com</a>
Mgr: Tommy Thomason (602) 708-2040			
<b>Stellar Air Park</b>	Chandler	95/105	<b>Kevin Baker</b> - Realty ONE Group 480-432-9800 <a href="http://azaviationproperties.com">azaviationproperties.com</a>
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)	<b>Pat Mindrup</b> - WEST USA Realty 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
John Anderson janderson72j@gmail.com			
<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	<b>Pat Mindrup</b> - WEST USA Realty 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
Mgr: Mr. Hauer (877) 285-0662			
<b>Whetstone Airpark</b>	Whetstone	5 / 12	
Mgr: Brian Ulmer (520) 456-0483			



# APA Getaway Fly-in to Guaymas, Mexico



**February 5-7 (NEW DATE)**

We already have over a dozen airplanes signed up for the fly-in to Guaymas and more are coming. This should be a very smooth operation and a lot of fun especially for the first timers experiencing Mexico. As you read in the [Dec 2015 APA Newsletter](#), the long term items for preparation were the 2016 US Customs Decals (\$27.50 – DTOPS), 12” registration letters, Mexican Insurance, and signing up for eAPIS (get a Sender ID and Password) . Please refer to the [APA Guaymas Procedures](#) presentation for a brief overview of how to prepare and what to expect when we fly to Guaymas. If you follow this, you will have a pleasant experience. You will also need the [Mexico eAPIS Spreadsheet](#) for emailing to Mexico prior to your flight. All these procedures may sound complicated, but they’re not. Just make sure you bring hard copies of everything and you’ll be fine. Scanned copies of pilot and airplane docs are perfect.

Some people have indicated they would like to go early or stay later than the typical “out on Saturday morning and back on Sunday afternoon” routine. I am going to organize based on either a Friday-Sunday trip or a Saturday-Sunday trip. Let me know your intentions. I’ll be organizing rental cars amongst us, so as to optimize the number of cars needed. BTW, rental cars will maximize our flexibility and minimize the costs.

Make your reservations at the Hotel Armida <http://www.hotelarmida.com.mx/>





The Getaway should be a lot of fun for everyone. You will have plenty of time on Sunday to clear customs, fly home and be ready for the Super Bowl.

Please send me your sign up information ([brad@azpilots.org](mailto:brad@azpilots.org) 602-460-4286)

Name	Phone#	Email	
Interest (med/high)	Past trips to Mexico (Y/N)	Tail #	Type
Passenger(s)	Departing a/p	Open plane seats	
Renting a car at airport	(Y / N)		

Please also complete and send in a **Liability Waiver**, [available online here](#).



## Finish Your Instrument Rating!

Are you one of the many pilots who started instrument training, only to quit out of frustration with the quality or pace of your training?

I will design a **personalized** program for you to **minimize the time and cost to finish your rating** and **insure you get the training you need!** I specialize in instrument training (I have given over 2500 hours of instrument flight instruction) and have helped many pilots complete their instrument rating.

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- Cirrus Pilot Proficiency Program (CPPP) Instructor
- Cessna FITS Instructor Plus (CFAI+)
- Columbia Factory Flight Instructor, Avidyne & Garmin 1000
- Author of the book *Glass Cockpit Flying*
- FAA Master WINGS Holder
- Advanced and Instrument Ground Instructor

**Bob Littlefield, Gold Seal CFI, CFII, MEI**  
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# **4<sup>th</sup> Annual Pleasant Valley (Turf / P48) Fly-In January 30<sup>th</sup>!**

*Events include:*



## ***Mountain & Canyon Flying Seminar***

*Presented by Lori MacNichol*

[www.mountaincanyonflying.com](http://www.mountaincanyonflying.com)

***8:30am – 3pm***

***Pleasant Valley (Turf / P48)***

***\$30 / APA member***

***\$55 / non member***

***FAAS Team “Wings” Credits***



## ***Accuracy Landing & Flour Sack Drop***

***10:00am (attend this or the class)***

[\*\*\*Liability Waiver Required\*\*\*](#)

***Lunch for both activities***

***\$5 donation***

***Burgers, Hot Dogs, Water & Soft Drinks***

**For more information or to sign up, contact**

**Tommy Thomason**

[\*\*tethomason@azpilots.org\*\*](mailto:tethomason@azpilots.org)



## ***GAARMS Report: January 2016***

**By Fred Gibbs**



2015 has come, and 2015 has gone. Last month I cited our good fortune of no fatal accidents in the preceding 4 to 5 months, and lo and behold, we continued that good fortune right up until mid-December. And then, *RATS*, we had that fatal air ambulance helicopter crash down east of Apache Junction. Unfortunately, two of the three air ambulance medical people, those wonderful folks who fly through thick and thin, good weather and bad, to help us - **or rescue us** - perished in the accident. The irony...

The **NO** fatal accidents time-frame window broke at approximately 195 days – that was 6 – 6 ½ months without a fatal accident. OOHRAH! Pat yourselves on the back, but, as I have always said, don't get cocky or complacent. Remember, it only takes one mistake to create an accident, one error in judgment, one miscalculation, one "OOPS," one "Oh Sh\*t" to erase 20 "Atta-Boys!"

**GAARMS V**, the fifth **General Aviation Accident Reduction and Mitigation Symposium**, is in the planning stage. GAARMS is a major joint safety initiative by the Arizona Pilots Association (APA), The Arizona Safety Advisory Group (ASAG), and the Scottsdale FSDO Safety Program. It directly targets the Arizona-based and trained pilot community; in reality, this is the only pilot community the APA can actually reach out and touch. As a member of the APA, it is one of the many benefits we offer. And, as you know, we always ask our members to bring a "Wingman" to the safety programs, hoping to both increase membership by demonstrating the benefits of belonging, and by reaching out to non-members to further instill the safety culture. The date and time are *tentatively planned* for **Saturday, March 19th, 9:00AM to Noon**, so mark your calendars. As of right now the actual location is not yet locked down, but it will be somewhere in the Phoenix area. We are working on that as you read this. Stay tuned and watch for that announcement in later this month and in the February newsletter. It will also come out in Late February/early March as a FAA safety program with WINGS credits.

At the GAARMS symposium, we will be dissecting the two fatal accidents that occurred in-state (Arizona) during calendar year 2015, as well as the two fatal out-of-state accidents involving Arizona-based aircraft. All four of the accidents involved Arizona-based pilots. To the best of my knowledge, none were APA members, and none of them ever attended an APA safety program or seminar. While GAARMS will (attempt to) go deep into the accidents, in a nut-shell, there were three accidents that occurred during the takeoff phase of flight. Two are still actual causes unknown, and the third one was categorized as a Loss of Control, an apparent, but not verified, low level stall.

(One should never be too quick to pass judgment, or assume anything about an accident is simple, until ALL the facts are uncovered.) The fourth, the recent helicopter crash, is also cause unknown. All of these accidents will be analyzed, scrutinized, and sanitized, so we can present them to you without any finger-pointing or blame. The intent is to educate you about what and how it happened, NOT who to blame, so that you can learn from others' mistakes. That is a critical part of flying – and life – learning from other folks' mistakes, because none of us will live long enough to make all of them ourselves!

FYI, the air ambulance community is steeped in safety programs of their own. They operate in an

unforgiving environment – low level operations and dangerous conditions, rescuing folks from tough environments, moving medical patients under emergency situations, landing in off-the-beaten path locations dodging trees, wires, etc... even at night under lousy weather conditions. Several years ago we had a mid-air collision between two air ambulance helicopters both arriving at the Flagstaff Medical Center, which the NTSB said was the result of each failing to see the other helicopter (The old “see and avoid” rule) and not even knowing the other one was out there. As a result of that mid-air collision, the FAA changed the boundary (size) of the Flagstaff Class “D” airspace to a larger surface area that encompassed the Flagstaff Medical Center. That change now requires radio contact with the Flagstaff tower for all helicopter arrivals and departures from the Medical Center. Here is the excerpt from the AIM:

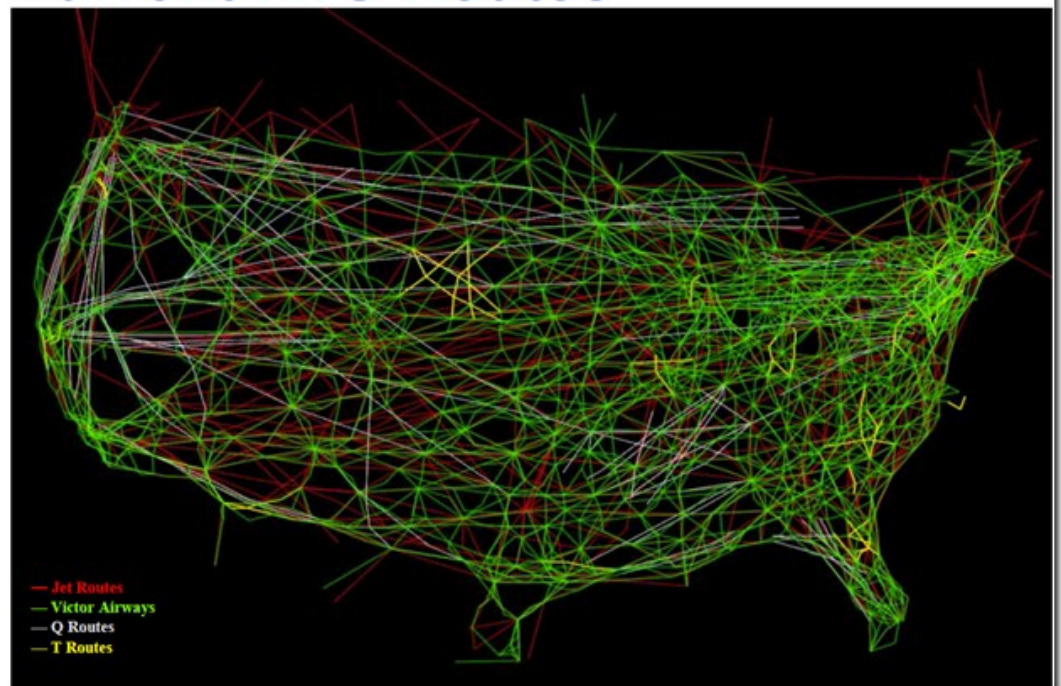
*Class D: No pilot may take off or land an aircraft at a satellite airport (like the **Flagstaff Medical Center – my words**) within a Class D airspace area except in compliance with FAA arrival and departure traffic patterns. A pilot departing from the primary airport or satellite airport with an operating control tower must establish and maintain two-way radio communications with the control tower, and thereafter as instructed by ATC while operating in the Class D airspace area. If departing from a satellite airport without an operating control tower, the pilot must establish and maintain two-way radio communications with the ATC facility having jurisdiction over the Class D airspace area as soon as practicable after departing. Two-way radio communications must be established and maintained with the ATC facility providing air traffic services prior to entering the airspace and thereafter maintained while within the airspace.*

### [Latest Update on the FAA’s VOR Decommissioning Program](#)

- The VOR MON (Minimum Operational Network) Program will be implemented by decommissioning 30-50% of the VORs in the NAS by 2025 (*although the current plan retains all VORs in the designated mountainous region of the U.S.—roughly the western third of the country*).
- The reduction will begin gradually over the first five years during which time the bulk of the procedural/airway/airspace work will assessed. Then the plan is to accelerate the process, with 20-25 VORs shut down each year.

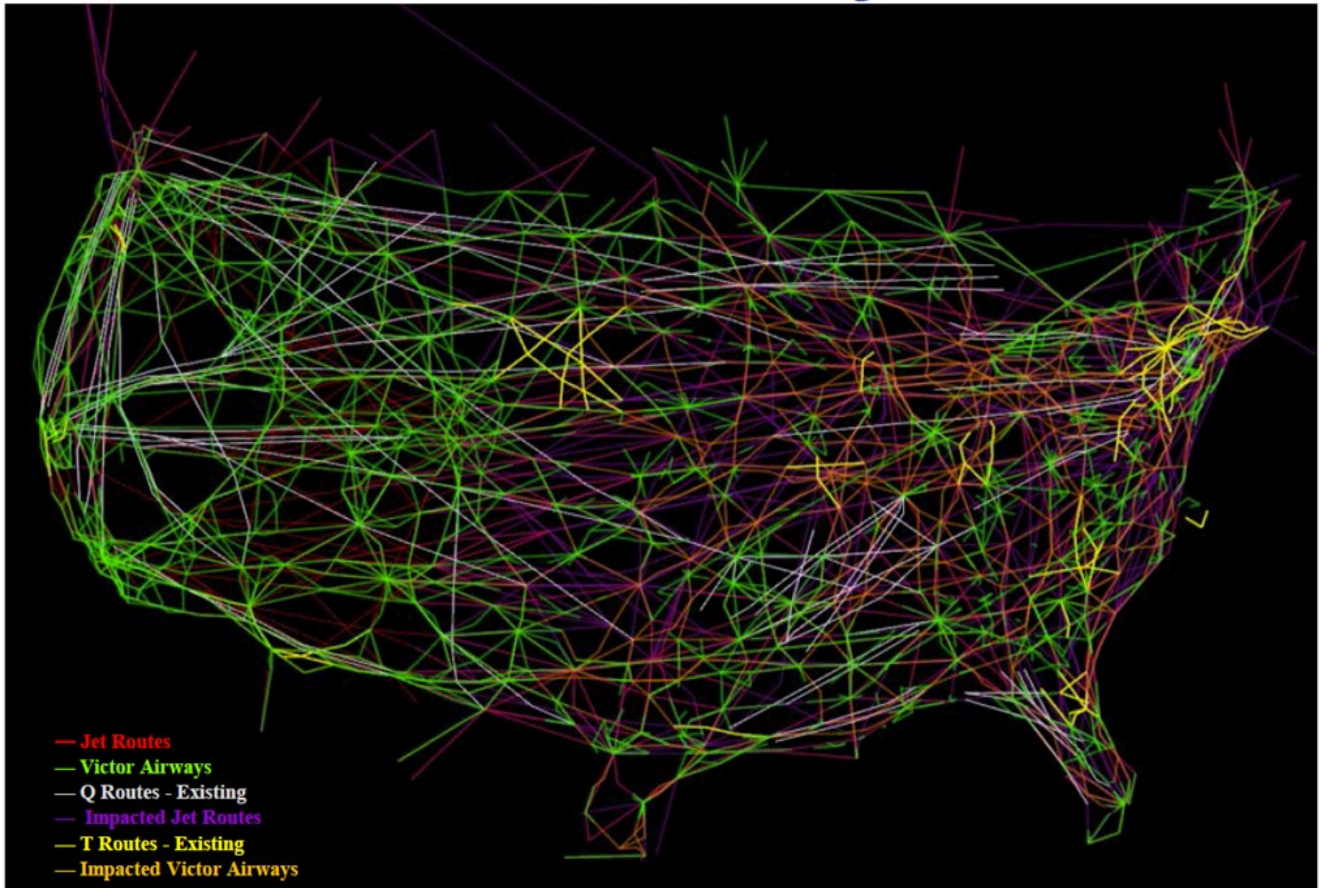
- Only FAA owned/operated VORs will be considered for shut-down.
- DMEs and TACANs will generally be retained.
- Many of the remaining VORs will be enhanced to supply increased service volume. VOR standard service volume (SSV) will become 77 NM radius at 5000 ft. AGL.
- Increase support for

## Current ATS Routes





# ATS Routes Affected by VOR MON



direct navigation between VORs without airways.

- Retain sufficient ILSs, LOCs, and VORs to support “safe-landing” at a suitable destination with a GPS-independent approach (ILS, LOC or VOR) within 100 NM of any location within CONUS.
- Provide seamless VOR coverage at and above 5000 ft AGL.
- More than 5,000 instrument approaches may be affected by the reduction in operational VORs.
- Nearly 1,300 SIDs, STARs, and ODPs may be affected by the reduction in operational VORs.
- FAA is working on/pondering how to refer to and chart DME-only facilities

The goals established for the MON include allowing pilots to:

- Revert from PBN to conventional navigation in the event of a Global Positioning System (GPS) outage;
- Tune and identify a VOR at an altitude of 5,000 feet or higher;
- Navigate using VOR procedures through a GPS outage area;
- Navigate to a MON airport within 100 nautical miles to fly an Instrument Landing System (ILS) or VOR instrument approach without Distance Measuring Equipment (DME), Automatic Direction Finder (ADF), surveillance, or GPS; and
- Navigate along VOR Airways especially in mountainous terrain where surveillance services are not available and Minimum En Route Altitudes (MEAs) offer lower altitude selection for options in icing conditions.

For more information on the VOR shutdown and the future shutdown schedule, go on line and search for "FAA VOR MON" and have fun searching and reading all the different sites talking about this, including the FAA's own PowerPoint presentations on the subject.

Should you desire a safety or educational program at your local airport, simply contact me directly at [fredgibbs@npgcable.com](mailto:fredgibbs@npgcable.com), or call me at 410-206-3753. 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.***

***Statistics show that the folks having accidents are the ones who don't participate in the WINGS or safety programs, so help us reach out to those folks and pull them in.***



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

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





# *I was the Night Before Christmas*

WILL SANTA CLAUS NEED ADS-B?

By Howard Deevers

Well, of course not. Everyone knows that Santa is *the only one* flying on Christmas Eve, well almost the only one. Some scheduled airlines do fly, but they are way up there and no problem to Santa. Very few General Aviation airplanes are flying.

Several years ago we decided to make a flight from Pittsburgh, PA, to Moline, IL, on Christmas Eve. We had both worked most of the day and the departure from Pittsburgh in a Mooney 201 was mid-afternoon. Weather was pretty good, but I filed and IFR flight plan anyway. The Mooney could make that trip non-stop, so we planned to arrive in Moline just after dark.

It was cold, but the plane performed very well in the colder weather. About 30 minutes after departure, while in cruise flight, I heard a “thump” in the engine. Quickly checking all instruments, I could find nothing out of the normal. Since there was very little traffic, the air traffic controllers were being extra nice on that day. I got handed off to Fort Wayne, IN, Approach and the young lady controller was almost glad to have the company. We exchanged greetings, and she asked if we were going to stop there. I said that we usually do, but this day we were going to make it a non-stop trip to Moline.

Just then there was another “thump” in the engine. Again, I checked all instruments and gauges and nothing seemed out of the normal, but then another “thump,” and another “thump.” OK, this is the time to get on the ground and find out what is going on. Although the engine RPM and MAP never changed I did not think it was a good idea to continue on, and it would be getting dark very soon. An engine problem in the dark was not an appealing idea, so I called back to Fort Wayne Approach and said that we would be making a landing there. In fact, since I was not sure about the engine at that moment, I would declare an emergency and take any available runway. The landing was uneventful and I turned off the runway and was met by a fire truck. They weren’t taking any chances either.

We got a tow to the FBO. Late on Christmas Eve I was not sure that any mechanics would be there, but there were a few. They checked over the engine, and pulled the spark plugs to inspect them. All seemed OK, and they replaced only one plug, even thought it looked OK too. I took a quick test flight, and heard the “thump” again, and landed. That ended the flight on that day. I would not continue cross country in the dark with a questionable thing going on in the engine. There is a motel right across from the terminal building, so we checked in for the night.

I called my instructor friend, Woody, in Pittsburgh and told him about the problem. I don’t know anyone that knows Mooney’s better than Woody. He asked if I had done a good job of checking for water in the fuel before take-off. I said that I had and found no water or anything else in the fuel. He said that when it is very cold, like it was that night, some droplets of water can freeze and get suspended in the fuel. When a small drop of water makes its way into a cylinder there would be a single misfire, then everything would continue as normal. Woody said to get rid of this possible problem, add a pint of alcohol to each fuel tank. The alcohol would actually mix with the water, or ice crystals, where as gasoline would not, and that little amount of alcohol would not cause any problem in the engine. So, on Christmas Morning, we were back at the FBO. They did add the alcohol to each tank, and we topped off with fuel. The problem went away. It was clear but very cold, and we were in Moline by 10:30 to be met by the only employee that was required to work at the FBO that day. Family members picked us up a few minutes later for a fun Christmas and weekend.

Never did see Santa Clause either day on that flight. I am sure that ATC would have pointed out the traffic to me, since there was not much traffic other than scheduled air anywhere.

Could that problem happen in Arizona? Well, it does get cold here, too. I have never experienced that again, but am on guard for it anyway. Don't forget to do a good pre-flight on any plane for every flight. And, don't miss the Safety Seminars by your Arizona Pilots Association. Bring your "wingman" and have a Happy New Year!

Howard



*Karen and Daryl Austermillers*

## The Austermillers "Breakfast Club"

By Kit McCloud

On Sunday, December 12, Daryl and Karen Austermillers (Prescott) "summoned" some flying friends to join them for breakfast in Payson at the restaurant on the field. It was a good turn out on this crystal clear morning with several hungry aviators making the trek. What a delightful view of the Mogollon Rim covered with snow as a backdrop. Even the aprons and sidewalks at Payson were a little icy, but indeed a beautiful and invigorating morning. The conversation and the pancakes were excellent.

Daryl had a small group of invitees, but I'm sure he would welcome all aviators to join in on future breakfast outings. These are ad hoc and could have as little as a couple of days' notice, or just a day, or maybe even the night before; he'll send out the destination and ETA. In any case, if you're up for it, send your email address to Daryl ([da2060@gmail.com](mailto:da2060@gmail.com)). On this day, the following pilots joined the Austermillers: Roger Heindorffer, Bill Bohannon and Lynn Brown, Dave Cartier, Kent Henry, Chuck Fryer, Brad Lawrence and Kit Murphy, Steve Bobko-Hillenaar and Ron Taggart, Duane Fredrickson, Don Bodnar and Tracy Weaver, and Paul and Charlie Pitkin.



*Approaching from the West*



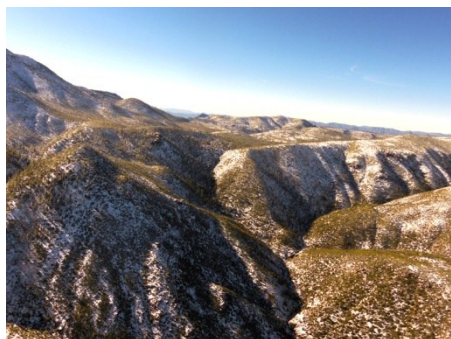
*Breakfast for 17*



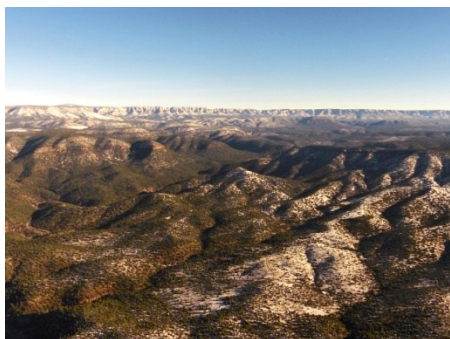
*Approach to Rwy 06*



*Letting Breakfast Settle*



*Cruising at 6,000' heading west*



*Mogollon Rim in Background*



# BACK TO BASICS

## GET TO KNOW YOUR AIRPLANE

Come Join the APA at Ak-Chin for a presentation on rules of thumb for differing conditions, and practice your spot landing technique in preparation for next week's contest at Turf (Pleasant Valley P48). Be there at Ak-Chin by 9:00 AM in the main building just east of the fuel pumps. Also, fuel is a bargain there!



Issue 1, January 23, 2016

### Program

January 23,  
9:00AM  
Ak-Chin A39

Know Your Airplane  
Part1: Academics

Part 2: Short Field Takeoff  
Spot Landing Practice



## Can I get Airborne?

"If you know the enemy and know yourself, you need not fear the result of a hundred battles. If you know yourself but not the enemy, for every victory gained you will also suffer a defeat. If you know neither the enemy nor yourself, you will succumb in every battle."

— [Sun Tzu, The Art of War](#)

How many times have you ventured out to a new location and thought "I know I can land and takeoff there", and without any further thought, landed?

This may not end poorly when venturing out to long strips at low elevations, but we are setting a dangerous precedent if we don't build healthy habit patterns in our preflight planning. This short newsletter will take a look at the often-ignored POH, FAA requirements for pre-flight planning, effect of weight, runway slope, wind, and elevation on Takeoff distance and present tables for you to use to explore your own aircraft.

Don't become a statistic!

*Come learn how you can know that your next take-off or landing will be a success.*

Please submit Feedback and lessons you learn! Send pictures to [daviddunteman@me.com](mailto:daviddunteman@me.com)



# What planning am I supposed to do?

We all know we can takeoff from our home field, but what happens when we venture to shorter fields or higher elevations?

## 91.103 Preflight action.

Each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight. This information must include—

(a) For a flight under IFR or a flight not in the vicinity of an airport, weather reports and forecasts, fuel requirements, alternatives available if the planned flight cannot be

completed, and any known traffic delays of which the pilot in command has been advised by ATC;

(b) For any flight, runway lengths at airports of intended use, and the following takeoff and landing distance information:

(1) For civil aircraft for which an approved Airplane or Rotorcraft Flight Manual containing takeoff and landing distance data is required, the takeoff and landing distance data contained therein; and

(2) For civil aircraft other than those specified in paragraph (b)(1) of this section, other reliable information appropriate to the aircraft, relating to aircraft performance under expected values of airport elevation and runway slope, aircraft gross weight, and wind and temperature.

## Airport Elevation, Slope, Weight, Wind, Temperature

### Rules of Thumb from Imeson's Mountain Flying Bible

**Upslope Takeoff Distance:** From 1 degree up to 2 degrees, add 10% per degree to the Density Altitude (DA) takeoff distance.

**Downslope Takeoff Distance:** Decrease DA takeoff distance by 5 % per degree.

**Ground Effect:** Fly no higher than  $\frac{1}{2}$  the wingspan above the ground until obtaining V<sub>x</sub>.





# Takeoff Distance

We would find our planning would have been much more in-depth if we knew this outcome was a possibility! Part of planning for success involves boring homework.



Homework Project One: Find the POH T/O Distance for your aircraft at your home field elevation at 70 degrees and no wind. Now do the same for Smiley Creek Idaho at 7160 feet elevation and 80 degree's.

My aircraft is a Cub Crafters Top Cub and here are my values.

1. Home KDVT, 1500' field elevation and 100 degrees. Weight with half Fuel, 1650 pounds and me. No wind takeoff 425 feet. Same problem with today's 60-degree temperature yields 320 feet no wind.
2. Smiley Creek yields a 750-foot takeoff roll. If I added full fuel an adult passenger and gear it becomes 1470 feet.
3. There are a couple of points to consider. First, knowledge of the longer takeoff roll should help me to not want to pull the aircraft off the ground in the same amount of time that I normally do at home.

The problem is we become creatures of habit and "know" that our aircraft comes off the ground in about a five count at home. We travel to a much higher elevation and now we see the anticipated rush of the ground but if we notice (we usually wont) the airspeed is not where it should be to rotate. If we rotate at this point and try to pull the aircraft off the ground we may make it into ground effect but we will not accelerate very quickly due to the high amount of induced drag with our higher pitch attitude which we pull to in order to try to make the aircraft fly. At best we settle back to the runway and abort. At worst we pull to an altitude higher than our wing span and a wing drops in a stall and we attempt to lift the falling wing with aileron which in turn increases the angle of attack on the

already stalled wing which then further increases the drag and decreases the lift on that already down going wing and we are in an unrecoverable incipient spin. This exact accident has happened repeatedly at high-density altitude or



If the above discussion about the incipient spin didn't make sense to you consider an upset training course.

high wind locations. We must arm ourselves with the knowledge of truly knowing our aircraft as well as ourselves.



## More Rules of Thumb from Imeson's Mountain Flying Bible



During the winter spend time getting to know your aircraft and yourself so that you are armed for the battle with the environment when flying season returns!



### Determine Density Altitude

For each 10 degrees above or below standard temperature, add or subtract 600 feet to or from the field elevation.

### Fixed Pitch Propeller DA Takeoff Distance

To the standard SL takeoff distance, add 12% for each thousand feet of DA up to 8000 feet. Add an additional 20% for each additional 1000 feet DA above 8000 feet.

### Constant Speed Propeller DA Takeoff Distance

To the standard SL takeoff distance, add 10% for each thousand feet of DA up to 8000 feet. Add an additional 15% for each additional 1000 feet DA above 8000 feet.

### DA Rate of Climb (ROC)—Fixed-Pitch Prop

Reduce SL ROC 7% for each 1000 feet DA up to 8500 feet and 8% for each 1000 feet above 8500.

### DA Rate of Climb (ROC)—Variable-Pitch Prop

Reduce SL ROC 6% for each 1000 feet DA up to 8500 feet and 8% for each 1000 feet above 8500.

### T/O Distance Varies as the Square of the GW

New weight divided by original weight squared equals takeoff distance factor to be multiplied by the original T/O distance at original weight.

### Headwind Reduces T/O Distance

Determine T/O distance for DA. Multiply by 0.90 and subtract the value of the ratio of the headwind divided by the rotation speed.

### Tailwind Increases T/O Distance

The Tailwind T/O distance equals 110% of normal takeoff distance plus a percentage of tailwind speed divided by the rotation speed.

### Takeoff from Various Surfaces

Increase the Takeoff Distance: Firm Turf—add 7%; Rough, Rocky, or Short Grass—add 10%; Long Grass—add 20-30 %; Soft Field—add 23-75%; Mud or Snow—add 50% or more.



## 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)

## 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 newsletter editor:

[Newsletter\\_Editor@AZPilots.org](mailto:Newsletter_Editor@AZPilots.org)

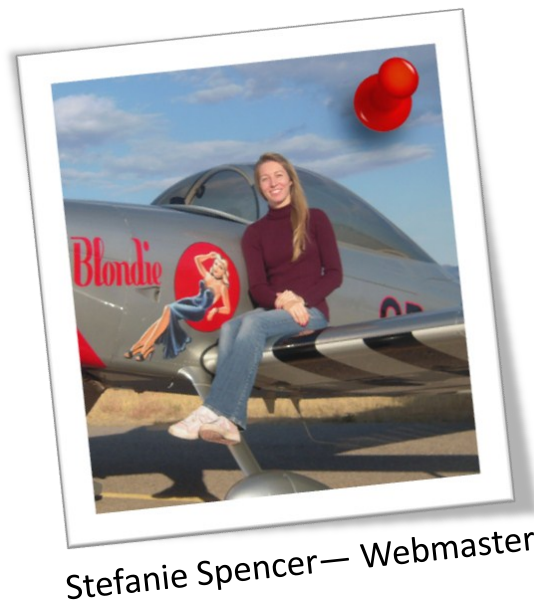
For anyone wanting to contribute to this newsletter please submit your writing in an email file along with photos and captions (separate files). The APA would like to publish information about what's happening in your area of Arizona. Subject matter could range from regulatory issues to new places to 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!*



*Writers welcomed!*



Stefanie Spencer— Webmaster



## 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.

