



In this issue:

**Backcountry Update**

**Back to Basics**

**Guaymas Get Away**

**GAARMS Report**

*March 2016*

*APA NEWSLETTER*

## President's Report

Tommy Thomason, APA President .....2

## Executive Director's Report

Jim Timm, APA Executive Director .....3-5

## Backcountry Update

Mark Spencer, APA Vice President .....6-7

## Back to Basics: Airstrip Safety Evaluation

David Dunteman .....8-10

## AZ Aviation Accident Summary

Jim Timm, APA Executive Director .....11-12

## GAJSC Topic of the Month

Personal Minimums: Wind .....14

## Guaymas Get Away Report

Brad Lawrence .....15-19

## Backcountry Aviation Training for BLM

Mark Spencer, APA Vice President .....22

## — SHORT FINAL —

## GAARMS Report

Fred Gibbs .....23-25

## Ice is for Drinks!

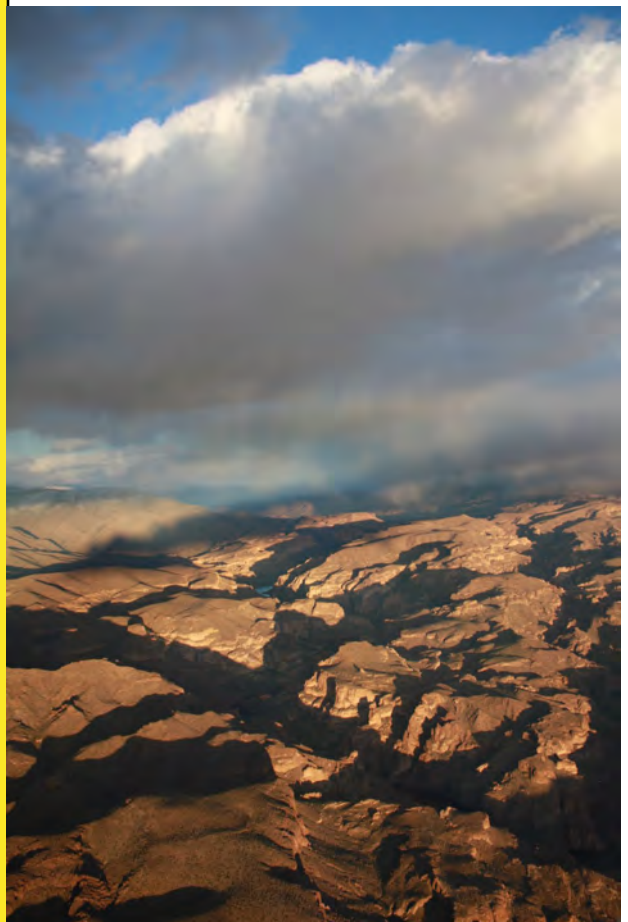
Howard Deevers .....26-27

## Upcoming Event Flyers

.....28-30

## APA Website & Newsletter Contributors

Stefanie Spencer, Webmaster .....31-32



# President's Report

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## Aviators and Aviation Enthusiasts,

Welcome once again to the monthly issue of the Arizona Pilots Association Newsletter. February was another month full of aviation related activities, fly-ins, breakfast events, and just plain ol' flyin. The February fly-in to Grapevine had a huge turnout with 30 planes and about 70 folks that came to enjoy Rick Bosshardt's brat and burger lunch. At least 6 planes stayed to camp out overnight and enjoyed the cool evening weather. Alamo's Lakeside Café breakfast fly-in was another fun event enjoyed by a number of pilots and their guests. Brad Lawrence's Weekend Get Away trip to Guymas Mexico was also another fun filled weekend for those who were able to participate. Behind the scenes, Mark Spencer continues to work with our state's governmental agencies and representatives to develop the relationships necessary to keep general aviation alive and well in the great state of Arizona. Fred Gibbs will be conducting the annual GAARMS (General Aviation Accident Review and Mitigation Symposium) on March 19<sup>th</sup> at Williams-Gateway Airport. If you have the opportunity, try to attend. If you haven't noticed, the FAAS team, now has their General Aviation Joint Steering Committee presentations on the APA website for your use and educational benefit.

Have Fun, Fly Safe, *Tommy*



## Hangars for Sale

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**[Click here for a PDF list...](#)**



# Executive Director's Report

Jim Timm — March 2016

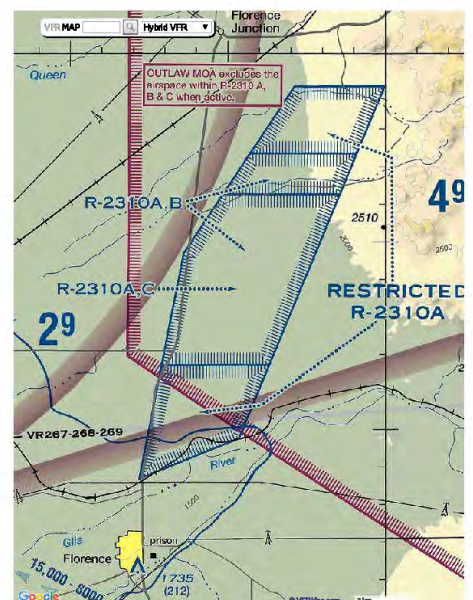
The flying weather has been great, and I hope all of you have been able to get out there and enjoy it while we can. Also, while you're out there aviating, there are a lot of flying events coming up on the calendar and it will be fun going to them.

More and more pilots are now flying with a primary flight display (PFD), a multi-function display (MFD), and GPS with a moving map display, and all of these should address many of the big problems pilots face and provide them with a wealth of information that should enhance safety. Moving maps make it almost impossible to get lost, these devices have databases that have more data available at a touch than you ever had in the biggest Jeppesen flight case, and more weather information available in an instant than ever before possible. With all of this wealth of information, one would think there would also be a great advancement in flight safety. With all this information available at our fingertips, and with an auto pilot to provide us with the time to gather and interpret all this information, one would think we would *have* to be safer, but the NTSB says this isn't necessarily true. They claim that pilots flying with all of this high-tech equipment are killing themselves at a rate almost *twice* that of pilots flying with "steam gauges." Pilots flying high-tech airplanes with this equipment usually have more ratings, are instrument rated, and generally more experienced. So what is happening here? These technically advanced avionics are inherently more complicated, requiring more time to learn, and to remain proficient. With all the information made available, does it instill a level of over-confidence and trick pilots into making bad decisions, leading them into situations beyond their ability to cope? Maintaining a high level of flying currency is critical with high-tech equipment, and maintaining that necessary level can be very challenging. Could the training required when transitioning from "steam gauges" to "glass panel" cockpits be at fault? So, the bottom line is, where is that improved safety we were expecting? What is happening out there? As a parting shot, when everyone is ADS-B out equipped, and many with ADS-B in, providing traffic and weather info, is everybody going to be spending an inordinate amount of time with their head inside the cockpit and not looking outside to see where they are going and who else may also be close out there? Are we going to be looking at another high-tech safety issue a bit down the road, or will it pay off for us? I hope it will be safer. (More discussions regarding safety issues will be at our annual GAARMS safety event. See the article in this newsletter.)



## MISCELLANEOUS ITEMS

In a recent airspace meeting, the Air Force Safety Office reported that in the past few months there have been zero intrusions into the Goldwater Range restricted areas! This is the good news. The bad news is that the military and the Boeing Company reported a significant number of intrusions into the R-2310 restricted area located between Florence Junction and the town of Florence. We commented on this problem in the last newsletter and the problem is ongoing. Pilots have not only been wandering into it, but are *intentionally flying across it*. Be aware,



there is a very significant amount of UAV pilot training occurring in this area and Boeing, Raytheon, and other companies are also using the restricted area for UAV flight testing. Some of these UAVs are rather large and may weigh several hundred pounds and hitting or being hit by one of these would be disastrous. We were also advised that some of these intrusions appeared to be made by agricultural aerial applicator aircraft. We were asked if anyone can get the word out to this user group to avoid entry into the R-2310 airspace which starts at ground level.

Be aware, in this same airspace meeting, many airports in the Phoenix area reported they have had occasional sightings of UAVs operating in their airspace. Please keep an eye out for them when flying at reduced altitudes in the Phoenix area.

Per the Scottsdale FSDO, there have been approximately twenty four (24) pilot deviations in the Phoenix Class Bravo airspace since the first of the year. How many were local pilots versus out of state transient pilots was not defined, nor was the seriousness of the deviations. When operating near/under the Bravo airspace, be careful and know where you are and where the boundaries of the Bravo are. You don't need the deviation on your record and we don't want an accident happening.

Luke AFB will be having an open house on April 2-3, celebrating their 75th year of operation. Be aware there will be a TFR around the base for their air shows and there will also be TFRs in effect at times several days before the event allowing for air show practice time. The TFRs may have a radius of 5 mi. Tucson Davis Monthan is also having an air show March 12-13. Check for NOTAMS carefully a few days before the events.

By now I suspect everyone has heard the news, the fall Copperstate Fly In on October 28 - 29 will be at Falcon Field in Mesa and not in Casa Grande. The length of the event has been reduced to two days; however, the operation should be much the same as it was in Casa Grande. Instead of a large tent, they will be using one of the original WWII hangars for the vendor displays and shopping area.



Last year the FAA announced a plan to discontinue several ILS instrument approaches around the country, and four of them were here in Arizona. Based on the comments they received, the FAA announced Bisbee, Casa Grande, and the Grand Canyon ILS approaches will remain in service for now, and the Nogales ILS will be discontinued. These remaining procedures will again be reevaluated at a future date.

Be aware, there is still a significant amount of airport construction activity ongoing in the Phoenix and Tucson areas, and 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.

Unfortunately, the March accident reporting period was not a very good one to start the year off. From the first of the year to the end of this reporting period we have had four accidents reported. One report was devoid of accident details, and the other three did have preliminary reports issued. Of these three, one involved a minor injury and the other two, unfortunately, both involved fatalities. This is not the way we had wanted to start the year. I was hoping we could replicate the safety record we had last year. See my March Aviation Accident Summary for the details. [Also, here is a link to a synopsis of the 2015 aviation accidents, with a comparison to the previous year.](#)

The 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), 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 is at Coolidge Municipal Airport (P08).
- The second Saturday of the month, Ryan Field (RYN) fly in buffet breakfast should have restarted. However, breakfast is available at the restaurant next door.
- The Falcon Field EAA Warbirds Squadron fly in breakfast and car show is on the third Saturday.
- 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.)
- Also on the third Saturday, around noon, a donation lunch is served by the APA at the USFS Grapevine Airstrip next to Roosevelt Lake.
- The last Saturday of the month there is still a fly in breakfast at Casa Grande Municipal Airport (CGZ). The Airport's restaurant, Foxtrot Cafe, operating in the Terminal Building, is open 6:30am to 2:00pm Monday thru Saturday. On the last Saturday of the month they have a "Fly in Breakfast Special" available on the menu; the price for adults is \$7 and kids \$5.

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

Jim





# Backcountry Updates

By Mark Spencer

We're off to a warm, dry spring, and the backcountry season is off to a great start! Last month's 3<sup>rd</sup> Saturday weekend at Grapevine brought in over 30 aircraft and 60+ aviators, friends, and family. Hosts Rick Bosshardt, your Arizona CubCrafter's

dealer, and our faithful Mike Andresen, along with help from APA President Tommy Thomason, managed to keep things safe and orderly. Just an FYI, please review the Aviator's Code of Conduct, and check out our [complete safety briefs and videos](#) each time you visit the backcountry. Your professional knowledge and behavior in the backcountry makes ours and the RAF's work of preserving backcountry airstrips possible.

As I write this article, APA members are preparing to transport two USFS donated shades from the Roosevelt Lake area to the Pleasant Valley Airstrip (24AZ) outside of Young, Arizona. It's been two years since this same team installed the shades at Grapevine for us. Please say thanks to Carl Guilliams and Paul Pitkin at one of our events. Your donations to the backcountry fund have paid for the concrete work and placement up at the airstrip! Join us there on the weekend of April 1<sup>st</sup> - 3<sup>rd</sup> for our annual spring visit and camp at Young. Watch our [facebook](#) page and [calendar](#) for any changes or rescheduling due to weather!



We'll be out at the old Double Circle Ranch the end of April, beginning on Friday the 29<sup>th</sup>. This will be the first trip that you'll be able to actually plan to the Double Circle using its new identifier, **Z66**. The FAA has shared with us that the Double Circle will hit the sectionals in the April release of charts. This is the **first newly charted airstrip in USFS region 3 in the last 40 or 50 years!** Let's take care of this site by being safe, protecting its historical content, and volunteering for future partnering with the USFS at the site!

Keep an eye on our calendar for backcountry training events as we are providing more opportunities for the Arizona community for such training. The next Back to Basics evening seminar will be at 6pm on [Tuesday, March 15<sup>th</sup>, at Deer Valley](#).

We're just beginning the planning of the fog coat process for the Grapevine airstrip this summer. We'll need volunteers once again, and have no doubt that many of you will want to participate in this

as we “seal the deal” at the Grapevine. This airstrip has become a showcase for the USFS on collaboration with the aviation community!

Last but not least, we are still, believe it or not, plugging away at the Tuweep airstrip.

Tod Dickey and I met with the new State Land Commissioner, Lisa Atkins, in November 2015. On Friday February 27<sup>th</sup>, I received a call from the Administrator Governor’s Natural Resources Review Council & Senior Advisor to the Arizona State Land Department.

We had a lengthy discussion on the history of Tuweep and previous efforts. This lady is currently training in gliders, and has several GA pilots in her family.

This experience certainly helps, and we are once again hopeful that a negotiated solution can be found.



Mark



## 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.

- 5438 hours of flight instruction given
- 6787 total hours flight time
- Cirrus Standardized Instructor, Avidyne & Garmin 1000
- 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
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# BACK TO BASICS

## AIRSTrip SAFETY EVALUATION

How do you prepare for landing at a new location? Our January Back to Basics addressed preflight preparation actions and requirements to familiarize us with all information relevant to a given flight. The Airstrip Safety Evaluation (ASE) is my attempt to combine several different sources to provide a rubric for this preparation in the backcountry or for that matter anywhere we fly.

Issue 3, March 1, 2016



## Become an ASE? Program

March 15, 6:00 PM  
Deer Valley Airport

Abort Brief Considerations

Practice Abort Briefs

ASE Examples

Here is a twelve-step program for pilots to use to prepare for landing at new locations. I have combined criteria glider pilots use for land outs with the information provided in the Mountain Flying Bible. **The best way to prepare for a new location is to find an experienced instructor or local pilot with specific experience to the location you are intending on visiting. Never try to teach yourself these skills alone!**

If you are going to Utah or Idaho you can save quite a bit of work by purchasing Galen Hansens' Fly Idaho or Fly Utah books—he also has a nice iPad product for Idaho.

While airborne, or in preparation, I like to have something memorized or jotted down to make sure I think of all eventualities. First from high overhead, or a satellite view on Google earth, I look for potential **approach** paths and ascertain whether a standard pattern will work or if a modified or blind approach will be required. While researching these options, I also choose **abort** points. Some local pilot associations have already done some of this work, and there are PDF Safety Briefings and videos that are helpful in determining information on local strips. I need to know abort points for my arrival as well as for my landing. I need to be able to determine where on the ground I need to touchdown, and also where specifically I will go around if I have not touched down. I review my go around procedure. "If I have not touched down by the clearing on the south side of the strip one quarter of the way in I will apply full power, accelerate to Vx in ground effect while reducing to flap position 1 and climb straight ahead until clear of obstacles. Once I'm clear of obstacles, I will accelerate to Vy and at the end of the strip I will turn left and follow the valley to where it widens and then will turn around and fly back towards the strip and out the drainage."

**I want to leave nothing to chance. I do not want to reach an abort point and then have to think. My thought was done while I had time and altitude to determine best courses of action.**





## Prepare for Arrival and Departure!

Once I have observed the strip from overhead, I am ready to **announce** my intentions for arrival on the strips frequency or backcountry common.

While looking down at the strip, I want to apply the seven “S” criteria. I look at **Size, Shape, Surface, Surface Wind, Surroundings, Slope, and liveStock**.

Slope is one of my early observations as it is often observable from above. Begin paying attention to slope as you hike, drive, and interact in the wilderness so you pick up subtle changes. It is helpful to then walk the slope so you feel the effort change—imagine the effect of that effort on your takeoff and landing performance. If a slope is visible from altitude, it is probably far greater than you predict. Don’t be afraid to label the strip one-way-in due to slope or surroundings. The last consideration with slope is to consider the effect of slope verses the effect of the wind.

When evaluating Size and Shape, I must remember that based on the Surface I may not be able to take off in the distance I landed. If the surface is very soft it may take quite a bit more distance to takeoff than to stop—so it is critical to consider both takeoff and landing distances based on the surface type and condition to preclude getting stuck on the ground or worse! Also clearly, your aircraft type comes into consideration when looking at size shape and surface. A

Katmai on large tires will be able to go many places a stock 182 cannot.

Other considerations for Surface include evaluating rodent holes. As long as the strip is not a one way strip this can be accomplished by flying low over the strip and observing and by touching a wheel to determine if the surface is firm or is you are going to sink or settle.

Some strips will have windsocks; find them at altitude so you are not searching during valuable time on approach or landing. I do keep the wind sock in my cross check during approach and landing but I want to know where it is. If there is no sock then I will have to use other sources of wind such as ripples on water, blowing smoke, or movement of dust from my low pass or wheel touch. I want the wind source to be as close to the strip as possible, as winds in the backcountry change often depending on terrain.

When evaluating surroundings I want to know how high the trees are, location of any wires, fences, or power lines, and terrain, roads or trails that enter the strip for possible traffic entering the runway environment.

The final S is **liveStock**, be ready for deer, elk, cattle and other large game. The deer can be quite hard to spot as they move quickly.

Lastly, I **Evaluate** and if I am not

happy with what I have found, I **Escape**.

I don’t expect to ever find a strip and land on it in my first attempt. Best case I would rather drive out to a location and spend time scouting all of the previous criteria prior to attempting this in my aircraft. Now if I’m flying to a location that local pilots can brief me on the hazards and best practices, then I am stacking the deck in my favor! Fly safe and enjoy becoming an ASE! The next page has some copies of this to print and take along flying.

Approach

Abort

Announce

Size

Shape

Surface

Surface Winds

Slope

Surroundings

Stock

Evaluate

Escape

I’d love to hear your inputs on how you prepare to land at a strip!

You can reach me at [daviddunteman@me.com](mailto:daviddunteman@me.com)

### Airstrip Safety Evaluation

Approach  
Abort  
Announce  
Size  
Shape  
Surface  
Surface Winds  
Slope  
Surroundings  
Stock  
Evaluate  
Escape

### Airstrip Safety Evaluation

Approach  
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Size  
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Surface  
Surface Winds  
Slope  
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Escape

### Airstrip Safety Evaluation

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Size  
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Surface  
Surface Winds  
Slope  
Surroundings  
Stock  
Evaluate  
Escape

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# March Aviation Accident Summary

by Jim Timm

The following are the NTSB reports of the aviation accidents that occurred in Arizona from late January through late February, 2016. We will use this detailed accident information in the coming year to develop safety programs and briefings that will help pilots learn from the mistakes being made by others and hopefully take the action necessary to prevent similar accidents from happening to them. I was hoping we could get our pilots to continue flying as carefully in 2016 as they had in 2015, unfortunately however, we have experienced two fatal accidents with three fatalities already this year.

From a flight safety standpoint, this reporting period was not as good as it could have been, but fortunately, only four accidents had been reported. One was devoid of any detailed accident information, but the other three have had detailed preliminary reports issued. One accident incurred minor injuries, and the other two accidents involved three fatalities. This was not the way we had hoped to start the year.

I hope we can continue a low accident and serious injury accident rate for 2016. Please be careful out there! Based on the information available when this summary was prepared, the four accidents this period are as follows:

**Accident Date: Saturday, January 23, 2016**

Title 14 CFR Part 91

Location: Prescott

Aircraft Type: Cessna TR182

NO NTSB INFORMATION AVAILABLE

**Accident Date: Sunday, January 24, 2016**

Report Dated 1/28/16

Title 14 CFR Part 91

Location: Phoenix

Aircraft Type: Enstrom 280

Injuries: 1 Minor

POWER LOSS ON TAKEOFF

On January 24, 2016, about 1812 MST, an Enstrom 280 helicopter was substantially damaged during a forced landing following a total loss of engine power after takeoff from Phoenix Sky Harbor International Airport (PHX). The private pilot sustained minor injuries.

The pilot stated that he was climbing the helicopter to an altitude of 2,000 feet after takeoff from PHX. As the helicopter climbed through 1,500 feet, he felt an "abrupt" left yaw and observed the engine rpm indication drop to zero. The rotor rpm

began to decay, and the pilot conducted an autorotation to a dry riverbed, resulting in substantial damage to the fuselage and main rotor blades.

Visual meteorological conditions prevailed, and no flight plan was filed for the personal flight, which was destined for La Cholla Airpark (57AZ), Tucson, Arizona.

**Accident Date: Friday, February 5, 2016**

Report Dated 2/18/16

Title 14 CFR Part 91

Location: Near Maricopa

Aircraft Type: North American P-51D

Injuries: 2 Fatal

IN FLIGHT LOSS OF CONTROL

About 1157 MST, a North American P-51D sustained substantial damage when it impacted terrain about 6 miles southwest of Maricopa. The commercial pilot and a passenger, who was an airline transport pilot, were fatally injured.

A witness located about 1 mile from the accident site reported observing the airplane in a nose down spiral about 1,500-2,000 feet above ground level, until it impacted the ground. Another wit-

ness located near the accident site stated that the airplane was in a dive and that he did not observe the airplane pull out of the descent.

Examination of the accident site by the National Transportation Safety Board (NTSB), investigator-in-charge (IIC), revealed that all the major components of the airplane were located at the main wreckage site. A debris path extended from the forward part of the airplane about 150 feet and contained various debris including fragments of the canopy. A majority of the fuselage structure and wings were consumed by a post impact fire. The power lines located adjacent to the main wreckage were not damaged.

**Accident Date: Tuesday, February 16, 2016**

Report Dated 2/19/16

Title 14 CFR Part 91

Location: Buckeye

Aircraft Type: Evolution Revo (Weight-Shift Control "Trike")

Injuries: 1 Fatal

**LOSS OF CONTROL ON TAKEOFF**

About 1452 MST, an Evolution Revo light sport weight-shift control "trike" impacted terrain shortly after takeoff from Buckeye Municipal airport (BXK). The pilot, who was the sole person on board, received fatal injuries, and the aircraft was substantially damaged.

According to the owner of the aircraft, the pilot was a friend of a friend, and was visiting the area. The pilot had some free time, and urged the owner to be allowed to fly the aircraft. Based on the pilot's credentials and behavior, the owner eventually agreed to let the pilot fly the aircraft. The evening prior to the accident, the owner (acting as pilot-in-command) took the accident pilot (as a passenger) on an uneventful flight in the aircraft. On the day of the accident, both individuals conducted the preflight inspection, with no anomalies noted.

The pilot reportedly planned to conduct a solo flight, and then return for an unspecified passenger. According to the owner, the takeoff roll on runway 17 was normal, but shortly after breaking

ground, the wing went to the "full flare" position, which he explained to mean that the wing was at the full wing leading edge up position. The wing remained in that position, and the aircraft climbed rapidly and steeply, but then appeared to stall, at an altitude the owner estimated to be about 100 to 150 feet above ground level. The aircraft then "rounded out," and descended rapidly to the ground in a nose-down attitude. The aircraft was equipped with a Ballistic Recovery System brand rocket propelled parachute, but the device was not activated by the pilot.

According to FAA records, the pilot held a commercial certificate with airplane single engine land, multi-engine land, and instrument airplane ratings, and "sport endorsements" for gyroplane and powered parachutes. He also held a flight instructor certificate with airplane single- and multi-engine land, and instrument airplane ratings. The pilot's most recent valid FAA medical certificate was obtained in 2004, and had expired; he was operating under the conditions of the light sport medical requirements. On that 2004 medical certificate application, the pilot reported a total flight experience of 4,500 hours.

FAA information indicated that the aircraft was manufactured in 2015, and was equipped with a Rotax 912-IS series engine. The wreckage was examined on site by FAA inspectors, and was recovered to a secure location for possible subsequent examination.

The BXK 1455 automated weather observation included winds from 130 degrees at 8 knots, visibility 10 miles, clear skies, and temperature 27 degrees C.

Visual meteorological conditions prevailed, and no Federal Aviation Administration (FAA) flight plan was filed for the flight.

**[Here is a link to the synopsis of NTSB reported Arizona accidents for 2015](#)**

**2015  
Summary**



# GAARMS V



**MARCH 19, 2016**  
**9:00AM to Noon**  
**ARAVA AUDITORIUM on**  
**ASU CAMPUS,**  
**WILLIAMS-GATEWAY AIRPORT**  
**MESA, AZ**



# General Aviation Joint Steering Committee

## Personal Minimums - Wind

This outreach guidance is provided to all FAA and aviation industry groups that are participating in outreach efforts sponsored by the General Aviation Joint Steering Committee (GAJSC). It is important that all outreach on a given topic is coordinated and is free of conflicts. Therefore, all outreach products should be in alignment with the outline and concepts listed below for this topic.

**Outreach Month:** March 2016

**Topic:** Personal Minimums - Wind (GAJSC LOC-SE-34)

The FAA and industry will conduct a public education campaign on the benefits of knowledge and training in determining personal minimums for flying in windy conditions.

**Background:** The GAJSC has determined that a significant number of general aviation accidents could be avoided if pilots were to establish personal minimums for flight in windy conditions.

**Teaching Points:**

Discuss the safety benefits of establishing personal wind limitations with the assistance of a flight instructor.

Acquaint pilots with available resources.

Encourage pilots to maintain proficiency through frequent practice in windy conditions.

Encourage pilots to participate in the WINGS Pilot Proficiency Program.

**References:**

[\*General Aviation Power Point Presentation\*](#)

Available on the National FAASTeam Share Point site under Approved Presentations.

[\*A-H-8083-3A Airplane Flying Handbook Chapter 8\*](#)

[\*FAASafety Team WINGS Pilot Proficiency Program\*](#)

**DOWNLOADS:**

[PowerPoint Presentation Slides and  
Information Available Online Here...](#)

# Guaymas APA Getaway Flight Report

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By Brad Lawrence

After much anticipation and anxiety by the members preparing to fly to Guaymas on Feb 5, the trip turned out to be much easier and smoother than expected. We all managed to navigate the CBP's eAPIS and the Mexican multi-entry permit process. Flights to Mexico are riddled with nearly the same amount of unknowns as is the US ATC system. All of the Mexican controllers were polite, easy to understand, and responsive.

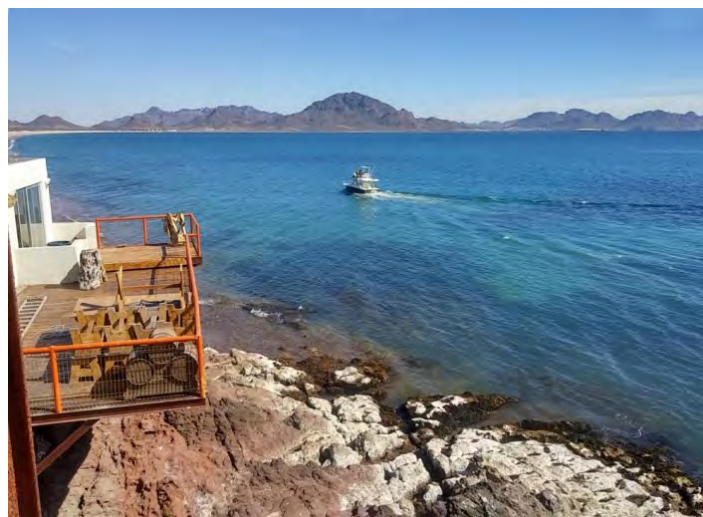
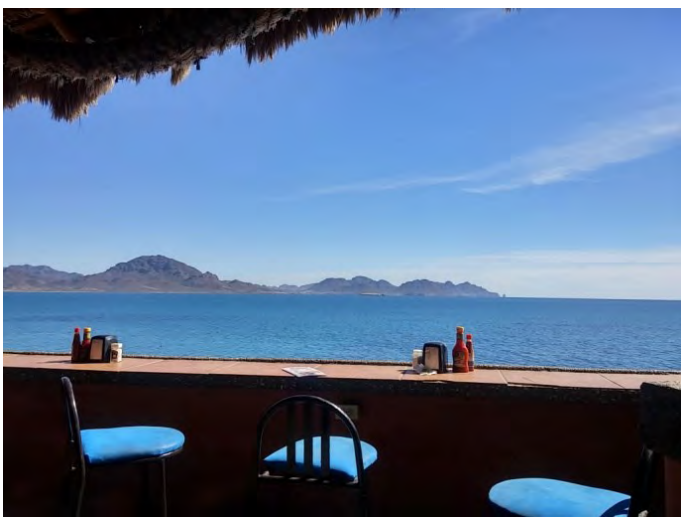


San Carlos beach and city



Guaymas Airport departing Rwy 02

Immigration and Customs at Guaymas was very friendly and helpful. Gene Bourdage, APA member from Flagstaff, helped immensely with planning and orchestrating of our visit with the tower controllers and ground crews. Upon entering the pattern, each APA plane was greeted with a welcome, addressing each passenger in the plane by their first name. I thanked the tower controller for the beautiful weather in Guaymas, to which he responded that he had made a personal phone call to make it happen. What a delightful way to start the day!



Views from Charlie's Rock Restaurant on the beach at San Carlos

Everyone flew in Friday morning and left on Sunday. The usual one day getaway turned into two, which was perfect. There is so much to see and experience in the coastal towns of Guaymas and San Carlos. The mountains on the blue water beaches are so picturesque and inviting. After everyone cleared immigration, we got into our rental cars and set out for lunch at Charlie's Rock restaurant which is on the south end of San Carlos directly on the water. The food, drink, and impromptu live music were just what the flight gods ordered. After we were adjusted to sea level, we set out for



what I call a bay cruise on a 38' motor yacht with Captain Carlos and First Mate Dos Equis. We chased a whale for a mile or so in some deep swells, watching it blow and breach every few minutes, even getting fairly close on one pass. We circumnavigated a few of the rock islands in the bay, taking in their wildlife and horticulture. Halfway through the three hour tour we encountered several dolphins doing what they like to do best: an ad hoc version of a sea world routine around our boat. As we returned to the marina, the sun was setting over the rocky horizon, capping a short journey some would pay \$150 for in the San Francisco Bay area, but it was only \$20 here for a much better view.





Pearl Factory on the water



Hanging out with Gene and Jan Bourdage

Friday evening was an open dinner. Everyone had a great day and was looking forward to Saturday. After a hardy buffet breakfast, complemented with smiles and white cloth napkins at the hotel, we set out for the world famous Pearl Factory on the south tip of Guaymas. Arriving a little early, we stopped in a residential area and walked to the edge of the 50' rocky cliff overlooking the dark blue Guaymas bay surrounded by the craggy foothills. What a beautiful sight! Down the road we touched down at the Pearl Factory; once the site of the University, with some majestic architecture left behind. At the top of the steps is a retail shop for pearl jewelry and the starting point of the tour. After getting the official story in a video, we all proceeded to the processing and maintenance hut on the water. They grow pearls in a farm on the water identified by buoys. A pearl takes about three years to mature, and a lot of maintenance. After this enlightening tour (pearls don't start with a grain of sand) we drove a short distance including 2 speed bumps (a topic in itself) over to Gene and Jan Bourdage's home on the beach for a short visit (Flagstaff in the summer and Guaymas in the winter – the only way to live).



Hiking at Nacapule Canyon north of San Carlos – natural springs and palm trees

To keep up with our schedule, we sped off to San Carlos for a delightful lunch at Gustavos restaurant (house special – Molcajete in a lava bowl). Now we were going to do something a little different from the usual Getaway Flight routine, hike. We made our way (in cars) 3 miles up to a clearing and the trailhead of the Nacapule Canyon. This steep vertical walled canyon had spring pools and palm



Carnival Parade in downtown Guaymas



Two of the young parade participants



RV-7A flight gear (Charlie Cowles)



One of many Parade Floats

trees which were kind of out of place, but pretty cool. The hike was less than a mile in and there were plenty of things to climb. This area also had a vendor providing zip line rides. The walls of the canyon have 5 or 6 zip lines zigzagging between them. We didn't experience the ride, but we will next time. Typical zip line rides in the US are \$150-\$700, but here they only wanted 300 pesos (\$20). The zip line stations looked new and safe.

Okay, catching our breath, we drove back to the hotel for showers and reloaded for the Carnival Parade on Main Street in downtown Guaymas. Standing on the street corner, we watched tens of young uniformed dancer groups, as well as floats with music and a myriad of street vendors mostly catering to the children.

The weather was perfect and we really enjoyed the spectacle. After the parade, everyone convened at the Armida Hotel's "El Oeste" Restaurant for the best steak in Guaymas, more good food and adult beverages! The service was A+ all around, whew!

Sunday morning was a more serious day for the pilots, getting mentally prepared for the flight back into the US. However, we had priorities, which included buying souvenirs downtown Guaymas prior

to heading back to the airport, mainly hats and shirts with “Guaymas” logos. The return trip home started with a 100 mile low altitude flight up the coast to the island of Tiburon, abeam Hermosillo, and then a right turn to Nogales for another 175 to the border. Prescott Radio gave us a squawk and shortly after we landed and cleared immigration in Nogales. It was just too easy and way too much fun! Everyone made it home in time to see the Super Bowl game, ending a super weekend.



Guaymas parking ramp



Gary and Linda getting a head start home



APA Member Richard Yerian was absent for this trip due to a mechanical issue with his plane, but he is going down in Mid-March and welcomes everyone to join him. Richard Yerian 602-743-4258.

Join the [APA Getaway Flight to Arizona Wine Country](#) at Page Springs on Friday April 23rd for a day of tasting and exploring, and an evening of live music. Topping it off with a stay at one of Arizona's best B&Bs. This should be a great outing!

*Brad*





## ***Front Country Fly-in ~ April 23<sup>rd</sup>, 2016***

***Pines Motel res 928-634-9975***

The Verde Valley is famous for the beautiful red cliffs of Sedona, the ghost towns of Jerome, Clarkdale... amongst so much more. There is the Out of Africa Wildlife Park, ancient ruin tours through Tuzigoot National Monument Park, Montezuma's Castle, Red Rock Balloons, Pink Jeep Tours of the Grand Canyon... on and on and on and on. But wait, there's more! The Verde Valley is one of the three wine producing areas in Arizona, and home to twelve outstanding vineyards. Here you can kayak on the "Water to Wine" tour, even horseback ride through vineyards for a tasting.

Then there's Cottonwood: There are so many activities that the list would require the whole newsletter. Begin with great restaurants, artisans galleries, the Dead Horse Ranch State Park (where over 100 species of birds reside), and end with the Verde Canyon Railroad ... It is also home to many of the Arizona gold medal winning wineries, distilleries, and brew pubs. For a brief introduction to the spectacular area, join us for a fly-in to Cottonwood Airport on Saturday, April 23<sup>rd</sup> (where there are no tie-down fees). We've arranged for a shuttle service to the Pines Motel, where our winery tour begins. After our tour, which includes lunch, grab your cowboy boots and hat for we are off to The Blazin' M Ranch for a chuck wagon dinner and show. Shuttle service will be provided back to the Pines Motel for an overnight stay, and then back to the airport Sunday morning.

Martha in reservations has a block of rooms at the Pines Motel set aside for us, but it is already down to NINE and she can only "hold" these last rooms in the hotel until **March 23<sup>rd</sup>**. So give her a call at: (928) 634-9975. Check out their website [www.azpinesmotel.com](http://www.azpinesmotel.com) and see all the packages they have available. You just might want to stay longer!



AIRPARK NAME / CONTACT	CITY	Homes / sites	REALTOR
<b>Big Springs Airpark</b> Mgr: Peter Hartman (928) 626-7207	Prescott	12	<b>Pat Mindrup</b> - WEST USA Realty 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
<b>Castle Wells</b> Mgr: Gerald DaFoe (810) 516-9122	Morristown	5/10	
<b>Eagle Roost Airpark</b> Mgr: John Greissing (928) 685-3433	Aguila	85 / 115 (5 acre lots)	
<b>Flying Diamond Airpark</b> Mgr: Lou Cook (520) 399-3879	Tucson	20/97	
<b>Flying J Ranch</b> Mgr: Howard Jenkins (928) 485-9201	Pima	2/ 28	
<b>Hangar Haciendas</b> Mgr: Scott Johnson (602) 320-2382	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>
<b>High Mesa Air Park</b> Mgr: Phil DiBartola 928-428-6811	Safford	/19 (2.5 acre lots)	
<b>Inde Motorsports Ranch Airport</b> Mgr: John Mabry (520) 384-0796	Wilcox	4/9 (1 acre lots) on 100 acres w/race track	
<b>Indian Hills Airpark</b> Mgr: Gerry Breeyear (928) 916-0608	Salome	75	
<b>La Cholla Airpark</b> Mgr: Larry Newman (520) 297-8096	Oro Valley	122	
<b>Mogollon Airpark</b> Admin: Cheri Thomas (928) 535-3071	Overgaard	60	
<b>Montezuma Heights Airpark</b> Mgr: Glen Tenniswood (928) 274-1233	Camp Verde	43/44	<b>Pat Mindrup</b> - WEST USA Realty 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
<b>Moreton Airpark</b> Mgr: Daniel Kropp (602) 315-0323	Wickenburg	2	
<b>Pegasus Airpark</b> Mgr: Jack @ 1st Svc Res (480) 987-9348	Queen Creek	15/40	<b>Kevin Baker</b> - Realty ONE Group 480-432-9800 <a href="http://azaviationproperties.com">azaviationproperties.com</a>
<b>Pilot's Rest Airpark</b> Resident: Dave Mansker 818-237-0008	Paulden	4/25	
<b>Ruby Star Airpark</b> Mgr: Wendy Magras (520) 477-1534	Green Valley	13 / 74	<b>Pat Mindrup</b> - WEST USA Realty 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
<b>Valley of the Eagle (Sampley's) Airpark</b> Mgr: Jerry Witsken (928) 685-4859	Aguila	30	
<b>Skyranch at Carefree</b> Mgr: Tommy Thomason (602) 708-2040	Carefree	20	<b>Kevin Baker</b> - Realty ONE Group 480-432-9800 <a href="http://azaviationproperties.com">azaviationproperties.com</a>
<b>Stellar Air Park</b> Mgr: SRUA, Inc. (480) 295-2683	Chandler	95/105	
<b>Sun Valley Airpark</b> Mgr: Jim Lambert (928) 768-5096	Fort Mohave	55/107	<b>Pat Mindrup</b> - WEST USA Realty 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
<b>Thunder Ridge Airpark</b> John Anderson janderson72j@gmail.com	Morristown	9/14 (on 160 acres)	
<b>Triangle Airpark</b> Mgr: Walt Stout (702) 202-9851	White Hills	115 acres	
<b>Twin Hawks</b> Mgr: Tim Blowers (520) 349-7677	Marana	2/40 (4 acre lots) on 155 acres	
<b>Western Sky</b> Mgr: Mr. Hauer (877) 285-0662	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>
<b>Whetstone Airpark</b> Mgr: Brian Ulmer (520) 456-0483	Whetstone	5 / 12	



# Backcountry Aviation Training for BLM State Recreation Directors

By Mark Spencer

It was late December when RAF President John McKenna and I sat in the BLM office at 20 M St. discussing our first partnership effort under the newly signed BLM MOU. This effort will be compiling the inventory of all airstrips on BLM lands. We've already had several conference calls and prior meetings in DC, pulling in expertise in ARC GIS and geospatial disciplines from RAF membership around the country. This will be a big job as we build state teams to help crowdsource information about these airstrips. Information such as location, length, width, and conditions, must be collected and verified in a standard data set format the BLM has developed for its linear route mapping. The BLM has already completed a similar project with the International Mountain Biking Association. Many of these airstrips will require us to drive to them rather than fly, due to their poor or unknown conditions. Our data will be combined with theirs, ultimately vetted by both organizations and, where appropriate, fed back out through public sites. Believe me, some of these old airstrips are not even suitable for a Super Cub, but nevertheless, we need to identify them, perhaps even for future rehabilitation.

It was at the last meeting in DC that we learned the BLM considers aircraft the same as an OHV while on the ground. This did not go over well with John or I, primarily for the incredible difference in ground impact between the two activities. The BLM leadership agreed that this would create a huge need for us to educate field personnel on the differences. We learned in the same conversation that there would be a national training held the week of March 1st in Phoenix, where all of the state's recreation directors would be present. The obvious question, why not have us

start the education right there? Well for one, because no other user group would be invited, it would be difficult to justify having only aviation represented. It would require a strictly educational approach, no selling allowed! After weeks of coordination on a training segment on "aviation access and partnering," we felt that the above requirements had been met, and with a nod from the leadership in DC, we secured a time slot at the upcoming training session in Phoenix. The session went well, I had 30 minutes that felt like 5, but the response and questions from the audience were positive. In fact, both Stefanie and I were then invited to stick around and head out to dinner with the entire team. It was really great getting to personally meet and discuss aviation with several of these folks.

Since I arrived at the meeting several hours before my time slot, I was privileged to sit in on a few sessions prior to mine. Subjects such as partnering, crowdsourcing, and a new push on getting recreational site data out to the public were discussed. One theme I picked up on throughout the sessions is that the primary desire of the BLM is quite the opposite of what so many people believe; it is actually to **keep as much BLM land open to public use as possible**. BLM Director Neil Kornze is one of the key drivers towards this goal. The number they brag about is something in the order of 97.3% being open to the public. I suppose some would argue 100%, but there are truly sites that just could not handle the pressures of public access.

***We'll continue to keep you updated on the progress!***



Mark, Stefanie, & the BLM DC TEAM in Phoenix

# Short Final

*The following articles contain content that is not necessarily the opinion of the APA.*

## *GAARMS Report: March 2016*

**By Fred Gibbs**

### **GAARMS V, the fifth *General Aviation Accident Reduction and Mitigation Symposium*,**

**is scheduled for Saturday morning, March 19<sup>th</sup>, from 9:00AM to Noon, in the large auditorium – ARAVA 110 – on the ASU campus at the Williams-Gateway airport.**

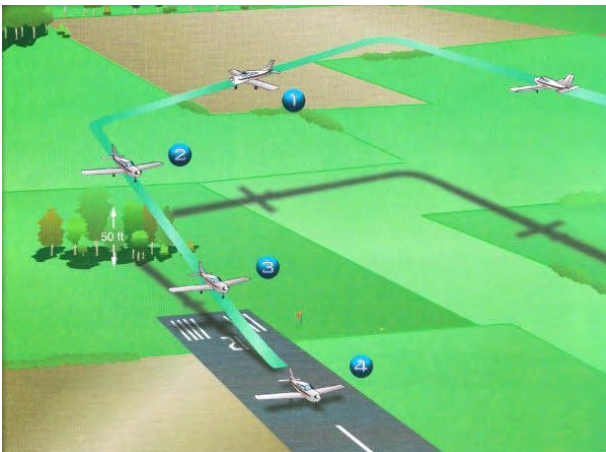
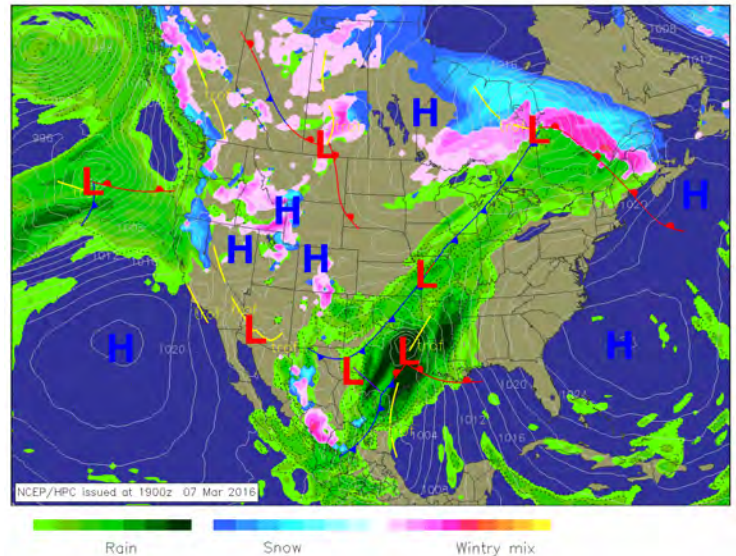
GAARMS is a major joint safety initiative by the Arizona Pilots Association (APA), the Arizona Safety Advisory Group (ASAG), and the Scottsdale FSDO Safety Program, for the Arizona-based and trained pilot community. As a member of APA, it is one of the many benefits we offer. We strongly urge you to attend, and to bring a “Wingman!” Stay tuned and watch for more information this month on our website. It will also be distributed/announced via email in Late February/early March as a **FAA safety program with WINGS credits**.

At the GAARMS, we will be dissecting the two fatal accidents that occurred in-state (Arizona) during the calendar year of 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!



Every pilot knows that flying entails more risk than sitting in the rocking chair on the front porch watching airplanes fly overhead. We accept that, and take great care to mitigate any and all risks. Notice the word – **MITIGATE**. It does not say eliminate, do away with, ignore or whatever – it says mitigate! So how does one mitigate a risk? Well, first, you have to recognize there are risks, then identify them, then have a method or a plan on what to do to reduce each and

every risk. Each plan does not entail a 10-page thesis! However, a simple VFR flight does require you to consider many things. Let's start with weather... simple, right? Well, do you get a weather briefing from flight service, or do you use DUATS? Either is acceptable, and both are available in plain English. DUATS can still give you "raw" data, also known as the "Secret Weather Service Code." Is there a difference between a briefing from the flight service specialist and the DUATS data? Well, Maybe!!! DUATS gives you data that you have to interpret and understand. You can also print out a copy if you want. The flight service specialist talks a lot as he/she runs through a complete "Standard" briefing which takes longer than a DUATS printout. Why does it take longer? Simple – the briefer is highly trained to interpret the weather, is working the weather all day, and has a very good understanding of weather patterns, trends, and idiosyncrasies, plus the orographic/geographic effects of the weather patterns. But most importantly, the flight service specialist is bound by FAA procedures that specify what the briefer MUST include in any standard briefing, even if you do not want to hear all that information! DUATS gives you data – pages and pages of data. Do you know how to read METARs, TAFs, AIRMETs, SIGMETs, CONVECTIVE SIGMETs, CENTER WEATHER ADVISORIES, PIREPS, NOTAMS, TFRs, SFARs, etc? Most of them do NOT come in plain language. Why is the weather at Sedona, only 18NM from Flagstaff, so different from Flagstaff's? What if the FAA made contacting a weather briefer much harder to do, or even eliminated them altogether, simply saying all the pilots now must use DUATS to brief themselves? Would that impact you? Are you weather savvy enough to brief yourself for every flight? Do you know what the FAR requirement says for pre-flight actions? Do you know where to find all the data – information – required by that FAR?



Do airports pose a risk? Think about going to Telluride, Aspen, or Leadville, or just into Sedona. Hmmmm, any risks there? How about the approach into those airports? I am not talking about instrument approaches, just plain ol' VFR flying into those airports. What about the terrain? Do any of them have one way in/one way out? What about density altitudes? Is fuel available? Runway conditions – PTCH SIR BRAP – oops, raw data, but I'm sure you know what that NOTAM information says, right?

Which segment of flight poses the most danger? Take off and climb out? The en route segment? The approach and landing segment? Statistics show that an awful lot of fatal accidents occur during the take off segment, and in fact, 3 of the 4 fatal accidents to be discussed during this year's GAARMS occurred in that segment. If you have a problem during the climb out segment, you have very little time to formulate a plan. Hopefully, you did a pre-takeoff briefing for all your passengers on what to do if something occurs, and you have a plan to deal with that issue if it occurs. Do you just pull onto the runway, shove in the throttle and go? Or do you pull out, line up, power up, check everything one last time, then release the brakes, with a plan to check acceleration and

have a point of no return (or an abort point) if your airspeed is not what it should be by that point? Could you still have a problem anyway? YUP, but you have done everything in your power to mitigate the potential risks. Besides, you have an engine out escape plan, knowing what you will do if that happens, right?

In general, the en route segment of flight for VFR pilots is fraught with weather problems, and continued VFR flight into instrument meteorological conditions (IMC) remains one of the top 10 causes of fatal accidents. Sure, you could have an engine problem, but you should have sufficient altitude, time, and training to determine a safe plan of action to make a safe off-airport landing if it comes to that. If you are in severe clear, then the weather should not be an issue, but what if you are on top of a broken, or heaven forbid, an overcast deck? Now what? Do you declare an emergency? ***“Oh no, not that!!!! I may have to answer to the FAA, do paperwork, have them look at my log-book, look at my aircraft logbooks, etc. YIKES, I don’t want that to happen, so I will just wing it!”*** There, my friend, is an accident just looking for a place to happen! Because it happens so rarely, refresher training on emergency descents and landings is something you should practice and review with your flight instructor periodically.

There are a lot of accidents in the approach and landing phase of flight. Fortunately, most are NOT fatal, but just involve aircraft damage, from a bent prop or dinged wingtip, to the aircraft being declared a total by your insurance company. I tell all of my potential students that learning to fly is relatively easy, whereas landing is a whole ‘nother ballgame! Bad landings usually do not injure people, other than their ego, but sure do keep maintenance shops busy and manufacturers making new replacement airplanes. The FAA tries to protect your passengers from danger by requiring you, the pilot, to have logged 3 take offs and landings in the previous 90 days before carrying those passengers. They recognize that proficiency is necessary to ensure safety, and the 90 day rule is absolute minimum safety. Those 3 take offs and landings only make you legal, not necessarily proficient. So, just how proficient are you on day 89?

In closing, we all recognize that flying has risks. We all take steps to mitigate those risks, and we recognize that every flight poses its own set of risks. Sometimes Mother Nature makes things very interesting, and good ol’ Murphy often tries to interject “fun” or challenges into our flights. Training and good, sound aeronautical decision making certainly helps mitigate those risks. Being macho, believing we are invincible, “Get home-it is,” “Watch this,” etc. will often times lead us to the brink or down the primrose path, right into one of the presentations at my GAARMS symposiums.

**SAFETY PROGRAMS:** 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



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



# Ice is for Drinks!

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By Howard Deevers

Winter flying in Arizona is much easier than in the upper Mid West, most of the time. How many times have you heard, “When it’s bad in Arizona, it’s REALLY bad?” True enough. We need to be alert to possible icing conditions, even in Arizona.

In February I had the pleasure of bringing a Cessna Turbo 182 from Vermont to Tucson. The plane was only 4 miles south of the Canadian border. Cold? You can bet on that! And getting there from Tucson was as much of a challenge as getting back. The major snow storm that halted travel in Washington DC, Philadelphia, and much of the northeast was right in the way. Fortunately, Delta Airlines did not cancel our flight from Atlanta to Boston. It was snowing pretty hard in Boston when I arrived. I then continued on by changing planes to get to Plattsburg, NY. Of course, the plane had to be “de-iced” before departing from Boston.

The storm did not affect much north of Boston, and was off shore by the next day. It was cold in upper Vermont. There had been snow in the area, and doing the run up before takeoff was tricky because the ramp was still slightly snow covered and the plane wanted to skid around with the high RPM, but we got the job done and completed the check list. After takeoff the oil temperature seemed to be too high, so we returned and had a discussion with the mechanics there. Two hours later we decided to go ahead and just keep track of the temperature.

The oil temperature did stay just below the red line, and we continued south toward Albany, NY, direct to Akron/Canton Airport in Ohio, arriving just after sunset. We stayed overnight with my son that lives very close to the airport. The next morning we added one passenger to our flight plan, my son, and headed toward Nashville, TN. The day was clear, but very cold, and the aftermath of that storm was evident as we traveled south. Headwinds were very strong along the route at 6000 feet, and even stronger at higher altitudes.

After a brief fuel stop in Nashville, we filed an IFR flight plan to Texarkana at 6000 feet again. This time we were in IMC at 6000, so I asked for 8000 hoping to be on top. Again the headwinds were the biggest problem, and at 8000 we were at the freezing level, in and out of the tops. With the strong headwinds also came some turbulence and occasional ice in the clouds. At one point the windscreen iced over, but after getting out of the clouds it cleared up quickly also. A quick calculation showed that making Texarkana



with adequate fuel reserves was not likely, so we diverted to Little Rock, Arkansas. Ground speeds were only 80 knots most of the time. After crossing the Mississippi River, things improved, but the headwinds were still there. We landed just after sunset in Little Rock and stayed the night there.

If you have never experienced ice on your plane, you might not know why I say, "Ice is for drinks." I have had serious ice on a plane at least 3 times in the past, and did not want to have that happen again. This ice was minor, and went away quickly. However, had it not gone away, I would have declared an emergency and gone to the nearest airport to get out of it. Ice is for drinks, not for airplanes.

Departure from Little Rock was clear and not so cold. The headwinds had also moved away, and we made it to Abilene, TX. Looking at the weather in Western Texas, we decide not to attempt any further travel to the west. The next morning I checked the weather carefully, again. Midland, TX, was low IFR with fog and freezing fog. South of there was snow, but north of Midland looked pretty clear, so we flew around the weather to El Paso for a fuel stop. Western Texas and New Mexico can be a mix of cold weather, freezing rain, and even snow. You would think that being this far south the weather would be very nice, but it's not always the case.

El Paso was warm, and so was the rest of the route to Marana NW Regional Airport, our final destination. After slow travel over the Mid West, we got a small pay back with some good tailwinds from El Paso and no more ice.

When learning instrument flying many years ago, I had some good instructors that were very proficient on weather as well. I have been surprised more than once by icing that was unexpected. After getting ice on the plane enough to require deviation to an alternate airport, or to warmer weather to get out of the ice, I am very cautious. Ice is for drinks, not for airplanes.

To learn more about weather look for an ARIZONA PILOTS ASSOCIATION weather seminar near your location. The APA and the FAASTeam do safety seminars somewhere in the State every month. Check the website for locations and subjects. And, don't forget to "bring your wingman!"

Howard



***Don't come to a safety program by yourself, and 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!!!***

# 4<sup>TH</sup> Annual Round Valley Aviation Expo

April 30<sup>TH</sup> 7AM - 2PM  
Springerville Municipal Airport

## Free Flights

for children ages 6 - 17  
(a parent must be present at the airport)



## Hot Air Balloon Rides!



## Pancake Breakfast

offered by the Round Valley Aero Club  
(\$5 per person)

and MORE ...

Raffles  
Silent Auction  
Vintage Aircraft  
Activities For Children  
Craft & Food Vendors

## Pet Adoptions



Presented by:



SkyDive Arizona  
Town of Springerville  
Round Valley Aero Club  
Round Valley Animal Rescue

# Phoenix 99s Ak-Chin Fly-In ~ Campout & Spot Landing Contest



## Spot Landing Contest

**Saturday - April 9, 2016**

8:00 AM: Pilot Check-In & Briefing  
Spot Landing Contest to Follow\*

*\*Pre-registration requested ~ fee of \$40 per pilot*

*Lunch, trophies and prizes to follow contest*

Bring Chairs for viewing event  
Raffle and items for sale

### **Breakfast**

Breakfast items available Saturday morning,  
including breakfast burritos for purchase.

### **Lunch**

**Suggested Donation for Lunch**  
\$15.00 per person, \$10.00 for under 12.

## Camp-Out at the Airport!

Dry camping at the airport April 8 - 10, 2016

Bring your own camping equipment/tent/RV/camper

Bring your own food and beverages

Friday and Saturday nights

Evening Entertainment



**Sunday - April 10, 2016**

Campers depart

★★★**Late Fly-in Arrivals**★★★

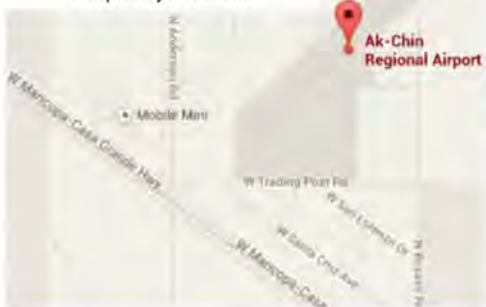
Field is lighted for late arrivals



## **SPONSORS**

PHOENIX 99s, AK-CHIN REGIONAL AIRPORT-AK-CHIN INDIAN COMMUNITY,  
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Ak-Chin Regional Airport (A39)  
32514 W. Bud Rd., Maricopa  
Frequency: 122.900



**Please RSVP by March 2, 2016**

email - [phx99s@gmail.com](mailto:phx99s@gmail.com) or call 623-234-3558

Your RSVP will help us know how much food to order

~ Thank You ~

**Great Fuel Prices at Ak-Chin Regional (A39)**

**Driving Directions to the Terminal**

For surface access to the Airport Terminal,  
from Maricopa-Casa Grande Hwy, turn north onto Russell Rd,  
then turn west onto Bud Rd. Drive to the end of Bud Road,  
Terminal parking will be on your right (north).

# *Fly-in Car Show and Breakfast*

0800 Hours | March 19, 2016  
Millar Airfield 2AZ4 | 53510 W McDavid Rd



## Notes:

Drive-in traffic use west gate  
Traffic remain on east side of field  
Use 34 for landing and 16 for departures  
Park/push back aircraft along west side of runway  
More info: Col. Ret. Chuck Millar  
602-571-1059



## 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.

