



September 2016

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President's Report

Greetings Arizona aviators and aviation enthusiasts.

September is here much faster than I had expected, along with a full menu of activities. Temperatures are still pretty warm, but that doesn't seem to be slowing us down. The Pleasant Valley (24AZ) Young fly in & camp was a huge success over Labor Day weekend, and fun for all! A couple of other pilots and I were also able to represent APA at the Greenlee County Cattle Growers' 102nd annual meeting at the Double Circle. They are certainly a bunch of friendly people who really appreciate our teamwork in helping save and restore the old ranch. We were presented with a check for \$500 towards the termite treatment of the old lodge. The AOPA Expo is in Prescott at the end of this month, and lined up to be a great event. The APA will be there with a double booth, along with the RAF. If you'd like to help out by spending an hour or so in the booth, please [email Stef](#)! Several of the airports that host various weekend breakfast events are starting to gear up again. We even have one this month at Williams Airport in northern Arizona on the 17th of September (don't forget to consider density altitude). A number of our members recently attended a FAAS-Team seminar in Show Low and I've received some really good feedback, way to go FAAS-Team! Don't forget to check our [calendar](#) frequently to find out what kind of fun events may interest you. Also, if you know of any aviation related events that are not on the calendar, [please let us know](#). As always, we appreciate your feedback, let us know how we are doing for Arizona's general aviation community.



Have Fun, Fly Safe,

Tommy



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Executive Director's Report

Jim Timm — September 2016

With the monsoon season in full swing it's becoming challenging to find suitable flying weather. We've had to be a bit flexible in picking out where to fly out for the Saturday morning breakfast. Fly safe, and this monsoon season will soon be behind us and we will have better (and cooler) mornings.

This year at EAA AirVenture, FAA Administrator Michael Huerta told the Oshkosh crowd there are a number of positive things that the FAA has or is coming up with for general aviation, especially the third-class medical reform. In my mind, this was more of an item they were forced into dealing with. The FAA now has 180 days to come up with the new medical rules and regulations and one year to get them implemented. It will be interesting to see what the final product will look like, and I hope it doesn't get too mucked up. Huerta also talked about the proposed new Part 23 Standards that will simplify, or streamline, aircraft certification, and how the approval process has been simplified to permit the installation of certain safety gear in certificated aircraft. The recent FAA approvals of some Garmin and Dynon non-TSOed avionics in standard category airplanes will hopefully pave the way for other non-TSO avionics also. Huerta said these "potentially lifesaving technologies," which until now have been limited to experimental aircraft, are available at "lower cost and offer higher levels of safety" than the mechanical instruments they replace, and should enhance flight safety. Huerta was also encouraging aircraft owners to install ADS-B equipment before the January 1, 2020 deadline and to take advantage of the FAA's \$500 rebate program. With ADS-B In being able to provide in-cockpit weather and traffic alerts, he said, "There's no better time to get off the sidelines and start enjoying the benefits of ADS-B." He also reiterated that the installation deadline is firm and will not budge.



MISCELLANEOUS ITEMS

Just a gentle reminder that while the third class medical reform is now law, pilots cannot take advantage of the new third-class medical reforms until the FAA develops and issues the new medical rules, and in the meantime pilots will need to continue complying with the current medical requirements in order to fly.

In a recent airspace meeting it was announced that the Phoenix TRACON will be providing Approach Control service to users of the Northern Arizona Airspace (NAA) on a 24/7 basis effective August 1, 2016. Charting changes with the revised hours of operation by the RADAR facility will be updated on the September 15 charting date.



A Letter to Airmen (LTA) was published on July 7, 2016, advising IFR separation will be provided during VFR practice approaches to Falcon Field (FFZ). This is similar to LTAs that have been issued and are in use at IWA and CHD.



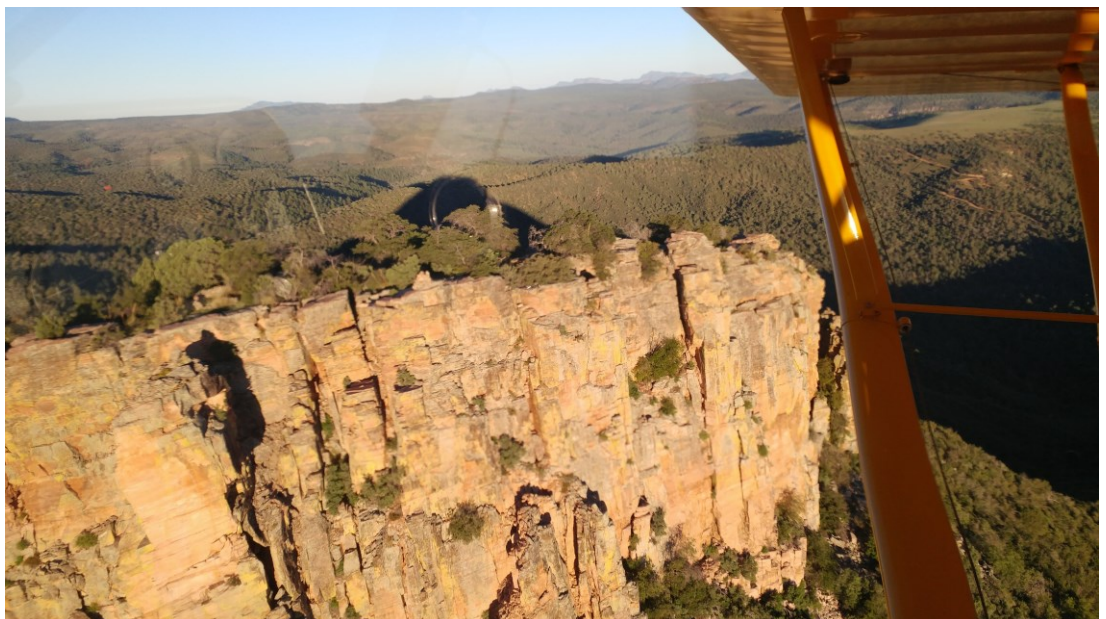
AOPA will be having a regional fly in at Prescott Airport (PRC) on September 30 to October 1, 2016. If you are planning on flying in for the event, be aware that very extensive arrival and departure procedures will be in effect. [AOPA](#) will publish the arrival and departure procedures and a NOTAM three weeks prior to the event.

In the [August newsletter](#) we depicted the significant proliferation of sky diving operations that are located in the central part of Arizona. When traversing the area, check NOTAMS to determine which operations are active when you plan to pass thru and monitor the jump area frequencies. Be careful, and don't spoil the day by running into an airborne pedestrian.

If you are planning on flying into Gateway Airport and want to park at the general aviation terminal, be aware they are still charging a parking fee. They have reduced the parking fee from \$30 to \$20 and will waive the fee with a purchase of 10 or more gallons of 100LL fuel. IWA is the only Airport in the state that charges a fee for parking at the airport's general aviation terminal. It appears to be pretty obvious that they really don't want the smaller general aviation to fly in there. If or when the new restaurant opens in the terminal, it would be very doubtful they will see many fly in customers.

In the last airspace users meeting it was evident that there are still many construction projects going on at airports around the state, and unfortunately, the activity will be going on for a while. Before you head out, be sure to check for NOTAMS at your destination airports so you don't have any nasty surprises when you arrive.

In the monitoring of flight safety, the news this past reporting period was not very good. While the number of aircraft accidents were low for the September reporting period, unfortunately one of them did involve a fatality. In this case, the pilot was highly experienced, flying a well maintained very capable airplane in reasonable weather conditions, and he was a person you would not expect to be involved in an accident. It really drives home the fact that accidents do and can happen to any one of us and we all need to stay alert and be ex-



tra careful when we fly. See my September accident summary for details.

APA is still continuing to work with various airports around the state, providing the pilot and aircraft owner's perspective in the process of updating their Airport Master Plans. An update of the Sedona Airport (SED), Flagstaff, and Grand Canyon Airport (GCN) master plans are currently in process.

THINGS TO DO - PLACES TO GO FOR BREAKFAST:

- The fly in breakfast at Coolidge Municipal Airport (P08) on the first Saturday of the month has stopped, and will restart the first Saturday in October.
- The second Saturday of the month, Ryan Field (RYN) fly in breakfast is available at the restaurant next door.
- The Falcon Field EAA Warbirds Squadron fly in breakfast and car show on the third Saturday has ceased operation for the summer and will restart in October.
- The third Saturday of the month there is a fly in breakfast at Benson (E95) at Southwest Aviation.
- (There are special fuel prices for breakfast attendees.)
- The monthly fly in to Grapevine Airstrip next to Roosevelt Lake is resuming on the third Saturday of September, open Friday, September 16th, through Sunday, September 18th.
- The last Saturday of the month there is 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.

Jim



[Understanding Impairment Risk](#)

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 out-

reach products should be in alignment with the outline and concepts listed below for this topic.

Outreach Month: September 2016

Topic: Understanding Impairment Risk

The FAA and industry will conduct a public education campaign that discusses the risk of impairment associated with prescription and over-the-counter (OTC) drug use by pilots .

Background:

A NTSB Safety Alert discusses the need for pilots to understand impairment risk associated with the use of prescription and over-the-counter (OTC) drugs. Several studies published by the FAA Toxicology Laboratory on toxicology samples of deceased pilots indicated the presence of illicit drugs, and prescription or over-the-counter medications in 42% of subjects tested. While NTSB and FAA have not necessarily cited drug or medication use as a causal factor in these accidents; the magnitude of these findings poses two questions. Have the drugs found in recent investigations, diminished pilots ability to safely conduct flight operations? Have the medical conditions requiring use of those drugs compromised pilots ability to fly safely? It may be impossible to say after the fact to what extent a drug compromised a pilot's capability but it's safe to say that a consultation with one's Aviation Medical Examiner (AME) is a good idea before flying while using any drug.

Teaching Points:

- 42% of pilots in fatal crashes had some sort of drug/medication in their systems during the flight.
- Some of these medications carry very specific warnings against operating machinery or motor vehicles or performing tasks requiring alertness. Flying certainly is included, even in a glider or hot-air balloon.
- Illicit drugs always impair human performance.
- Healthcare providers may prescribe drugs that could compromise pilots' abilities – especially if the doctor is not aware that the patient is a pilot.
- Combinations of prescription and OTC medications can be particularly dangerous. Pilots should consult their AME before taking a combination of medications.
- AMEs are trained to advise pilots on negative and positive effects of drugs with respect to aviation.
- Pilots must truthfully report all medical conditions and drug use on their medical application forms and should consult their AME with respect to all medical conditions and drug use before flight.

References:

[*Guide for Aviation Medical Examiners*](#)

[*Medications and Flying – FAA Brochure*](#)

[*NTSB Safety Alerts*](#)



Arizona Backcountry Fall 2016

By Mark Spencer

By the time this is published we will have had our first fall backcountry fly in behind us. I am itching to jump into the Cub and head up to 24AZ, Young Arizona for the Labor Day weekend. Temps are cooling, the Monsoon is nearly dissipating, and we'll have several months ahead that folks in other parts of the country only dream about. Our fall [calendar](#) is pretty full, and Grapevine kicks off on Friday, September 16th, and will be on the weekend of every third Saturday of the month, including its preceding Friday, for the rest of the year. Jim and Diane will be back from their summer travels and providing a BBQ lunch on Saturday the 17th. We'll be looking for a few volunteers soon as the APA will be working with the

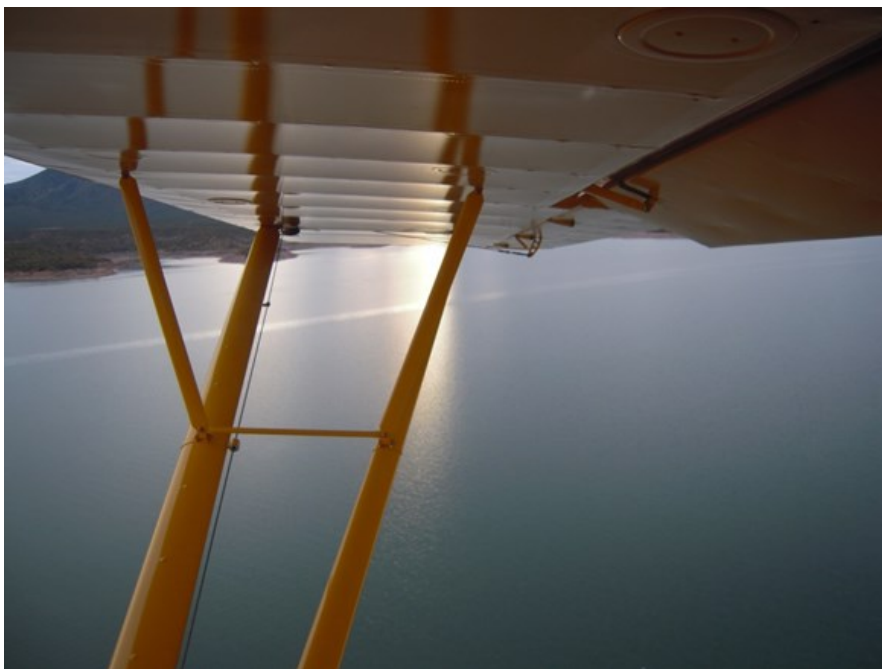


Tonto National Forest to surface seal the entire Grapevine airstrip this fall!

October is chocked full of backcountry events, but also plan on joining your APA and RAF teams in Prescott on September 30th to October 1st and help us share the passion, and sign up more of Arizona's pilots at AOPA's

first Arizona regional fly in! The very next weekend we'll be heading to the historic Double Circle Ranch ([Z66](#)) from October 7th to 9th. Thanks to Tommy and Jeff, we now have a fully functioning toilet in the old lodge for our fly in events! Locals will be joining us and sharing stories around the fire in the old lodge. Please plan on a potluck lunch and dinner for Saturday the 8th.

Take a deep breath, because right after that weekend, starting Friday October 14th through Sunday the 16th,





we are back at Grapevine for what will no doubt be a great weekend of desert fall weather. We still need a volunteer host for this one, so if you are interested, [please let Mike know](#) ASAP. It's a rewarding job to know that you are helping to ensure that folks enjoy their time at Grapevine. Don't forget, Copperstate is at Falcon Field this year, October 28th and 29th. Again, we need all the volunteers we can muster, so [let Stef know](#) if you are willing to support our efforts through some booth time at Copperstate!

November really starts to cool off in the evenings, but it's still warm enough for camping at the Payson Airport (KPAN), with hot showers and a great restaurant, the weekend of November 11th through 13th. The temperatures at Grapevine get even more comfortable the weekend of November 18th through 20th, and Paul and Charlie have volunteered to help this weekend to make sure we are fed well for lunch on Saturday the 19th.

By the way, I should point out again how much work goes on behind the scenes with Paul and Charlie, Mike Andresen, and friends rounding up plenty of firewood for the Grapevine camp site last month. We hear that Paul is still splitting wood, having to fight Charlie off for all his muscle flexing!



The year winds up with another weekend at Grapevine on December 16th, 17th and 18th with Leanne, from Show Low, giving of her time to be sure you are all fed and watered!

Mark



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



Grapevine Call for Camp Hosts—Fall 2016

Mike Andresen

The US Forest Services requires that Grapevine has a camp host present for camping on Friday and Saturday nights. The camp host ensures that the facility is left in the same or better condition than when we arrived. The camp host also helps keep the event safe by monitoring the radio and coordinating parking of the airplanes. In addition, the camp host provides a lunch for the group on Saturday and coordinates a potluck dinner for Saturday night. The APA will reimburse for supplies. A donation jar should be available to help offset costs. Camp hosts can fly or drive in.



While this may sound like a lot of responsibility, there is always help, and you can volunteer for smaller bits of it. For example, you can volunteer to help park airplanes, provide a particular meal or desert, bring a case of water on ice, or co-host with someone else.

Here is the current schedule for the remainder of 2016:

September 16, 17, 18: Jim & Diane

October 14, 15, 16: Host Position Available – [Email me to volunteer this weekend.](#) (*I won't be able to attend this date*)

November 18, 19, 20: Paul & Charlie

December 16, 17, 18: Leanne

I know it is hard to plan too far out, but if you are willing to fill in any of the blanks in the above schedule, or in 2017, [please let me know](#). Thanks!

Mike



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September Aviation Accident Summary

by Jim Timm

The following are the NTSB reports of the aviation accidents that have occurred in Arizona from mid-July thru late August, 2016. We will use this detailed accident information to develop safety programs and briefings to help pilots learn from the mistakes being made by others and then take the action necessary to prevent similar accidents from happening to them. The pilots have not had a very good year, and we need to do what we can to get this trend turned around.

From a flight safety standpoint, this reporting period, while it may consist of only three accidents, was bad in that it did contain a fatal accident that took another life. On a rather disturbing note, the fatal accident involved an individual that you would least expect to have a serious aircraft accident. He was flying an airplane that appeared to be in excellent condition, and he was flying in conditions, that with his experience, should have not presented unusual conditions hazardous for the flight being made. While it's a bit hard to accept, accidents do and can happen to any one of us. Still, we must try to get the point across to pilots that we must all remain very careful and not become complacent or careless in how we approach flying and maintaining our airplanes. Pilots must strive to not become a part of this report!

Based on the information available when this summary was prepared, the accidents this period are as follows. At the end of this summary is attached a preliminary report of an accident that in the previous summary had been reported devoid of details.

Accident Date: **Friday, July 29, 2016**
Report Dated: 8/16
Title 14 CFR 91
Location: Wickenburg
Aircraft Type: Cessna 177B
Injuries: 1 Uninjured

HARD LANDING - LOSS OF CONTROL

The pilot reported that after a hard landing the airplane began to porpoise and he decided to abort the landing. The pilot reported that during the aborted landing, he added power and as the airplane began to climb, he retracted the flaps too soon and too quickly and the airplane settled back onto the runway, landed hard again, veered off the runway to the right, collapsed the nose gear, and stopped in a nose down attitude.

The airplane sustained substantial damage to the right aileron, fuselage, and empennage. The pilot reported that there were no pre impact mechanical failures or malfunctions with the airframe or engine that would have precluded normal operation. The procedures for a bailed landing, as provided by Cessna, state:

1. Power – Full throttle and 2700 RPM

2. Carburetor Heat – Cold
3. Wing Flaps – Retract to 20 degrees

Accident Date: **Tuesday, August 2, 2016**
Report Dated: 8/8
Title 14 CFR Part 91
Location: Prescott
Aircraft Type: Robinson R22
Injuries: 1 Minor, 1 Serious

HARD LANDING

On August 2 about 1035 MST a Robinson R22 made a hard landing at Ernest A Love Field Airport, Prescott. The student pilot received minor injuries and the flight instructor (CFI) was seriously injured. The helicopter sustained substantial damage during the accident sequence. The local instructional flight departed Prescott about 1000. The pre-solo student pilot and the flight instructor were practicing straight in auto-rotations. The flight instructor stated during the descent he noticed the rotor RPM was low and then the student pilot increased the collective pitch which resulted in the rotor RPM to decay further. The helicopter hit the ground hard and the landing skids collapsed, the main rotor blades connected with the tail boom and severed the tail boom. The

helicopter came to rest on its left side.

The flight instructor reported no pre-impact mechanical malfunctions or failures with the airframe or engine that would have precluded normal operation. Visual meteorological conditions prevailed and no flight plan had been filed.

Accident Date: **Tuesday, August 2, 2016**

Report Dated: 8/11

Title 14 CFR Part 91

Location: Flagstaff

Aircraft Type: Piper PA 34-200T

Injuries: 1 Fatal

INFLIGHT LOSS OF CONTROL

On August 2 about 2122 MST, a Piper PA-34-200T Seneca II was destroyed when it impacted trees and terrain shortly after takeoff from Flagstaff Pulliam Airport (FLG). The airline transport pilot received fatal injuries. The personal flight was being conducted as a medical delivery mission for the volunteer organization Flights for Life (FFL), under the provisions of Title 14 Code of Federal Regulations Part 91. Night visual meteorological conditions prevailed at FLG at the time of the accident. No flight plan was filed.

According to its website, FFL is "a non-profit organization dedicated to providing free air transportation to transport blood for the United Blood Service (UBS) of Arizona." FFL works in cooperation with hospitals, blood banks, health-care agencies and private individuals, and flies scheduled and on-demand missions, primarily within Arizona. The pilot was a well-known, long serving, and very active member of FFL.

The pilot owned the accident airplane, and based it at Falcon Field (FFZ), Mesa, Arizona. Commercial flight tracking data indicated that the airplane departed FFZ about 0945, and landed at Show Low Regional Airport (SOW), Show Low, AZ about 1030, and then departed SOW about 1055, arriving at FLG about 1140. According to the line service technician at FLG who met the airplane, at the time of its arrival, it was "pouring" rain. The technician, who was an employee of Wiseman Aviation, a FLG fixed base operation (FBO), reported that the pilot did not want any fuel, and that the pilot unloaded some of his personal items about 30 minutes after landing, once the rain stopped. The pilot then spent the day

in the FBO, generally working on his computer, while awaiting a UBS delivery that was expected about 2100. About 1900 the pilot and technician relocated the airplane closer to the terminal, and the pilot began "cleaning" and/or re-arranging some contents in the airplane to make room for the expected cargo.

About 2000, a Beech King Air operated by Tri-State Care Flight arrived at FLG for a patient pickup, and the line service technician tended to that airplane. About 2040, the FBO owner stopped by and spoke briefly with the Seneca pilot, whom he had known for about 5 years. Shortly thereafter the FBO owner left, and the technician asked the pilot again if he needed fuel, and he again declined. The technician then left the airport. Neither he nor the FBO owner witnessed the loading of the Seneca, or saw the King Air or the Seneca depart. Both FBO personnel reported that it was a "dark night" and that it was cloudy, but not raining, when they left.

The UBS employee who delivered the cargo reported that the total load was four "large" boxes and two "small" boxes. She stated that full large boxes weigh about 30 lbs each, small ones weigh about 10 lbs each, and that two of the large boxes were not full. The pilot loaded all the boxes via the aft left-side cargo door(s). He placed the large boxes on the floor of the aft cabin, and the two small boxes on top of them. The UBS employee reported that the pilot then closed the door(s), and that he did not restrain the boxes with a net or any other means.

The FLG air traffic control tower closed at 2100. Sometime after that, while still on the ground, the Seneca pilot contacted Phoenix Approach control, and advised them that he was requesting VFR (visual flight rules) flight following for a return trip to FFZ. At 2119:44, the Seneca pilot radioed to Phoenix Approach that he was "off [runway] two one" and climbing to "eleven thousand five hundred" feet. At 2120:17 the controller advised the pilot of "radar contact one mile south" of FLG, and advised him to maintain VFR. At 2120:21 the pilot radioed his thank you; this was the last radio transmission from the flight. At 2122:57, the controller advised the pilot that radar contact had been lost, and thereafter made repeated, unanswered calls to the flight.

Ground-based Federal Aviation Administration (FAA) radar tracking data first detected the airplane at 21:19:49. The radar returns indicated that the air-

plane climbed at a rate of about 1,000 feet per minute (fpm) for about 60 seconds, and then the climb rate decreased to and remained at about 400 fpm for the next minute. The airplane reached a maximum radar altitude of 8,400 feet, and then descended to ground impact during the next 20 seconds.

The impact site was located about 2.6 miles, on a true bearing of 236°, from the threshold of FLG runway 3, at an elevation of about 6,950 feet above mean sea level (msl). The airplane was highly fragmented; the debris field measured about 80 feet wide by about 500 feet long, and was oriented on a true heading of 042°. Earwitnesses reported that the engines were operating at high power. Ground scar and propeller signatures were consistent with both engines operating at impact. Initial post recovery evaluation of the wreckage did not reveal any mechanical anomalies, including fire, that would have precluded continued normal operation.

According to FAA records, the airplane was manufactured in 1980, and was equipped with two Continental Motors TSIO-360 series engines. The pilot purchased the airplane in March 2015. Maintenance records indicated that its most recent annual inspection was completed in May 2016, when the airframe had a total time (TT) in service of about 7,453 hours. The left engine had a TT of about 3,992 hours, with about 342 hours since overhaul. The right engine had a TT of about 353 hours.

The 76 year old pilot held multiple certificates and ratings. On his most recent application for an FAA second-class medical certificate in March 2016, he reported a total flight experience of 11,858 hours.

FLG was situated at an elevation of 7,014 feet msl. It was equipped with a single paved runway, 3/21, which measured 8,800 feet by 150 feet.

The 2057 FLG automated weather observation included calm winds, visibility 10 miles, scattered clouds at 10,000 ft, temperature 14 degrees C, dew point 14 degrees C, and an altimeter setting of 30.35 inches of mercury. The 2157 observation included winds from 240 degrees at 3 knots, visibility 10 miles, a broken cloud layer at 11,000 feet, with unchanged temperature, dew point, and altimeter setting.

THE FOLLOWING DATA IS FROM THE NTSB PRELIMINARY REPORT THAT WAS NOT AVAILABLE WHEN THE LAST SUMMARY WAS PREPARED.

Accident Date: **Sunday, July 10, 2016**

Report Dated: 8/9

Title 14 CFR Part 137 Agricultural

Location: Surprise

Aircraft Type: Bell HO58

Injuries: 1 Minor

CONTROLLED FLIGHT INTO TERRAIN

The pilot of an aerial application helicopter reported that after spraying a field he noticed that he missed a portion of the field. The pilot further reported that he maneuvered at a low altitude to the south end of the field, made a quick right turn to the north, dove into the field at approximately 45 knots, flew into his own vortices, and impacted the terrain.

The helicopter sustained substantial damage to the fuselage.

The pilot reported that there were no pre impact mechanical failures or malfunctions with the airframe or engine that would have precluded normal operation.

Got great aviation photos that you're willing to share?

We are always on the lookout for photos to add and enhance our monthly newsletter.

If you'd like to contribute your photos to this effort please email them to us at:

newsletter@azpilots.org



Young Labor Day Weekend

By Mark Spencer

This weekend's fly in camp and Labor Day celebrations in Young would be hard to describe as anything but incredible, so much so that it will likely become an annual APA event! Of course, every successful fly in starts with participation, and from that perspective, we had no issues. In all, 20 aircraft and roughly 20 aviators and friends took advantage of the second ingredient for a successful fly in camp, that being weather, which could not have been better. I arrived Friday at noon to find several aviators already set up and ready to camp. Cub Crafters dealer, Rick Bosshardt, in his brand spanking new Carbon Cub, Steve Lewis in his Husky, and three Bearhawks, including one of our newest members, Cathy Page of Marana, had just landed. Cathy and her gang had already been camped out just eleven miles southwest of Pleasant Valley at the Buzzard Roost Airfield. I should say that Buzzard Roost, at least for now, is great for the more highly skilled pilot flying backcountry equipped aircraft. Your APA and RAF are working on plans to bring it into primetime, but safety must always come first, and there are some potential gotchas at this airfield at present. I followed these three Bearhawks into Pleasant Valley, (24AZ) AKA Young International around noon on Friday.



Temps were in the low 80's, winds were calm on Friday, and in mid-afternoon we were blessed with a 15 minute rain... not quite what I'd call a shower. Local, Chuck Freegard, had already dropped off his truck and Barry Dille's portable john for our use, and thankfully Vern, another local, had mowed the edges of the airstrip and parking areas for us last Wednesday, that's a big job! A small team of us formed a work party and set out to remove multiple juniper trees that have begun to encroach on



the eastern half of the airstrip. Pat Fagan's trusty Pulaski proved to be even more effective than a small chainsaw, but was not a tool for the faint at heart. Thanks much to Pat, an APA member from California, for doing most of this back break-

ing work! After a brief rest, a flight of four headed out to Buzzard Roost, two Super Cubs, a Husky, and a Bearhawk. The ranch manager, KC as he is known, was sitting in his OHV near the approach end of the airfield, and numerous cattle were scattered on the field, but a low pass took care of that, and all of us were able to land easily. Once on the ground, we got a chance to meet with KC, a very nice fellow and friendly to aviation. After a few photos, we headed back to PV, piled in the truck, and headed to Antlers for dinner. Pat rode his bicycle to town, easy enough perhaps, but the ride back is primarily up hill. We spent a couple of hours around the campfire before retiring for the night, and during the night I spent a good bit of time listening to the elk bugling!



Saturday morning was incredibly beautiful, temps a about 55F, and severe clear. About half of us headed for the sky and back to Buzzard Roost where KC and his



wife Dianna were waiting for us to give them an air tour of the ranch. It was Dianna's first flight in a small plane, and it was my privilege to introduce her to GA, especially backcountry. By the end of the flight she was full of questions about the process of getting one's pilot certificate. They nearly insisted that our small group come down to the ranch for breakfast with them, but we had to get back to PV and

drove the rest of the folks to town for the breakfast fundraiser at the community center. This is the second time I've had the chance to enjoy this breakfast, and both times it was incredible, but this one was very special since Vern's daughter, Kristi, was there giving chair massages for only \$1/minute. I had to wait in line for a bit, but man was it worth it! My back and neck felt much better after my night of sleeping on the picnic



table. Yes, yours truly forgot his tent. The rest of Saturday became somewhat breezy, not uncomfortable, but not exactly what you'd want for smooth flying, so we all stayed on the ground, but were kept busy with visits to the two museums in town. It is a rare occasion when the Hoghland store is open for tours, but it was this weekend, so a group of us attended the 3:00PM guided tour. Man, this



place is cool; basically you are walking in on a store as it was left since being closed in the 60's, when the last owner passed away. The shelves remain stocked with the goods that were there from that time. The new owner, also the owner of the Dead Broke Inn, is a great guide and very excited about the place. If you ever get a chance, perhaps next Labor Day, you'll want to take this tour.

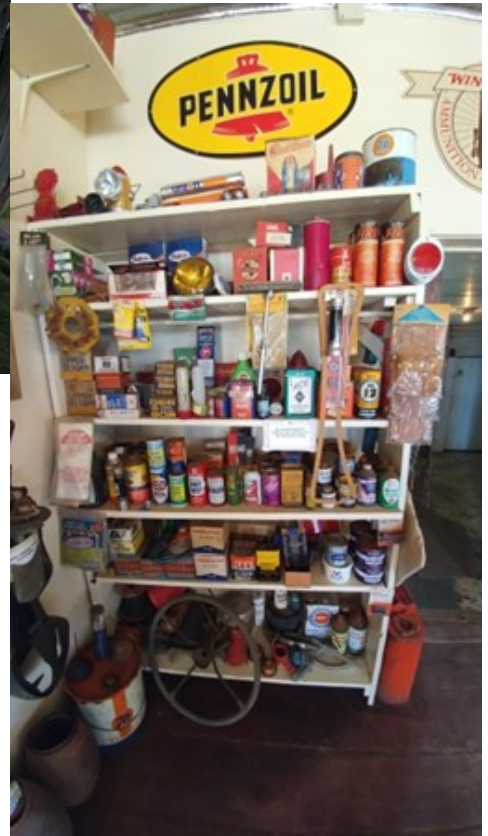


After a brief rest, we all headed to town again, debating over prime rib at Antlers, or the community corn roast and chili cook off at the community center. Schedule conflicts between the two, and the unfortunate truth that if you don't get your prime rib ordered by 5:00PM at Antler's means you won't be getting any, meant we had to head to town way too early for the corn roast, so we settled on Ant-

lers, although Pat, who had ridden his bike again, was free from the common transportation, enjoyed the cook off. If you've never eaten at Antlers, you are in for a delightful meal, and equally delighted



when you see how reasonable the prices are. I will say that, with the Labor Day crowd and being prime rib night, it was



pretty busy, but we enjoyed our time getting to know each other, and didn't leave until about 8:00 that night. After a little time spent around the campfire, everyone retired to their tents and for me this night, the back of Chuck's truck, thanks for the suggestion Jennifer! I had a much better night's sleep.

Sunday morning was beautiful, as each of us packed our aircraft and headed home. I heard from the locals that a few more aircraft may have landed on Sunday, and am hopeful they had as good a time as we did.



With the local activities, and generally good weather this time of year, we'll likely declare Labor Day Weekend an annual event at Pleasant Valley, so if you didn't make it this year, plan for next, and look for our spring scheduled event here in the historic and beautiful Pleasant Valley!

Mark



You're Invited!
Saturday September 17, 2016
7AM - 10AM

1st Pancake Breakfast Fly In
HA Clark Memorial Field
Williams, Arizona
KCMR

Hosted by Performance Air Group, LLC.
Breakfast Sponsored by Williams Boy Scout Troop #138
Please RSVP to Chad@PerformanceAirGroup.com
or (480) 296-3305.

Donations for the breakfast will go to Boy Scout Troop #138.

Reservations not required to attend, but will help ensure we have enough food for everyone.

A Few Words About Safety

Denny Granquist

"Pilots who make mistakes in bad weather are buried on nice days."

"The slower I do things the faster I get things done."

Greenlee County Cattle Growers Meeting 2016

By Suzanne Menges

The 102nd annual meeting of the Greenlee County Cattle Growers Association was held on Saturday, August 20th, at the historic Double Circle Lodge at Upper Eagle Creek. This year the Association was pleased to host featured speaker Mr. Mark Killian, Director of the Arizona State Department of Agriculture. Mr. Killian addressed the crowd of ranchers and supporters from throughout Greenlee County, sharing new developments in the Department and answering questions from the group. In addition, the Cattle Growers welcomed members of the Arizona Pilots Association who have been instrumental in restoring the historic lodge.



The summer meeting of the Association is held at the end of August, after the hottest part of the summer is over, but before fall roundups begin. The cool climate of Upper Eagle Creek is perfect for a comfortable day to relax. For several decades, the summer meeting of the Association was a highlight for many ranchers and their families. Traveling from distant ranches, the group would assemble to celebrate the summer rains or, as often as not, the need for more. Regard-

less, the summer meeting was a special time to discuss issues affecting the cattle industry and enjoy catching up with neighbors. Members would join in a potluck lunch, a steak fry in the evening, and a Western dance in the Lodge later that night. Members camped out overnight and began the long journey back to their ranch the next morning. This tradition ended in the mid-90's as the Lodge changed hands several times and eventually fell into disrepair.

The structure was discovered by the Arizona Pilot's Association a few years ago, and a partnership was formed between the pilots and the ranchers to refurbish the building. Now, with a new porch, new roof, repaired windows and other improvements, it is once again the scene of the gathering of the cattlemen and cattlemen of Greenlee County.

The meeting was led by President Ben Menges. Speakers included representatives from the County Board of Supervisors, the Arizona State Cattle Growers Association, U of A Cooperative Extension, the Forest Service, the County Assessor's office, and the livestock inspection program. The Association thanks the sponsor of this year's summer meeting, CKP Insurance.



There are so many individuals we could name and thank for their contributions of time and funds towards saving the historic Double Circle Ranch. Suffice it to say, that without the visionaries among us, from the Game & Fish Department to the USFS, aviators, and local ranch families, the Double Circle would continue to lay in ruins. Let's honor them, and the history of this site, by continuing the effort to preserve this incredible place from the ravages of time and vandalism. Watch the APA and RAF newsletters for scheduled events and financial needs. We've done much, but much more is needed. - Mark Spencer



AOPA

your freedom to fly

FLY-IN

OCT 1, 2016

ERNEST A. LOVE FIELD

PRESCOTT, AZ

Join AOPA and thousands of pilots and aviation enthusiasts
for a weekend of flying, friends, food, and fun!

FRI, SEP 30

BARNSTORMERS PARTY

Presented by Jeppesen

6:30 P.M. - 9:30 P.M.

- Food, music & fun

SAT, OCT 1

AOPA FLY-IN

8:30 A.M. - 4:00 P.M.

- Free admission
- Aircraft displays, exhibits & seminars
- Pilot Town Hall with AOPA President Mark Baker
- Hearty pancake breakfast and lunch!

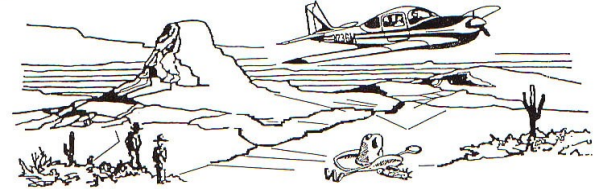
LEARN MORE: aopa.org/prescott

RSVP NOW: aopa.org/prescott/rsvp

JOIN THE CONVERSATION!

#AOPAFlyIn





22ND ANNUAL WICKENBURG FLY-IN & CLASSIC CAR SHOW

Saturday, October 8, 2016 - Wickenburg Municipal Airport

The Wickenburg Chamber of Commerce, Town of Wickenburg, and the Wickenburg Airport Advisory Commission, are proud to co-sponsor the 22nd Annual Aircraft Fly-In & Classic Car Show on Saturday, October 8 at the Municipal Airport/Wellik Field off Highway 60.

Starting at 7:00 a.m. through 11:00 a.m., an array of aircraft from all over Arizona will be flying into Wickenburg to participate. Pilots will be available to describe their aircraft throughout the day. The Classy Classic Car Club will display over 70 classic automobiles for spectators to view and learn from car owners.

A pancake breakfast and other goodies will be served from 7:00 a.m. to 11:00 a.m. by Chaparral Homemade Ice Cream & Café. Throughout the morning, you'll have an opportunity to view the various aircraft flying into Wickenburg and learn of the services available at the airport.

The public is invited to visit Wickenburg throughout the day, taking in local attractions, such as the Desert Caballeros Western Museum, Hassayampa River Preserve, Vulture Mine, and local art galleries, antique shops, and unique dining establishments.

DISCOVER AVIATION MONTH ... "OUT WICKENBURG WAY"!

For more information contact us at (928) 684-5479

Email; us: events@wickenburgchamber.com

Visit our websites: www.wickenburgchamber.com

www.visitwickenburg.com



It's time
for another
party!!



APA FALL SOCIAL

Thursday, October 13, 2016

5:00 - 7:00 PM

The Monastery Restaurant

4810 E. McKellips Rd., Mesa AZ

Next to Falcon Field

Please join us for complimentary HORS D'OEUVRES!!!

CASH BAR

\$15 per Person

The Question Board is waiting for you!



RSVP by October 10th:

Susan Wearly 480-415-6480

susanwearly@aol.com

Mary James 515-321-3022

mgjames8@gmail.com

Proceeds go to our APA Scholarship Fund

Pegasus Breakfast Fly-In

Supporting HopeKids <http://www.hopekids.org/>

All proceeds go to support HopeKids Saturday October 15 2016 6:30 — 10 am



When: - Saturday 10/15/16 6:30—10:00 am.

Pancake breakfast on site (Donations Appreciated)

Where: - Pegasus Airpark — 5AZ3 (Queen Creek Az.)

Bring your plane for the families from HopeKids to see.

**Sponsored by: Hangars at the Pegasus,
& The Arizona Pilots Association**

THE SOUTHWEST'S PREMIER AVIATION EVENT
**COPPERSTATE FLY-IN
& EDUCATION EXPO**
OCTOBER 28-29-2016
FALCON FIELD, MESA, AZ



- Educational Workshops
- Many Types of Aircraft on display
- Rides available in Vintage Aircraft
- Aircraft & Non-Aircraft Exhibits
- NEW! Come play in the Drone Room
- Learn how You could be a Pilot!
- Food & Camping Available



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Navajo Christmas Airlift

By Gregory McColley

While the temperatures have not yet quite chilled off, our thoughts naturally start to turn to the Navajo Christmas Airlift coming in November. For so many of us, the Airlift is very special intro to the Holiday season and a wonderful representation through the hundreds of pilots and donors that the Navajo Airlift has touched so many hearts.

We have the formal date targeted for the 2016 32nd Navajo Airlift in coordinating with recognized November activities as well as validation with the Thoreau Navajo Outreach. The planning is for **Saturday, November 12** (the second Saturday of November), into Gallup, NM (KGUP). The flight is 196 miles for KGUP, and the Ramp has very sufficient Ramp space to manage our team and allow for growth. The Wiseman and Gallup



terminal provides very comfortable space to get out of any unreasonably cold weather, as well as a couple restroom facilities. A big advantage in Gallup is the availability of fuel, especially for the Sierra Vista pilots, with the past complications that had surfaced again for Window Rock.

Each plane would typically have a pilot and one passenger, with all remaining space filled with clothing, toys, or non-perishable food. The Airlift has always been a fun and rewarding occasion, one the regular participants look forward to each year. **Anyone who has collected a plane load of material is welcome to join us.**



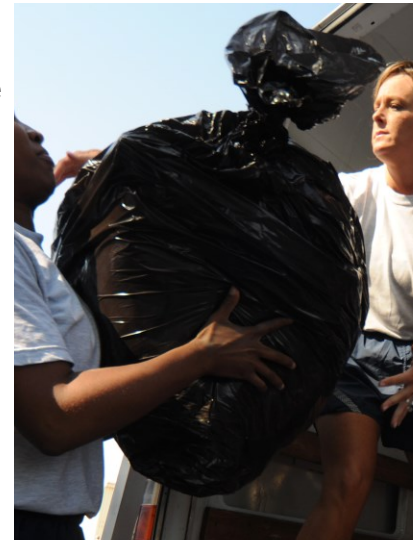
It is hard to understand how poor most of reservation is only a few hours from us here in Phoenix. Many of the Navajo live in virtual third world conditions in homes without even running water or electricity. The donations might be gently used clothing for children or adults, blankets, good condition toys, toiletries or non-perishable food to fill the planes for the trip. Clothing and soft pack are ideal, as may be packed in garbage bags, which then works

very well for packing in the planes. The food stuffs, cans, and toiletries may be put in small cardboard boxes as the weight tends to accumulate.

Another option would be to help create and coordinate care packages for special purpose kids. As an example, in earlier special efforts have created care baskets for young girls at a school, with Shampoo, Soap, Toothbrushes, Toothpaste, Lotion, some special candy, etc. These simple arti-

cles mean so very much to children who have so little.

All participating pilots are responsible for collecting clothing, toys, and food to fill their planes for the trip. The donations collected usually come from friends, schools, churches, business associates, or other groups or individuals who would like to contribute - the donations are tax deductible as is the flight. This does require each pilot to plan proactively and collect a load of donations. We strive to ensure that all planes are filled to capacity. If you have something you would like to contribute, but will not be able to join in the flight, you may contact myself or any participating flight member to help make arrangements.



We are fortunate this annual Airlift has touched the hearts of so many pilots from across the state. The past couple years we have flown into Gallup, which provides greater opportunity for more pilots to participate. We strive to coordinate the departures to synchronize arrivals for the Navajo community service team. Thoreau Navajo Outreach. We also frequently manage any final packing of extra materials in the days prior or early that Saturday morning and provide any needed final briefing for the flight and meeting at Gallup.

Projected Scheduling:

DATE:	Saturday, November 12, 2016	
TIME:	7:30 AM	Final Loading for participating Aircraft
	~8:15 AM	Approximate Coordinated Departure
	~10:30 AM	Arrive at Gallup and Unload the Planes
		Greet the Navajo People
11:00 AM		Brunch in Gallup?
		Shopping at Trading Post ?
		Return at your leisure.

Considering the success of last year, we are also reaching out to other DVT pilots to attempt to increase the impact we can have for the Navajo Nation. Many of you will see an upcoming notice for the Deer Valley Pilots Association, as we believe we can more than comfortably grow our team to over 40 aircraft.

If you are available and interested in participating in this year's airlift, please let us know so that we can start planning on the roster as we all start managing for our donations. If you plan to join in the Airlift, or simply need more information, please do feel free to contact **Greg McColley** at [602-978-1663](tel:602-978-1663), or E-Mail at GMPSN930@Cox.Net. Thank You for any assistance or consideration in supporting this tremendous 32nd Annual event.

Thank you, as always, for all for your support,
Blue Skies,
Greg

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

Short Final

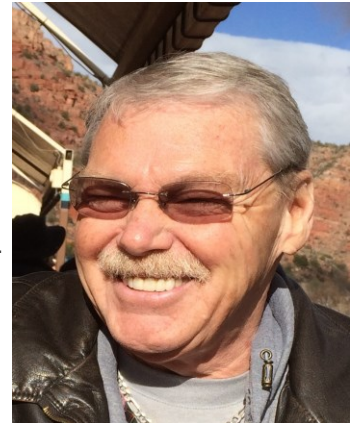
The following articles contain content that is not necessarily the opinion of the APA.

GAARMS Report: September 2016

By Fred Gibbs

It saddens me to report that we are now up to 6 fatal accidents this year, with 9 pilots perished, but fortunately NO passengers. And it has gotten personal! Below is the NTSB website list.

Several of the pilots who were killed this year were flight instructors, but it appears only one was actually providing flight instruction during the flight. Ironically, the two flight instructors in the Robinson R-66 that crashed by



Page size: 10								
Current Synopsis	PDF Report(s) (Published)	Event Date	Estimated Release	Location	Make/Model	Regist. Number	NTSB No.	Event Severity
<u>Preliminary</u>	<u>Preliminary (08/11/2016)</u>	08/02/2016		Flagstaff, AZ	PIPER PA 34-200T	N82806	WPR16FA158	Fatal(1)
<u>Preliminary</u>	<u>Preliminary (07/05/2016)</u>	06/23/2016		Wikieup, AZ	ROBINSON HELICOPTER CO R66	N117TW	WPR16FA130	Fatal(2)
<u>Preliminary</u>	<u>Preliminary (05/23/2016)</u>	05/17/2016		Mesa, AZ	NORTH AMERICAN AT 6	N3198G	WPR16FA112	Fatal(2)
<u>Preliminary</u>	<u>Preliminary (05/16/2016)</u>	05/07/2016		Suprise, AZ	BEECH G35	N4401D	WPR16FA102	Fatal(1)
<u>Factual</u>	<u>Factual (08/04/2016)</u>	02/16/2016		Buckeye, AZ	Evolution Revo	N107SB	WPR16LA071	Fatal(1)
<u>Preliminary</u>	<u>Preliminary (02/18/2016)</u>	02/05/2016		Maricopa, AZ	NORTH AMERICAN F51	N551JP	WPR16FA064	Fatal(2)

Wikieup were on their way to a check ride! Another interesting fact is that 3, and possibly 4, of the 6 accidents happened during the departure phase of flight, a much too common trend lately, although the circumstances behind each one may be significantly different. The pilot of the Piper Seneca that crashed up here in Flagstaff was a CFII, a former DPE, and one of our FAASteAM Lead Reps, and he was on a Flights for Life humanitarian mission delivering blood. He was also a very close friend of mine. We often shared and traded missions. This accident struck very close to home, and he will be forever missed.

As I was writing this, my copy of the September issue of the AOPA magazine arrived. Naturally, I stopped everything and read it cover-to-cover – well, almost (some things don't have my interest). (*I only read cover-to-cover when my copy of Aviation Week and Space Technology arrives!*) Being the GAARMS guy, what really caught my interest was my long time friend Rod Machado's article, "**The**

Forbidden Question – Can we ever really be accident free?” His article really says it all. If you have not read it, do it. If you don't get the magazine, support the AOPA or borrow it. It is the essence of GAARMS, and I could not say it any better. I am not going to plagiarize Rod's article, but rather paraphrase parts of it to reiterate the purpose of GAARMS and to emphasize several points. Rod's forbidden question is – *“What is the lowest level of GA accidents we are capable of achieving without depriving pilots of the flying liberties we now enjoy?”*



I agree with Rod when he says that there will always be someone, some group, some government entity, inspired by good will and humanity, but without any flying experience, that will propose changes to make GA safer at the risk of making it more restrictive and less accessible for everyone. They will simply justify their position by saying, *“We'll save hundreds of lives if we can add just one more regulation.”* And they will say it without any understanding or consideration of what those changes might cost in terms of our flying liberties.



At many of my safety programs, I have often said (in jest, but mocking those entities) that I (but not quoting Donald Trump) can single-handedly reduce the GA accident rate to zero – just give me all your airplane keys and licenses. There! I have reduced the rate to zero! But wait – I have heard of people stealing airplanes and flying off without keys or a license, so maybe accident-free is a pipe dream! I believe God gave each of us free will, and sometimes that free will gets us into trouble. Show me any activity, like skiing,

rock climbing, climbing Mt. Everest, NASCAR racing, going to the movies (think Aurora) or going out with friends (think of the night club in Orlando), that is perfectly risk free. Then I might begin to think GA can be accident free, but I do not think it is humanly possible. I certainly don't think driving to the airport is risk free, and as good a safety record as the airlines have (which is really a great safety record), it is not entirely risk free.

However, great strides have been taken to improve the GA safety record. Back in the mid 60's, the FAA decided to do something about the then appalling flight instruction accident rate. The CFII refresher courses were put into place, requiring CFI/CFII's to undergo refresher training every two years. The result? During the next seven years, after some 200 plus seminars, attended by over 16,000 CFI's, the flight instruction accident rate fell by 67%. That's right, the accident rate dropped by 2/3rds!!! Type ratings were introduced to further the piloting skills of those pilots flying very high performance or complex, sophisticated aircraft. Two classic examples of that would be the MU-2's, which had a terrible safety record before the training solved that problem, and the Cirrus Owners and



Pilots Association (COPA) program, which is very successful.

“

Aviation education's influence over a pilot's behavior might not produce the same results it did in the flight instructor community.

”

- Rod Machado

As Rod further states in his article, clearly pilot education works, but something is missing. While the flight instruction accident rate fell 67%, there has **NOT** been the same reduction in the GA community. Even with the proliferation of available education, pilot seminars, safety programs, on-line education, webinars, Flight Reviews (BFR), etc, the GA accident rate has, for all general purposes, remained static. As Rod says so well: *“It is possible that our personal flying liberties are being balanced out by the inevitable accidents*

that result from this freedom? In other words, aviation education's influence over a pilot's behavior might not produce the same results it did in the flight instructor community.”

So, what level of safety, or more to the point, how many accidents are you willing to accept as “Normal”? After all, look at the number of automobile accidents and deaths every year, and we don't even blink an eye. We see accidents almost every night on the news, and some don't even make

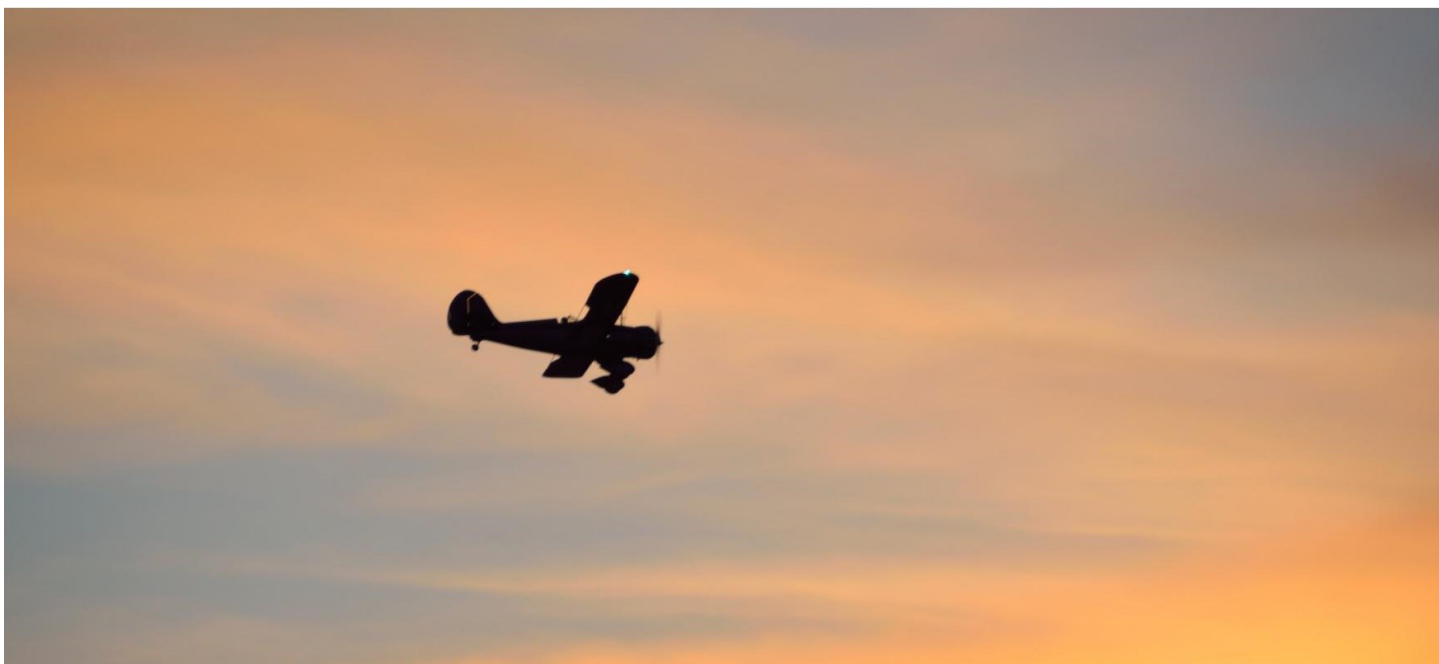


the news, but let there be one GA airplane crash and it is **BIG** news, because as the uninformed public will gladly tell us, those “little airplanes” are dangerous!

Perhaps those entities that believe the accident rate is way too high are relying on statistics, which most politicians and government agencies tend to do. I can make the statistics say whatever I want them to say. As an example, if 100 people are killed on the highways every day, no big deal! That is only 2 per state a day! Or that is only 100 out of a population of 300 million, an absolutely infinitesimally small percentage. However, if 100 pilots out of a base of only 500,000 licensed pilots were killed (which is a significantly larger number percentage-wise), it must be more dangerous! I love how statistics work.

How many people are struck by lightning every year? Based on a population of 300 million, your odds of being struck is absolutely close to nil, but if you look at how many players are struck by lightning while actually playing golf, statistically speaking, golf is a very dangerous sport... Have you seen any government outcry for new regulations on playing golf?

I have been in GA for 45 years. (Yeah, I know, no longer a bold pilot, just an old pilot.) I have flown coast to coast, border to border, flown over or into almost every state except Hawaii, and have met and know a lot of pilots. I have not met one who woke up in the morning and said, “I think I will go out and crash my airplane today!” However, an awful lot of them do say, “I think I will go out and get some instruction today,” or “I am going out and practice landings to get a little better at it.” Of course, we all know there is some risk in flying, but you've also heard me say time and time again in our safety programs, there is risk in life, and we take every step we can to mitigate those risks.



If I knew my number was up tomorrow, I would go and lock myself in a padded cell and take no risks that day. Of course, I also believe God has a sense of humor, and if it was my day to go, I would still die by suffocation when the padding on the walls of my cell fell off and smothered me!

They say there is a road to Hell, but only a stairway to Heaven. Hmmmmmm, are they trying to imply something about volume here??? Anyway, I hope I get to use the stairway when my number is called, so I can meet up with my old friend Mac McClure and go enjoy flying with our new wings once again.

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!!!



LET'S TALK ABOUT THIS

By Howard Deevers

Remember your first flying lesson? Sure we do. The instructor did all of the talking on the radios, and it seemed so easy for him. Then after a few lessons, he insisted that I talk on the radio. The Cessna 150 I was flying had no intercom; we did not have a head set, but only a hand mike and speaker to listen to.

He told me what to say, and I rehearsed it briefly, then punched the button on the mike and spoke my first communications with an Air Traffic Controller, the tower at Allegheny County Airport, Pittsburgh, PA. I wanted to get it right and sound "professional" like the jet jocks that also flew out of AGC. It took some work, but I finally got comfortable with ATC communications. It wasn't perfect, and there were lots of mistakes. I even had the ground controller ask if I was a student pilot as I parked the plane after a flight. There must have been a lot of confusion on that flight during communications. When I said yes, he suggested that I call my instructor. I did, and we had a long discussion on communications.

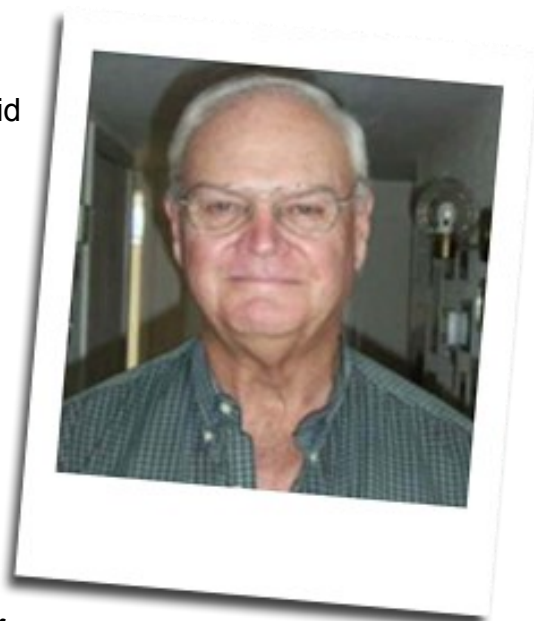
After that, I would go to the airport and just listen to conversations between the tower and other pilots. I learned a lot. When I was working on my instrument rating, copying clearances was a new obstacle. So I sat at the airport and listened to any airplane getting a clearance, and practiced copying their clearances, and listening to the read backs. I still have to ask them to repeat some parts of a clearance from time to time.



Naturally, I ask my students to know what you are going to say, say it, and don't keep your finger on the talk button too long. This past month I was flying around the Tucson area, and a pilot called Tucson Approach. Approach asked what his altitude was. The pilot responded: "I'm, uh, at uh, eight, no, uh, uh, eight thousand four hundred, no, uh, eight thousand five hundred." That poor controller must have been pulling his hair out listening to that communication. How hard is it to look at an altimeter and just read the number? There were more, uh, exchanges from that pilot too, but, uh, you get the picture.

Many NTSB accident investigations also include information about pilot/controller exchanges, or lack of understanding by the pilot or controller. They will listen to the tapes and try to figure out what was going on from the communications. Poor radios add to the confusion. Also read the NASA reports and see how communications can lead to a near miss, or worse.

Waiting to take off from Marana, I watched the aircraft (Ultra Light) that had just departed. He announced that he was turning right and would land on the East Ramp. He then made a left turn and a





short pattern to landing on that ramp. Could that be confusing? I just waited a bit longer before departing in case there were any other surprises.

A recent article about the success of ATC Next Gen stated that digital communications was going to be part of the new air traffic control. I'm not sure just how that will work, but I guess that ATC will send a digital message to an airline and the pilot will push a button to respond. No spoken communications will take place. The idea is to speed up communications

and avoid the possibility of misunderstandings. Could this be the same as "texting while driving"? It might work in the big airlines, but I don't see it coming to single engine planes any time soon, but who knows? With the technical advances we have seen in panels in the last 8 years, with touch screens and more, maybe digital communication is not so far away. Will it make us safer pilots? We sure hope so.

Clear and understandable communications are important in flying. Listen to the "pros" and try to replicate what they do. Sure, they make mistakes from time to time also, but for the most part, they are much better than the average private pilot. Know what you are going to say, and say it. Then listen up for the controller's response. Don't make more work for the controllers. After all, they are usually working several airplanes at one time.

Be sure to watch for the next Safety Seminar by your ARIZONA PILOTS ASSOCIATION, and don't forget to "Bring Your Wingman."

Howard



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Warbird Attack Helicopter Operated by Local Chapter of the Army Aviation Heritage Foundation

If you have been out to Mesa's Falcon Field on a Saturday over the past year, or attended the Gateway or Falcon Field Airport open houses, you could not have missed the Valley's newest aviation organization and flying thrill. The Army Aviation Heritage Foundation (AAHF) stood up an AZ Chapter last year and the chapter received its first aircraft, an AH-1F Cobra, in November 2015.

The Army Aviation Heritage Foundation (AAHF) is a one-of-a-kind national, non-profit all-volunteer organization composed of veterans, their families, and civilian supporters. The mission of the AAHF is to honor veterans, connect the American soldier to the citizens they serve, and tell the story of Army Aviation and the soldiers who flew and supported Army aircraft. The AAHF provides America an opportunity to hear its veterans, share their stories, and see its military legacy in flight and in action.

The affect the Chapter's Cobra has on veterans is varied. For the crews that flew and maintained them it is like reuniting with an old loyal friend. For those on the ground who were supported by the Cobra attack helicopter it is a reminder of a part of the Army Team that may have been unfamiliar to them, but indebted to for the lifesaving fire support it proved. Whether a veteran pilot long out of the cockpit or an infantryman who remembers a section of Cobras coming over a ridge to save his life, the AZ Chapter of the AAHF provides them an opportunity to connect with their past, an inspiration to share their experiences with family and friends, and to actually fly in a Cobra that served in Vietnam like they did.

Most Saturdays from September through April the Cobra flies at Falcon Filed. Rides may be purchased. The preflight includes a briefing of a mission that actually occurred during the Vietnam War that resulted in a Medal of Honor. The flight profile will demonstrate the tactics used in that mission. The AZ Chapter also makes appearances at fly-ins, airshows, and veterans events.

In the fall the AZ Chapter will receive its second aircraft, a UH-1C Huey gunship. The Huey is a restoration project that will be transferred from AAHF Headquarters in Georgia. Although the Huey is a complete project to include weapons, it is destined be a static display aircraft due to a lack of certain documenta-



tion on transfer from the Army to AAHF. What this means to members is that since work will not have to be performed by a licensed Airframe and Power plant mechanic, everyone is welcome to turn wrenches on the restoration of a historic Huey gunship.



Next summer the AZ Chapter will expand the AAHF mission to Southern California. With a typical Army aviation operation in mind, the AZ Chapter will temporarily relocate the Cobra to Southern California next summer. Members there will support operations of the Cobra in what is called Forward Operating Base (FOB) SoCal.

Corporate support for the AZ Chapter has been vital in the formation of the Chapter and its early success. Falcon Field Authorized Bell Service Center Heliponents has provided hangar space and technical support, while Flight Trails provided office space for Chapter business. Boeing Helicopters has donated almost every piece of office equipment the Chapter uses and donates an hourly payment for time member employees and retirees volunteer with the Chapter. Chapter founder and President Dave Sale is particularly appreciative of Inter-Coastal Electronics (ICE). Dave said, "ICE was not only one of the very first corporate sponsors of the Chapter, but they proved the critical final element in our quest to secure the Huey gunship. ICE CEO Charles Kirkpatrick has provided our Chapter the use of a building suitable for the restoration of the Huey. Receiving a historically complete early Huey Gunship is a major accomplishment for us and it was made possible by Inter-Coastal Electronics."

The AZ Chapter has 180 members. Most are veterans, but all are dedicated to preserving Vietnam era Army aviation aircraft to further a mission of educating the American public and honoring veterans. With the Cobra coming out of a scheduled maintenance period, and the static display Huey gunship project on the way, securing a flying Huey becomes the Chapter's next goal. New members are encouraged to join. Chapter President Dave Sale extended the invitation, "Everyone brings something to the table, maintainers, administration talent, historians, web and social media expertise, business development, operations, all are welcome. We are engaged in an honorable enterprise. The Chapter has big plans for the Valley. We are happy to share the experience with new members."

New members may join by going to the AAHF website: www.armyav.org. Flights may be scheduled by calling 480-217-1635. The AZ Chapter will have the Cobra at the AOPA Fly-in at Prescott, October 1st, and Copperstate in Mesa, October 28-29.

APA Website

Please visit our website for the latest information.

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

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

Webmaster@AZPilots.org



Stefanie Spencer— Webmaster

Newsletter Contributors

Article Deadline

20th Editor reminds "The Team" to submit articles

25th Authors submit articles and advertisements

Contact the newsletter editor:

Newsletter_Editor@AZPilots.org

For anyone wanting to contribute to this newsletter please submit your writing in an email file along with photos and captions (separate files). The APA would like to publish information about what's happening in your area of Arizona. Subject matter could range from regulatory issues to new places to eat (or old places) to airport management to safety. Of course the APA would like to know about any political activities that could potentially compromise Arizona's pilots or its airports.



New pilots welcomed!



Writers welcomed!



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Volunteer 501 (c) (3) Organization

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