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President's Report

Aviators and aviation enthusiasts,

Welcome once again to the monthly Arizona Pilots Association newsletter. So much has happened since our last issue, I don't know where to begin. The Grapevine Airstrip has been completely seal coated and the paperwork has been submitted to put it on the charts again. The Copperstate Fly-in was last weekend and we saw lots of folks coming by our booth and attending the many seminars being presented by the APA and the FAAS Team. Accidents are down thanks to everyone's efforts in flying responsibly.

Several members and board members attended various Tonto National Forest planning meetings, something that goes a long way in ensuring a growing relationship with them. The USFS has accepted our comments on the Draft Assessment for the Tonto, and we believe will be incorporating most of them.

Thanks,

Have Fun, Fly Safe,

Tommy



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Executive Director's Report

Jim Timm — November 2016

Now that fall has officially arrived, it seems like summer temps are still trying to hang on for a while. The mornings are now nice and cool, and the flying temperatures in the forenoons are becoming great. The end of October was the Copperstate Fly In, and it was great to see many of you there and be able to chat with you. Although it was a trifle warm, the event seemed to go well with lots of airplanes. One of the two WWII hangars was used for vendor displays, with a few more vendors and space to move around in than what they had in Casa Grande with the big tent. There are more events coming up, and we will look forward to seeing some of you out there. So let's go flying, and fly safe!



MISCELLANEOUS ITEMS

Starting this month, a new pilot shop just opened at Mesa Falcon Field, "Bob's Pilot Shop." It's located in the "Impala Bob's" facility, next to where the Falcons Roost restaurant used to be located. In addition to pilot supplies, in January they will be starting pilot ground school classes. They are accessible to either fly in or drive in.

I recently received a notice that there was going to be GPS Interference Testing taking place at Twin Falls, ID; Fallon, NV; Barstow, CA; and Sierra Vista, AZ, during the first part of November. They are advising, "The testing may result in pilots either receiving an unreliable GPS signal, or no signal at all." Testing at some of these locations could very likely impact GPS use in Arizona. Be sure to check NOTAMS for the testing. If you run into GPS reception problems contact Air Traffic Control with the time and location. This testing has been ongoing for some time, and it would seem that it will certainly have to come to an end by 2020 or before if we are going to be relying on the use of ADS-B.

Unfortunately, Gateway Airport (IWA) is still charging a \$20 fee for parking at the general aviation terminal. The fee will be waived with the purchase of 10 or more gallons of fuel.

Please be aware, there are still many construction projects going on at airports around the state, and unfortunately, the activity will still be going on for a while. Before you take off, make sure you check for NOTAMS at your destination airport so you don't have a bad surprise when you arrive.



Bob's Pilot Shop street view (Source: Google Maps)

The good news is that flight safety has improved, and in this past reporting period there were only two accidents reported by the NTSB. Unfortunately, one of the two did result in two serious injuries, and even that was fortunate because the accident could have very easily had a more tragic ending. Fortunately the other accident did not result in any

injuries. We only have two more months to go for the year, and I hope we can keep the accident numbers down and the injuries, if any, minor. See my November 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) is on the first Saturday of the month.
- The second Saturday of the month, Ryan Field (RYN) a fly in breakfast is available at the restaurant. (Check NOTAMs before you go to make certain ramp construction has been completed.)
- The Mesa 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 APA at the USFS Grapevine Airstrip next to Roosevelt Lake.
- The fly in breakfast at Casa Grande Municipal Airport (CGZ) is **canceled** for November. The next one will be on Dec 31st, New Year's Eve.

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

Jim



A Few Words About Safety

“

Denny Granquist

“Flying around the weather will get you there quicker.”

“Briefings are better than after action reports.”

”

GAJSC



General Aviation Joint Steering Committee

Stabilized Approach and Landing

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: November 2016

Topic: Stabilized Approach and Landing

The FAA and industry will conduct a public education campaign emphasizing the best practices regarding stabilized approach and go around techniques.

Background:

The air carrier industry has embraced stabilized approach concepts as a means to ensure safe operations during critical phases of flight. Airline flight crews are trained and tested on establishing and maintaining stabilized approaches and to immediately initiate a go around if stabilized approach criteria are not met. This has led to a dramatic decrease in approach and landing mishaps. General aviation pilots can also increase the safety of their approach and landing operations by adhering to stabilized approach criteria.

Teaching Points:

- Discuss the magnitude of approach and landing mishaps
- Acquaint pilots with the benefits of stabilized approach and landing operations.
- Discuss best practices for exercising the go around option.
- Encourage pilots to make stabilized approaches and to go around if stabilized approach criteria are not met.

References:

- ***Stabilized Approach and Go Around Power Point***
- Airplane Flying Handbook (FAA-H-8083-3B) – Chapter Eight

DOWNLOADS: [PowerPoint Presentation Slides...](#)



Tonto National Forest Planning

By Mark Spencer

As the Tonto national Forest enters the next phase of the forest planning process, APA members help fulfill our mission as “The voice of General Aviation in Arizona!”

To many, the Forest Service planning process is a mystery, but thanks to RAF’s Ron Normandeau, the curtain has been pulled back on this process. Ron dedicates many personal hours to helping RAF state liaisons around the country understand the process, as well as reviewing many of the published documents and reports that the FS generates through this process, oftentimes working with the state liaison, and others, to generate a response. In fact, that’s exactly what Ron did recently concerning the Tonto’s recently released Draft Assessment. With an understanding of overall FS recreational aviation policy, and a few hours of effort, Ron and I worked together to generate a ten page response to the Draft Assessment. Our response focused on two chapters, 5) Recreation and 8) Aviation Facilities. Some of our review simply corrected errors in the report, especially related to the Red Creek airstrip, and other comments brought the Draft Assessment up to date relating to the extensive partnering the aviation community and Tonto have engaged in over the last 4 years.

Alongside the review effort, APA and RAF members, including APA board members David Dunteman, Andrew Vogeney, Rick Bosshardt, President Tommy Thomason, and Executive Director Jim Timm, made sure that



Raiding the kitchen after the Tonto Basin Planning meeting

every one of the recent Tonto “Needs for Change” planning meetings were attended. While we are very pleased with the path of the Tonto, it is important to let them know that we, as stakeholders in these public lands, are interested in the process and final outcome. The final plan will guide a particular forest for the next two or three decades, and sitting on the sidelines is not a wise move if one cares about their interests in the use and enjoyment of these lands. I was privileged to fly into the Grapevine airstrip along with Carl Williams, with transportation provided by a FS member to the Tonto Basin planning meeting. Rick Bosshardt reported that the Phoenix meeting was well attended by multiple stakeholders, some of whom were surprised at the level of volunteer efforts put forth by the aviation community. Our real desire at these various meetings is to be the friendliest people in

attendance, offering positive input while understanding the various demands on these lands by a plethora of users. Tonto Chief Planner, Kenna Belsky, commented that the aviation community really impressed them with our dedication, and in particular, the kindness of one of our members, who turned out to be none other than Jim Timm. Thanks for representing Arizona pilots so well, Jim!

Mark



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Grapevine Preservation Complete

By Mark Spencer

Saving the Tonto National Forest Grapevine airstrip, once E75, but closed and abandoned for roughly 20 years, could be one of the greatest challenges ever taken on by the Arizona pilot community. It all began in 2011 with some 80 volunteers over 3 days clearing the runway edges of Ironwood, Cat Claw, and Palo Verde trees that had taken over during the strip's abandonment. District Ranger Kelly Jardine knew he had met some committed folks that weekend, and we knew we were developing a partnership that would only grow. From our first weekend camp, Grapevine has become a favorite spot for pilots from across the country, but the deteriorating asphalt had to be dealt with, or we knew we'd have an even greater challenge of removing it altogether. While local pilots were at work on the ground, installing a fire ring, picnic tables, and eventually re-purposed Forest Service shades, the Recreational Aviation Foundation (RAF) was busy back in Washington, developing a national Memo of Understanding (MOU) between the USFS and the aviation community.

Local Forest Service folks had also heard of the pending RAF/FS MOU, and welcomed its completion and potential clarification of policy on backcountry airstrips located on FS lands. The MOU was completed and signed in March of 2015, and it didn't take long for the Tonto team to embrace the spirit of the new MOU by agreeing to allow the APA and RAF to begin efforts to save the existing asphalt. Given the years of no maintenance, Grapevine's asphalt was actually in pretty good condition, but cracks were allowing moisture to seep under the runway, weakening the base, and allowing weeds to grow up, actually requiring mowing of its surface several times each year. The APA began a fund raising campaign while contacting several asphalt supply companies, consulting with the original Grapevine airstrip civil engineer and pilot, Rodney Tang, on the best approach and materials for sealing the extensive cracking of the asphalt. One company deserves a specific mention here since they joined hand in hand with us, Crafcro, Inc. in Phoenix. Crafcro's Western Regional Sales Manager, Bryan Darling, and AZ Sales Manager, Jason Ray, might as well have been pilots, as they caught the vision and became excited about the charitable aspect of our mission. I still feel a deep sense of appreciation for these guys as I think back to their effort and





After hours of hand clearing cracks, the final clean was done with pressure washers

sacrifice. The pilot community had a direct stake in the project, and many showed up for countless hours of backbreaking work, cleaning the miles of cracks. On the weekend of November 14th, 2015, Bryan, Jason, and their trusted man Bobby, all showed up, working two 13 hour days and another 7 hour day alongside 40 of us! Crafc's willingness to discount the material, along with numerous donations, made it affordable, and the first



Crack sealing went into the early evening for the first two days

stage of saving the Grapevine asphalt was completed!

We needed warmer temperatures to take on the next stage, along with another round of fundraising, research, and bids. We were not so fortunate on material discounts for the surface sealing, but we were fortunate to find DJ's Contracting, Bobby Padilla and Jeffrey Iorio of Tucson. Jeffrey is a pilot himself, but their desire to do the best job possible is what really stood out. They understood we had a limited budget, and found ways to save \$\$ to meet that budget, even sleeping in FS provided facilities for two nights during the job. APA and RAF members took on the job of cleaning the surface a day in advance of the sealing, and on Friday October 15th, almost 11 months to the day from crack sealing, Grapevine would begin looking as if it had been given new life! I have to hand it to

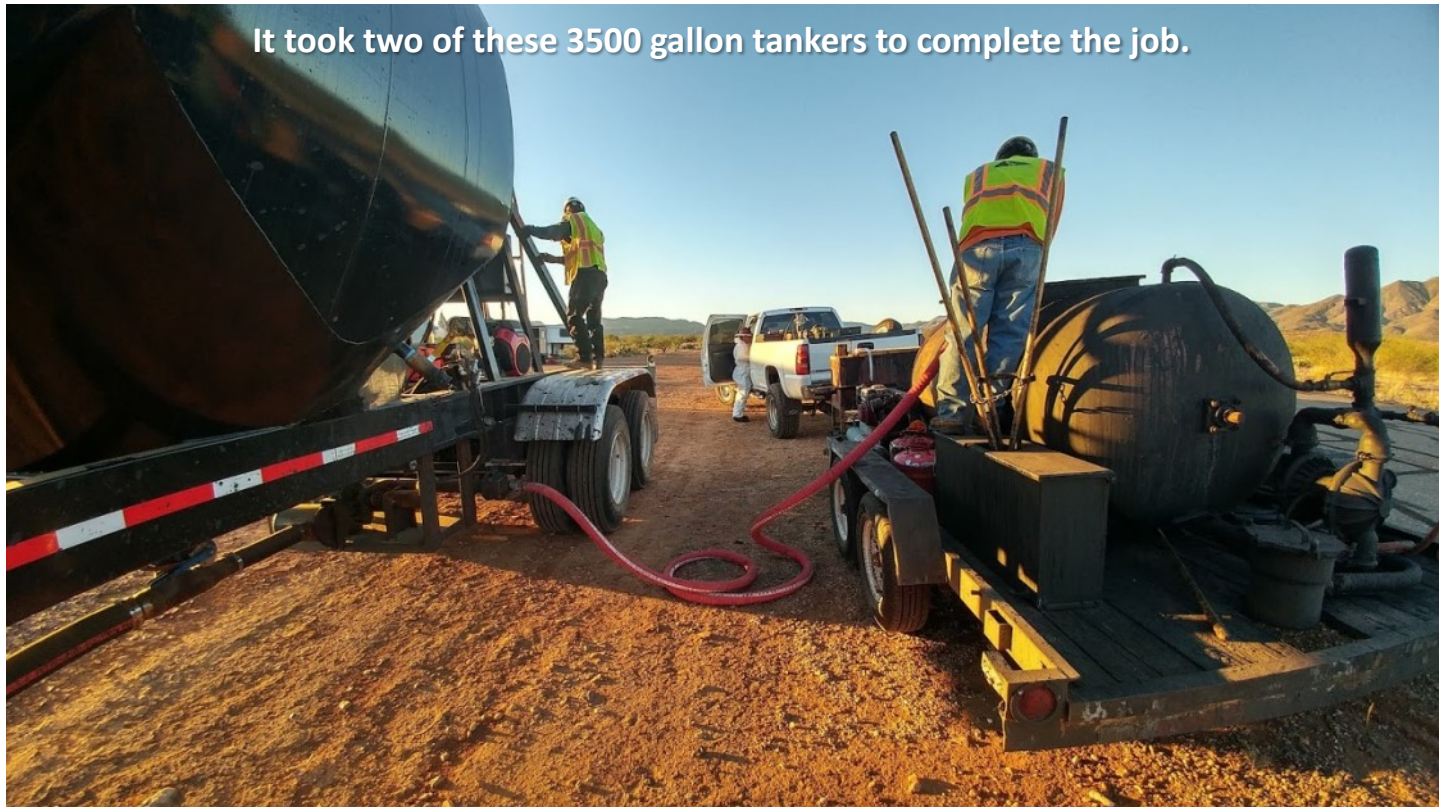
Bobby and Jeff as they would not settle for a minimalist approach, persuading us to go with a high end polymer modified material developed just for runways. This material has a very high solids content, and is fortified with a black sand. Other bidders came close to DJ's pricing, but DJ's put down twice the amount of material, totaling nearly 7000 gallons! It didn't take near the number of volunteers needed as the crack sealing process, but just a hand full of volunteers were necessary, and



[~ Click here for short video ~](#)



spent the three days at the airstrip camping out. A special thanks has to go out to our senior troopers, Paul and Charlie, from Payson, who camped out and fed all of us for those three days. I can only hope to be alive at 80+ years old, let alone put out what these two troopers have for the aviation community! Another 81 year old fellow, Bill Evans, from the little town of Roosevelt, even showed up, flashing his APA card, and quite as a matter-of-fact stating, *"I'm a member and I am here to help!"*



It took two of these 3500 gallon tankers to complete the job.



Paul and Mark "MacGuyver" the compressor engine recoil spring by using a Jet Boil burner to anneal and bend a new hook in the broken spring.



Bobby, Owner of DJ's Contracting, District Ranger Kelly Jardine, and NEPA Planner, Eric Oswald



**Grapevine Airstrip, Tonto National Forest, Tonto Basin Complete
Isn't that beautiful?!**

Of course, this story would not be complete without mentioning the trust and effort put out by the Tonto National Forest, from the regional Forester, Neil Bosworth, to District Ranger, Kelly Jardine, to Recreation Manager, Roberto Ybarra, who was always nearby to help out with various emergencies. DR Jardine was often working side by side with us.

The Grapevine airstrip is probably one of the best examples of how partnering with land managers can and should work. The efforts have not only preserved this airstrip for future generations of recreational aviators and their families, but saved a multi-million dollar asset that the FS could never replace, an asset that is now available to them for fire staging, the USAF for training, and we'll have to wait and see what else. Perhaps, just as important, is that it has fostered a relationship between the aviation community and the USFS that will be talked about and pointed to as an incredible success by both the FS and aviation community for years to come!



With the surface GAPP complete, DR Jardine signed the completed FAA 5010 form, and that has been filed with the FAA as the final step to place Grapevine back on the sectional! Use will continue every third weekend until charting is completed, so watch our newsletters for updates and work days left to install additional campsites.

A sincere thanks to all who helped to make this possible, some by finance, some by their time, some by both. Share this incredible story with another pilot and ask if they've joined the APA and RAF!

Mark





Grapevine Celebration!

By Mark Spencer

Celebrating the completion of our Grapevine Asphalt Preservation Program seemed only fitting for October's fly in weekend, and celebrate we did! 24 aircraft in all, and roughly 50 people attended. Besides enjoying the myriad of aircraft, some former show winners, the food and company was great! It was also nice to see some of our hardest working volunteers actually enjoying themselves at the strip instead of working, well, except for Mike Andresen, who had the ominous job of parking all those aircraft!



Mark



Photo by Mark Walker

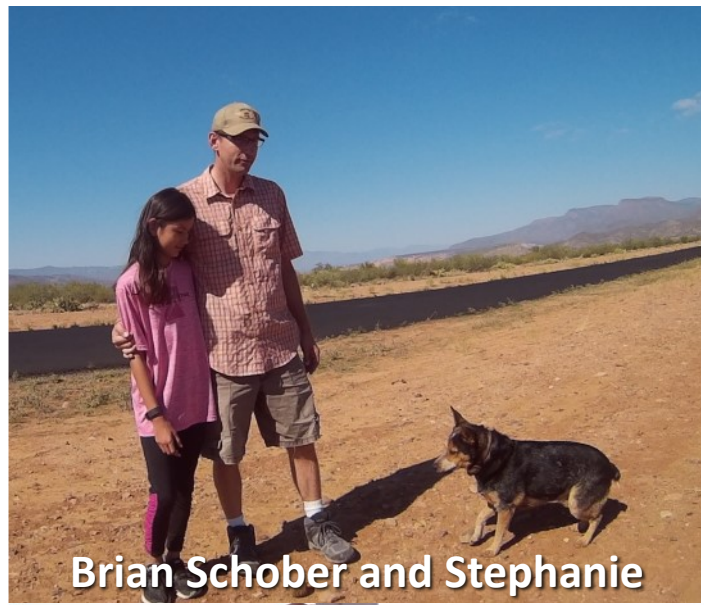


Photo by Mark Walker





Mark & Tommy



Brian Schober and Stephanie



Paul Pitkin never gets a break.



Diane brought the cake!



Charlie



Stef



Even Rescue Crew 7 from Miami joined us!





Mark & Stef Departing Grapevine - Photo by Mark Walker

November Aviation Accident Summary

by Jim Timm

The following are the NTSB reports of aviation accidents that have occurred in Arizona from late September thru late October, 2016. We use this detailed accident information to develop safety programs and briefings to help pilots learn from the mistakes being made by others and hopefully then take the action necessary to prevent similar accidents from happening to them. We are getting close to the end of the year and I hope the number and severity of the accidents will remain low.

From a flight safety standpoint, this reporting period has been relatively good. While there were only two accidents reported by the NTSB, one of the accidents did involve two serious injuries, and it was fortunate as the accident could have easily had a very tragic ending. Fortunately the other accident did not involve any injuries. The end, this summary also contains the recently released details of an accident that had occurred in August.

BASED ON INFORMATION AVAILABLE WHEN THIS SUMMARY WAS PREPARED, THE REPORTED ACCIDENTS THIS PERIOD ARE AS FOLLOWS:

Accident Date: **Wednesday, October 5, 2016**

Report Dated: 10/17/2016

Title 14 CFR Part 137 (Agricultural)

Location: Gila Bend

Aircraft Type: Bell UH 1H

Injuries: 1 Uninjured

FORCED LANDING

On October 5, 2016, about 0915 MST, a Bell UH-1H rolled over during a precautionary landing near Gila Bend. The commercial pilot was not injured, and the helicopter sustained substantial damage. The local flight departed a private air-

strip about two hours prior.

The pilot reported that he had just completed a series of passes over a cotton field, and was maneuvering the helicopter for the cleanup pass, when during the final right turn he heard a loud bang. He was then unable to maintain lateral control with the foot pedals, so he immediately initiated an autorotation. During the landing flare, the left skid made contact with the ground, and the helicopter rolled onto its left side.

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

Accident Date: **Wednesday, October 12, 2016**
Report Dated: 10/24/2016
Title 14 CFR Part 91
Location: Phoenix
Aircraft Type: Rockwell International 112A
Injuries: 2 serious

FORCED LANDING

On October 12, 2016, about 1011 MST, the pilot of a Rockwell International 112A reported to air traffic control that the airplane had an engine problem, and was unable to maintain altitude. The airplane subsequently impacted terrain in a train yard about 3 miles west of the Deer Valley Airport (DVT), Phoenix. The pilot and passenger were seriously injured, and the airplane sustained substantial damage. The flight departed Falcon Field Airport (FFZ), Mesa, Arizona, at an unknown time, with an intended destination of Lake Havasu City Airport (HII), Lake Havasu City.

According to tower personnel from DVT, the pilot requested to return to FFZ due to high engine oil temperature, and the airplane was losing altitude.

An investigator from the National Transportation Safety Board (NTSB), an inspector from the Federal Aviation Administration (FAA), and a representative from Lycoming Engines, responded to the accident site. A visual examination of the en-

gine revealed a hole in the crankcase at the number 4 cylinder.

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

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

Accident Date: **Wednesday, August 24, 2016**
Report Dated: 10/7/2016
Title 14 CFR Part 135
Location: Peach Springs
Aircraft Type: AIRBUS AS350
Injuries: 1 Uninjured

TERRAIN CONTACT DURING HOVER

The pilot reported that as the helicopter was in a hover and backed off of the landing pad, the vertical stabilizer impacted rising terrain. The pilot further reported that he was able to land back on the landing pad 30 feet away with no further incident.

A post examination of the helicopter revealed that the rear vertical stabilizer had received substantial damage.

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

MEMBERS' PHOTO CORNER

Thank you to Stu Tracy and Andy Elliot for this month's photos!

Where will you go next? Send your photos to newsletter@azpilots.org!

We were airplane-camping at Smiley Creek, Idaho when this thunderstorm, doing its best imitation of a nuclear cloud, drifted by to the east around sunset. Smiley Creek is at 7206' and nearby mountains top 11,000. I think the white shaft may be snow or hail. Glad it missed us! The picture was taken in August, 1990, and we still have the same Cardinal. - Stu Tracy



Taken during a Red-Star Pilots formation training sortie near Kingman (KIGM) in early October.

Pilot: Andy Elliott flying his experimental Osprey Aircraft GP-4.

Photo by:

*[Jay Beckman](#)
[Crosswind Images](#)*

Pegasus Airpark HopeKids Fly-In

By Nelson Garrison

The Second Annual HopeKids Fly-In was held October 15, 2016, at Pegasus Airpark. There were 23 families from HopeKids, and we were able to give rides to all the families in attendance and to a few other family members. If you haven't heard of [HopeKids](#), [check them out online](#).

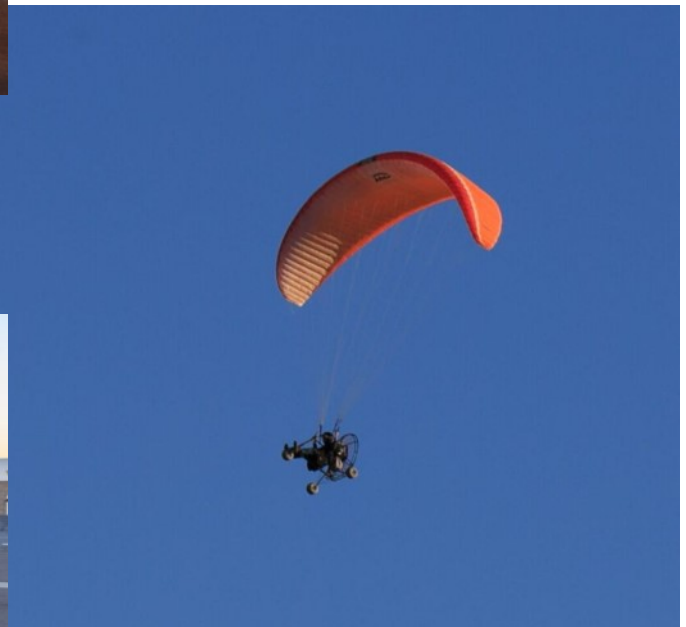


The event started at 6:30am and we soon had most of the families eating breakfast or headed for rides with local pilots. With all the other local events that weekend, the number of visiting pilots was down some, but we still had a good turnout. In many ways it worked out better since we had less incoming traffic to deal with.





We had fly-bys from Jon Melby and our local Steerman pilot, along with a few others. Neil Jones from [Quantum Helicopters](#) brought out a new Robinson R66 for everyone to check out. In addition, we had local displays of multiple Pitts airplanes, Steerman, Piper Cubs, and various other aircraft on display. The Queen Creek fire department came and had an engine and crew available for questions and pictures. Many of the local residents brought out their classic cars, and the kids and families were able to take pictures with the vehicles.



We're looking forward to next year when we get to fly the HopeKids again!

Fun evening at the APA Fall Social in Mesa!

By Susan Wearly and Mary James

Thirty pilots and aviation enthusiasts gathered at The Monastery Restaurant in Mesa next to Falcon Field on Thursday, October 13th for the APA's Fall Social. Plenty of food, drinks and comradery were had by all. The weather was perfect for our outdoor patio, with seating around tables decorated with fancy pumpkins, spiders, a few snakes, and plenty of Halloween candy.

And yes, the Question Board was also present with most of our guests taking a shot at answering correctly the two questions. Congratulations to Marcia Busching for correctly answering Question #1 and taking home a bottle of Silver Patron Tequila. Congrats to our very own Andrew Vogeney, APA Scholarship Chair, for correctly answering Question #2 and





taking home a bottle of Gray Goose Vodka.

(Several guests answered the questions correctly so we put all of the winning names back in the box, shook them up and drew one winner for each question.)

Proceeds from the evening totaled \$205 which will go to our Scholarship Fund. What a great way to have fun and raise money for scholarships!

The APA is thrilled that we have such good turn-outs for our socials. Last spring's social at Harold's Corral in Cave Creek and this fall's social at The Monastery are great ways for us to get together and to support general aviation in Arizona.



Watch for news of the next social scheduled for the Spring of 2017 – we look forward to seeing you then!

Susan & Mary





Copperstate 2016

By Stefanie Spencer

I would like to thank all of the volunteers and attendees that came out to enjoy the Copperstate Fly-In weekend for the first time at Falcon Field in Mesa. The booth was filled almost non-stop with pilots from near and far, with many questions about what we are accomplishing at Grapevine and the other airstrips here in Arizona. It is always a great time to share the stories of what is happening around Arizona. There was interest in our weekend getaway trips, merchandise, and of course our free custom luggage tags were a hit. Particularly encouraging at this year's Copperstate was the number of younger pilots, I mean below 20 years old, that came by to visit with us.

The forums in the tents were also packed! Dave Duntelman presented "How to Avoid Tragedy by Combating Complacency," Mark presented "Backcountry Tips, Tricks, and Destinations," and our guest, Matthew Huse, the new Aviation Officer for the Tonto, brought the largest crowd we've seen yet with his presentation on "Fire Operations & Aviation." No doubt this is the beginning



of a long and cooperative partnership with Matt and his team. CC Pocock is also back in AZ, looking for a permanent residence, and was able to provide two backcountry techniques forums, spurring a good number of book sales, for which he donates part of the proceeds from each book to support the APA. Thanks CC!

Our new line of clothing, sporting our new home grown artwork and developed by our own Michelle Schober, brought many compliments. While clothing is not a revenue center for the APA, it is an important part of getting the word out. We are always surprised by the number of folks that visit with us at these shows saying, "I didn't know there was an Arizona Pilot's Association!" The take away here is that we should wear our colors (shirts and caps) whenever we are around other aviators! Mark has always said, if each of us would just encourage one other aviator to join the APA this week, we'd double our size in a week. Perhaps your APA clothing might spur that conversation.

Stef



Short Final

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

SIMPLE MISTAKES

By Howard Deevers

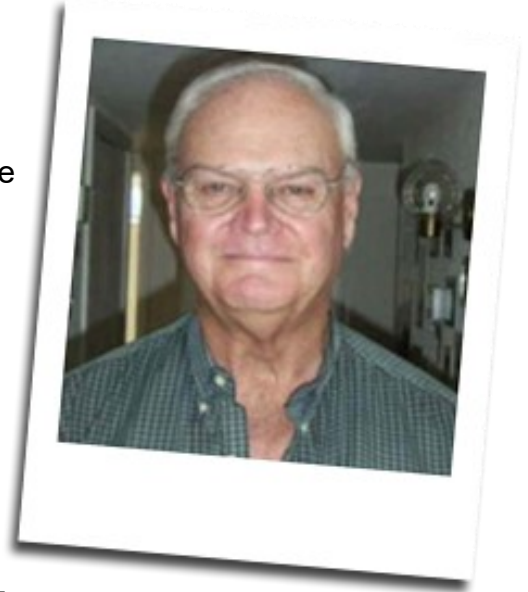
A recent article from the FAA said that the new “kinder” FAA would not punish pilots for “simple mistakes, inadvertent actions, or other small infractions.” That got me to thinking: What exactly are simple mistakes?

I’m sure we all make them. A simple mistake might be knocking over a glass of milk at the dinner table. What family with kids has not had to clean up such a mess? It seemed to happen often at a certain age with my kids. Soon enough, I learned to give them smaller glasses of milk, and then just refill them as needed. It was easier than cleaning up a large spill. They outgrew that in time.

Our minds do play tricks on us. Dialing a phone number, such as: -2240, but you reverse the last two numbers and dial: -2204. Of course, you will get a wrong number or one of those automated announcements that “the number you have dialed is not in service.” Oh, well. Dial again and get it right this time.

We also get into habits of doing things the same all the time. 99% of the time I turn right when going out of my driveway. Then one day I want to go somewhere that requires a turn to the left, but I turn right anyway, because I am so used to doing that. Immediately I know that I wanted to go the other way. Oh, well; turn around and go the other way.

Then there are the times when we hear what we *expected* to hear, but that is not what the controller said. Departing from an Ohio airport taking my son on a sightseeing tour, I asked for a right turn out. The tower controller told me to make left traffic, and when I turned right anyway, he jumped on me. My son confirmed that the controller had told me to make left traffic, but I was so fixed on making a right turn that I was sure that he had said right traffic. There was no conflict with any other traffic, and nothing more was said about it. Had it been at an airport with parallel runways, there could have been a conflict with some other traffic. I could have been given a pilot deviation warning, but it was a quiet day there..... thank God!



Could that have been considered a “simple mistake?” In aviation, simple mistakes can be harmful, or worse. That’s why we use checklists and train so much. We really want to avoid even simple mistakes. But when your mind plays tricks on you, a simple mistake could turn into something much worse. I was expecting to hear that a right turn was OK and just did not hear otherwise. In this case it was not serious, but got my attention to never do that again.

Some simple mistakes don't turn out so well. There are many NTSB reports of accidents that started out simple, but turned fatal later on. A famous one involves a Cessna 182, fuel related also. The owner of the plane had not had an annual inspection on the plane for several years, but would fly it anyway. There was evidence of a fuel leak on the right side of the plane. Even the line worker mentioned it to the owner when filling the plane. The owner shrugged it off and said that he would look into it after his flight. He didn't have to. It was his and his plane's last flight. The plane ran out of fuel before returning to the airport. An attempted off airport landing did not go well. The plane was destroyed and the owner died in the crash.

Investigators determined that the owner had a pattern of not doing what should be done, such as an annual on the plane. He also had not used his seat belts on this flight, probably not on other flights as well. All of these simple mistakes added up to an inevitable outcome. The owner had gotten away with it before, so it became a pattern and habit. Even when other people tried to warn him, he ignored their efforts.

I'm sure that "simple mistakes" are human. We are not computers or machines, and some mistakes will occur from time to time. Simple enough - IF we learn from them. As pilots we must constantly be on guard to avoid *any* mistakes. Use checklists, train often, and a flight review every two years is hardly enough, even though it keeps us legal to fly. Get into the WINGS Program and earn a phase of the WINGS at least once a year.

Your ARIZONA PILOTS ASSOCIATION is dedicated to Aviation Safety. Look for a Safety Seminar near you, and don't forget to "bring your wingman!"

Howard



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.

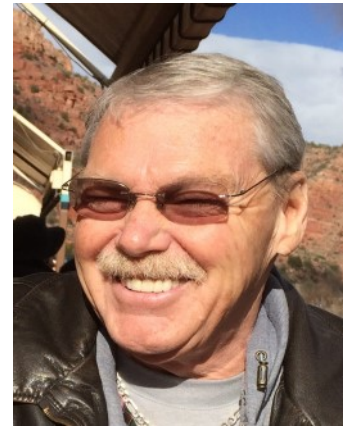
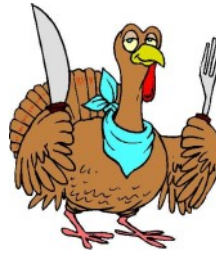
- 5438 hours of flight instruction given
- 6787 total hours flight time
- Cirrus Standardized Instructor, Avidyne & Garmin 1000
- Cirrus Pilot Proficiency Program (CPPP) Instructor
- Cessna FITS Instructor Plus (CFAI+)
- Columbia Factory Flight Instructor, Avidyne & Garmin 1000
- Author of the book *Glass Cockpit Flying*
- FAA Master WINGS Holder
- Advanced and Instrument Ground Instructor

Bob Littlefield, Gold Seal CFI, CFII, MEI
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GAARMS REPORT

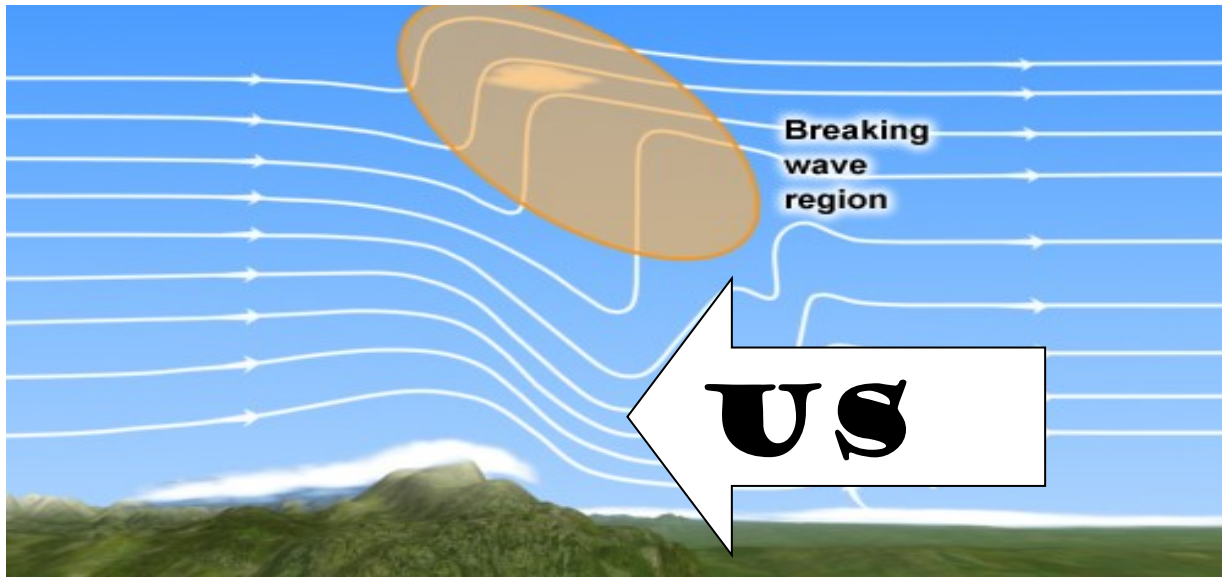
NOVEMBER 2016

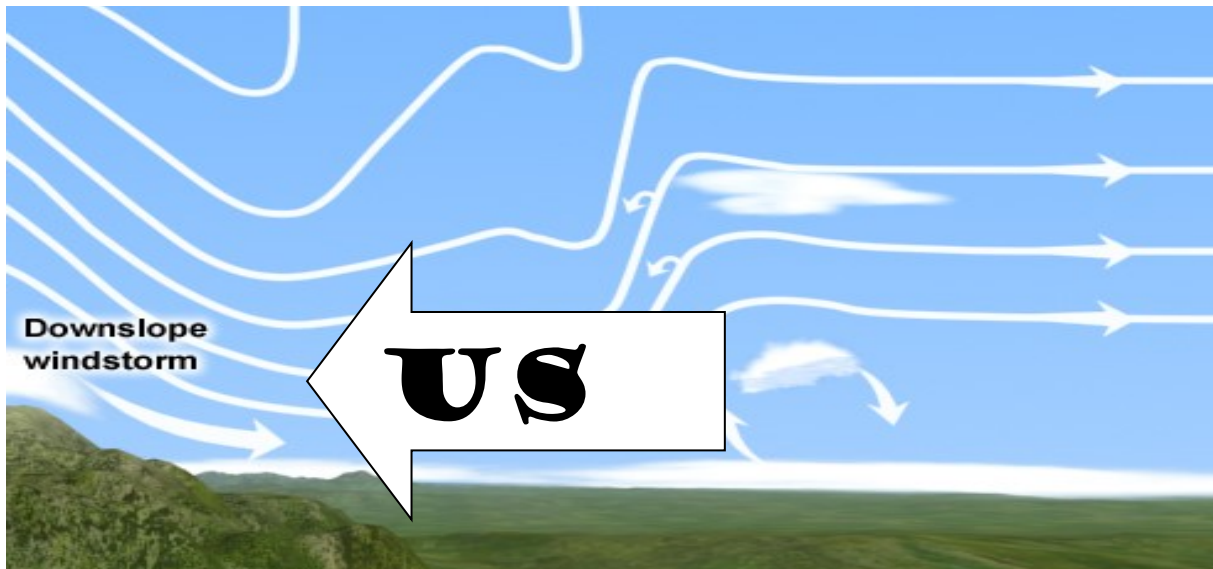
By Fred Gibbs



Thankfully there have been no new fatal accidents since the last newsletter, thus there is not much to report. We currently stand at 6 fatal accidents so far, with 9 fatalities, all pilots, including 2 CFII's. We only have two more months to go, and let's hope there continues to be nothing to report.

So there I was, level at 10,500 feet outbound on the procedure turn, with an indicated airspeed of 140kts with the GPS ground speed readout at 182kts. WOW, OK...so I ask the pilot-flying, "How long do we stay on the outbound heading on the procedure turn outbound leg?" He answered the stock answer "One minute." So I let him do that, and when we turned around on the inbound leg, I politely pointed out our ground speed – 95kts! And then we started to sink out of 10,500 feet, so he trimmed up to compensate. And we slowed down to 85kts ground speed! But we kept sinking, so he powered up, added some more trim and our indicated airspeed DROPPED to V_y – 80kts. Our ground speed was now all the way down to about 55kts! We were still on the inbound leg of the procedure turn, clawing our way to try to join the localizer, just barely holding altitude. We were, for all intents and purposes, in the grip of Mother Nature.





So, you ask, where in the world were we to encounter such conditions? Surprise, surprise, we were right here at Flagstaff! The weather was clear as a bell, unlimited visibility with surface winds 220 degrees at 18kts gusting to 28kts on takeoff. We were doing practice ILS approaches to runway 21. The approach is on the lee side of 13,000 foot Mount Humphreys. The winds aloft at 9000ft were forecasted to be 240 at 32kts and at 12,000ft to be 240 at 38kts. But they were, obviously, much stronger here on the lee (the downhill side) of the mountain. And yes, we were encountering moderate turbulence. Was I worried? Nah! The pilot flying was NOT a student, but a retired airline captain, with thousands of hours under his belt, flying his personal airplane, a 300HP Piper Saratoga. A cool, calm, seasoned stick. But had this been a student, well, we would never have been out there in the first place on this particular day. A good weather briefing would have (hopefully) shown the student the potential situation. With the surface winds already gusting to 30kts, and taking into account the winds aloft for 9000 and 12,000ft, it would have been a great teaching moment. FYI, away from the mountain, the ride was actually pretty smooth, all things considered.

So, the moral of the story is that when mountains are part of the equation, winds aloft and the placement of the mountain verses the location of the approach path can create some very interesting dynamics. This is one of those times where it was prudent to turn off the auto-pilot and hand fly, especially when you are down to V_y , with full power to just hold altitude, riding out the turbulence and trying to maintain situational awareness on the approach. This would/could be the perfect scenario for an auto-pilot induced stall!!!! OH, the fun of flight instructing.....

By the time you get this newsletter, it will be close to the date of my next safety program up here in Flagstaff at Wiseman Aviation, Nov 19 at 9:30am. It is on the thrills and giggles of flying up here in the north country during the winter. I know most of the membership of APA lives down there in warm country where the "white stuff" just doesn't exist, but it sure does up here, and it makes flying, well, interesting. So every year I put on my "Winter Wonderland" presentation, reminding those in attendance of the hazards, perils, demands, joy and wonder of flying all winter long. Oh yeah, it also gets downright cold up here, so I also include cold starts, engine heaters, priming, possible backfires and/or carb fires which just add to the, ummm, joy of winter! If you do decide to come north, please check weather very carefully; it can be VFR in Sedona, only 18 NM south, but IFR here in Flag! And remember to dress warm – Flag is NOT Phoenix in the wintertime!

This past month I decided to obtain my *Remote Operators License* – my drone pilot’s license – and, as always, learning or reviewing “stuff” is always a good thing. It was an online FAA course, and, for me as an instructor, was also an enabler to remind me of the qualifications and process to help other folks obtain their drone operators certificate. (PS – *I got 100% on the test.*) And yes, you have to apply through the IACRA system and have the application reviewed and signed by a flight instructor. If you want to really learn something, teach it, because by the time you get done trying to really explain things, you have to keep learning more and more. Students can ask the most, interesting questions to something you THINK you know, but explaining takes experience and depth of knowledge – NOT just the canned answer! And then there is teaching judgment... We talk about:

Learning Judgment

Anti-authority: the thought process of “Don’t tell me what I can or cannot do” – the propensity to not follow rules, don’t need no “stinkin” checklists, radio etiquette and proper phraseology is stupid, etc...

Impulsivity: just do something, even if it is wrong (or stupid) – a really bad thing when flying. Things like when I mention “check altitude”, the first thing students do is pull up, because they think “I must be low” cause Fred is telling me my altitude is off. If I point out the CDI needle is not centered, they immediately make a turn towards the needle, regardless of their current heading. Impulsivity **MUST** be tempered by analyzing the situation first, determining a corrective action, **THEN** taking that corrective action, observing that the corrective action is actually resulting in the correction you want, and then starting the process all over again.

Invulnerability: the old “It can’t happen to me” syndrome. When I was young (OK, no smart a** comments please), I flew A LOT of IMC back east. I was a young bold pilot who took great pride in my flying skills. Heck, 200 and a ½ mile ILS approaches down to minimums were routine, and both I and the “Speed Monster” relished the challenge, both day and night, in all kinds of weather. I WAS INVINCIBLE!!! Now that I am older (again, no smart a** comments please), I do not believe I am anywhere close to invincible, and flying up here in the challenging environment of northern Arizona keeps me honest and careful. And I try to apply that philosophy to all of my students.

Macho-ism: a lot like invincibility. No sweat, I can do this, or “Here, hold my beer and watch this!” A real danger is not knowing what you don’t know. There is more to this flying thing than just pushing the throttle forward and pulling back! I don’t need a checklist to preflight; I don’t need to follow a standardized process throughout the landing; I don’t need a pre-flight briefing – the weather looks good enough out the window; I can stretch my personal minimums this time ‘cause I got to be at this meeting, etc. All things leading you down the primrose path. And pleading ignorance gets you no-



where with the FAA.

Resignation: the old “What’s the use” or “I can’t do anything about it” is just plain old giving up, and I ain’t going down without a fight. I am NOT helpless – I can learn new and/or better ways to help myself, study more, expand my horizons, fly different airplanes, get a high-performance checkout, learn how to fly retractable gear airplanes, really learn flying and energy management by getting a glider rating, etc... There are all kinds of ways to combat this thought process – it just requires you to get off the couch and take action, but beware when you do this, don’t let impulsivity overtake your common sense!

SAFETY PROGRAMS:

Check out [FAA SAFETY.GOV](http://FAA.SAFETY.GOV) for upcoming safety programs across the state. By the time you read this, Copperstate Fly-In will be over, but hopefully you attended at least one of the many seminars presented there. For November, there is an iPad (Foreflight, WingX, FlyQ, etc) program out in Glendale on 11/12, a weather program at Buckeye on the same date, and the Winter Flying program up in Flagstaff on November 19th. Maybe I will see you at one of them...

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!!!



Phoenix Chapter of the Ninety-Nines, Inc.

Calling all pilots!

SPOT LANDING CONTEST

Impress your friends! Improve your skills! Meet the 99s!

Saturday, Nov. 12th

**Ak-Chin Regional
Airport, A39**

8:00 am Registration

**Competitor Fee: \$40
per pilot, includes
lunch**



Any pilot (male or female) can compete!

***Win Cash Prizes, trophies, and bragging rights at this
fun event. Come on out and show us your stuff!**

8 am Registration opens at the airport terminal

9 am Pilot Briefing

9:30 am Competition Begins

Delicious Lunch and Awards Ceremony to follow

Questions? Contact Karen (602)441-0250 or phx99s@gmail.com

Proceeds from this event benefit the chapter scholarship fund.

Sponsored by the Phoenix 99s, Ak-Chin Regional Airport, and Desert Aero Club.
Ak-Chin Regional Airport, 32514 W. Bud Road, Maricopa, AZ 85318

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			

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

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

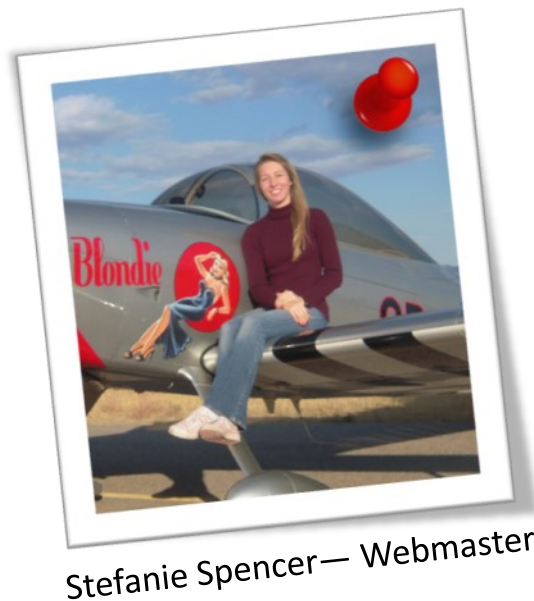
For anyone wanting to contribute to this newsletter please submit your writing in an email file along with photos and captions (separate files). The APA would like to publish information about what's happening in your area of Arizona. Subject matter could range from regulatory issues to new places to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



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

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