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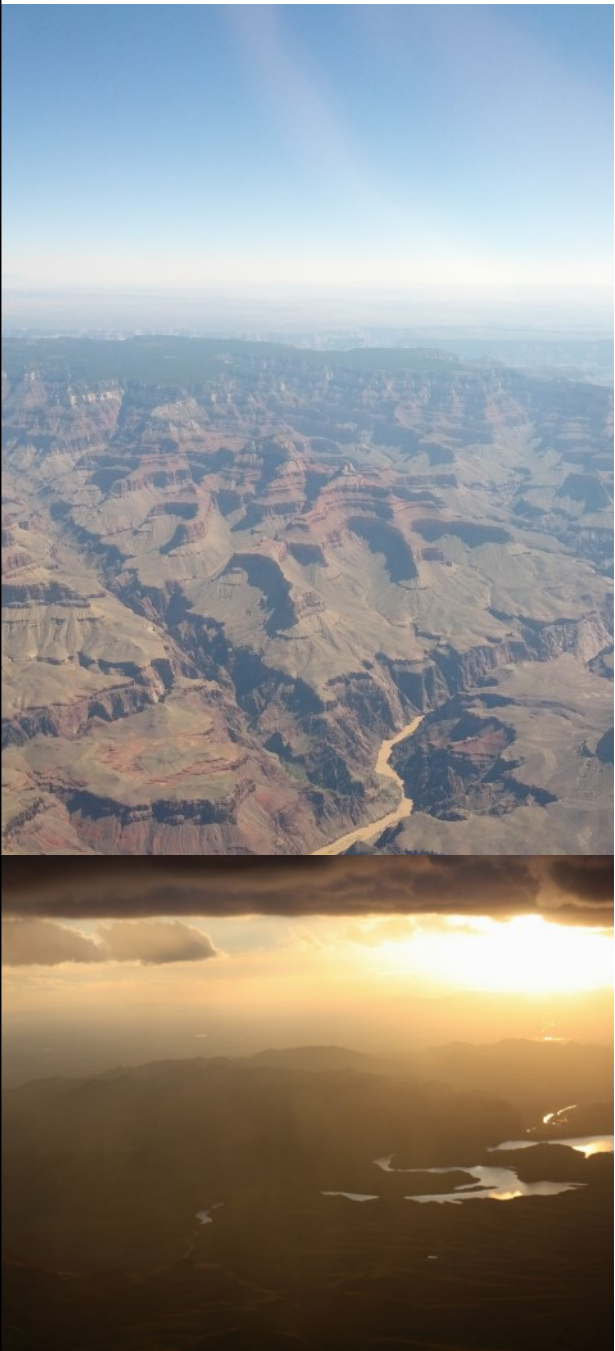
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President's Report

Happy New Year aviators and aviation enthusiasts,

Welcome to 2017, another fun filled and safe year of aviation activities in Arizona. I hope you enjoy the articles by our members in this month's newsletter. Make sure you check our calendar often to see what activities you may be interested in participating. Our committees are working on the upcoming schedules and hope to have things posted soon. The monthly Grapevine fly-in at Roosevelt Lake is the third weekend of each month, and we still need some camp hosts; please let us know if you are interested in this fun volunteer opportunity. February will start with a busy weekend, our 5th annual fly-in the Pleasant Valley (Turf) / P48 being coordinated by CC Pocock. This will certainly be a fun event with spot landing and flour sack drop competitions, static displays, burgers-n-dogs, and more! The following weekend will be a very educational backcountry training program hosted by Dave Duntelman and Patrick Romano. Don't miss this one. As always, the FAAS team is hosting a number of safety related seminars around the state. For those of you wish to conduct some of your own safety programs, check out the GAJSC power point programs listed on our website, azpilots.org.



Have Fun, Fly Safe,

Tommy



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***A big thank you to our
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Executive Director's Report

Jim Timm — January 2017

I hope all of you have had a Merry Christmas and celebrated the start of a Happy New Year. Hopefully, Santa brought you some goodies to add some more fun to your flying in the coming year. As soon as the winter rainy season wraps up and moves on out of here, I hope we can get back to doing some serious fun flying. When you do, please do it safely. I'd like to see a better flight safety trend this coming year than what we had last year. Think ahead and fly safe.

Well, January is here, and the FAA has announced it is moving forward with the third class medical reform, and they say the final rule can be expected sometime in January 2017. The implementation date, when pilots will actually be able to fly under the new regulations, is still an unknown at this time. I guess all we can do is sit tight, be patient, and see what happens, and hope that things don't get screwed up in the process and we wind up with a convoluted complex mess; anyway, sorry for ending the year on such a pessimistic note. On the positive side, I do want to wish all of you a happy and prosperous new year filled with lots of fun and safe flying. Besides, I think we all deserve it!



MISCELLANEOUS ITEMS

Please be aware, there are still a lot of major and minor construction projects going on at many airports around the state, and unfortunately, the activity will 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 surprise awaiting you when you arrive.

The good news is that flight safety has continued to improve, and in this past reporting period there were only two accidents reported by the NTSB. Unfortunately, one of them did involve a serious injury. We only have days left before the end of the year, and I hope we can keep the accident numbers and injuries, if any, minor.

Please fly safe! See my January Accident Summary for details. For the February report we should be able to have a detailed summary of the 2016 accidents.



APA is working 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 is now open for a new fly in breakfast location because the Tucson Airport Authority, which operates Ryan Field (RYN), refused to renew the lease for the restaurant and it closed down as of January 1, 2017. We have not heard of any plans for the future.
- 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 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.

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

Jim



Finish Your Instrument Rating!

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

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

- | | |
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| ➤ Cirrus Pilot Proficiency Program (CPPP) Instructor | ➤ FAA Master WINGS Holder |
| | ➤ Advanced and Instrument Ground Instructor |

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Backcountry Winter/Spring 2017

By Mark Spencer

As 2016 sets and the sun rises on 2017, we have a lot to look forward to in the Arizona backcountry. We've received word that Grapevine has been assigned an identifier, 88AZ, and what a way to start this new year! Don't expect it to show up on the sectional for some time still, as the process of charting takes a little longer. The APA will continue our 3rd weekend events, and the airstrip will continue to be open only for these weekends until the process is completed and we re-paint the "RESTRICTED" lettering, along with the CTAF, 122.9, on the runway. All of this should be completed in the first quarter of the year, so please stay tuned! As a reminder, Grapevine will be restricted to non-commercial, recreational purposes, with absolutely no training, and restricted automobile access. In addition, if you plan on spending the night, the APA will be managing a registration system for overnights, perhaps as simple as an email with your tail number and number of persons. This will help us all in several ways towards the long term use and maintenance of the airstrip. Don't worry, there are no fees involved for use, but we sure hope you continue your support of Arizona's backcountry through your generous donations to the APA and the RAF!

While on the subject of Grapevine, our dates for spring will be the weekends of January 20th-22nd,



February 17th-19th, March 17th-19th, April 14th-16th, and May 19th-21st. We've got most of them covered, but we need volunteer hosts for May, so let us know if you are interested in helping out. Our Airport Liaison, [Mike Andresen](#), has this down to a science, and will help you understand what your role as host would be.

We hope to increase the number and quality of backcountry training

events in Arizona this year as well, with our first event being the Saturday, February 4th, the [5th annual gathering at Pleasant Valley](#), P48. Join us for a spot landing contest, and challenge your WWII Ace skills with a flour drop contest. Also build your Wings Credits at this event with a class on Bush & Mountain flying by CC Pocock, author of [Bush & Mountain Flying Handbook](#). The very next weekend, Saturday the 11th (and if you choose to fly with an instructor, Sunday the 12th) you'll have the opportunity to study under another of the great backcountry training teams of the Southwest, [Backcountry Aviation LLC's STOL Tips Seminar](#) at the Ak-Chin (A39) airport. This [event](#) will include special accommodations for Friday and Saturday nights. If you chose the [Francisco Grande Resort](#),

and have the appropriate aircraft and skill, you'll actually be landing at the resort! If you don't plan on flying with an instructor on Sunday, maybe a round of gulf at the resort? This is the same training that was offered at the RAF's national meeting in Bentonville, Arkansas, last year, and has a limited number of seats, [so please register ASAP](#).

Again, the third weekend of February, that's the 17th through the 19th, we'll be out at Grapevine, where you'll enjoy friendship around the fire, and an APA sponsored lunch on Saturday, donations accepted.

We zip into March with warming weather and our Spring round up at the historic Double Circle Ranch, now Z66, the weekend of March 10th through 12th. If weather does not accommodate us, our backup weekend is March 24th through 25th. As always, watch our [Facebook](#) page for last mi-



nute schedule changes!

For April, we're hoping to have our usual fly in and camp weekend at Young (24AZ), April 7 through the 9th, with back up dates of April 28th through 30th. Young, AKA Pleasant Valley, is very special in itself with beautiful surroundings and treats like transportation to and from Antlers Restaurant, but we had such a great time last year on Labor Day with events in town, that we've decided to schedule



a couple of our own events. One would be a private tour and wine tasting at [Bruzzi Vinyards](#) and a second would be a tour of the [Q Ranch Pueblo](#). If you are interested in either of these, please let us know so we can get an idea of the interest level.



We hope you'll plan on joining your aviation family in the backcountry as often as possible this year!

Mark



January Aviation Accident Summary

by Jim Timm

The following are the NTSB reports of aviation accidents that have occurred in Arizona from late November thru late December, 2016. APA and others will 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 at the end of the year, and I hope the number and severity of the accidents remains at zero or low for the last few days of the year.

From a flight safety standpoint, this reporting period has been very good compared to what was going on earlier in the year. There were only two accidents reported by the NTSB in this period, and one of them did result in a single serious injury. However, the two airplanes did get seriously bent.

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

Accident Date: Thursday, November 10, 2016
Report Dated: 12/5/16
Title 14 CFR Part 137 (Agricultural)
Location: Yuma
Aircraft Type: Bell 206B
Injuries: 1 Serious

LANDING UPSET

On November 10, 2016 about 2345 MST a Bell 206B3 rolled from an elevated landing pad located on top of a truck and collided with the ground near Yuma. The commercial pilot sustained serious injuries, and the helicopter sustained substantial damage during the crash sequence. The helicopter departed the landing area about 10 minutes prior to the accident.

The commercial pilot stated that the purpose of the flight was to apply chemicals to the adjacent fields. After applying four loads of chemical that night, the pilot was returning back to the landing pad that was situated on top of a box truck where he could reload. While attempting to maneuver the helicopter onto the center of the truck's pad, the right skid became caught on an access hole (where ground personnel refill the load). The pilot was unaware of the problem and attempted to reposition the helicopter by lifting the right skid. The helicopter dynamically rolled over off the right rear of the truck and collided with terrain.

The pilot sustained injuries as a result of the acci-

dent sequence. He stated that there were no pre-impact mechanical malfunctions or failures that would have precluded normal operation.

Visual meteorological conditions prevailed for the nighttime local aerial application flight, and a flight plan had not been filed.

Accident Date: Wednesday, November 30, 2016
Report Dated: 12/13/16
Title 14 CFR Part 91
Location: Scottsdale
Aircraft Type: Aero Commander 690
Injuries: 1 Uninjured

LOSS OF CONTROL LANDING

On November 30, 2016, about 1730 MST, an Aero Commander 690 was substantially damaged during a runway excursion after landing at the Scottsdale Airport (SDL). The airplane was on a maintenance relocation flight, the airline transport pilot was the sole occupant, and was not injured. The flight originated from Safford Regional Airport (SAD), about 1700. Visual meteorological conditions prevailed, and no flight plan was filed for the flight.

According to the pilot, the landing on runway 21 was normal and he intended to exit to a taxiway left of the runway; however, shortly after applying reverse thrust, the airplane veered to the right.

The pilot applied corrective actions (rudder and brake) to compensate for the veer, but subsequently made a decision to enter the runway safety area (RSA) near taxiway A11, to avoid hitting a runway sign. He also stated that as the airplane entered the RSA, the landing gear sunk deep into the sand and rock. As the airplane came to a stop, about 30 feet into RSA, both propeller blades contacted sand and rocks. The left propeller blades impacted fist sized river rocks sending shards into the left side of the fuselage. The RSA material in this area consisted of about

6 inches of sand and rock covering a layer of fist sized river rock.

The airplane was removed from the RSA, and towed to a non-movement area on the airport. According to a Federal Aviation Administration inspector, the left side of the fuselage had impact damage. Several rocks had entered the fuselage through the skin and side windows from the pilot seat rearward to below the wing. Several structural members were compromised from the damage.



MEMBERS' PHOTO CORNER

Thank you to Hunter Nedin for this month's photo!

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



*Austin, Hunter, and Angel messing around
in the Carbon Cub, Super Cub, and J3!*

GAJSC



General Aviation Joint Steering Committee

Single-pilot Crew Resource Management

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: January 2017

Topic: Single-pilot Crew Resource Management (SE 24 Output 3)

The FAA and industry will conduct a public education campaign emphasizing the best practices regarding single-pilot resource management operational techniques.

Background:

The air carrier industry has embraced Crew Resource Management (CRM) as a necessary initiative that has helped mitigate aircraft accidents caused by human error. Even though traditional CRM focused on multi-crewed environments, several elements (such as communications, teamwork, decision making, and situational awareness) can be applied to single-pilot operations. The Private Pilot PTS defines Single pilot CRM as, “the art and science of managing all the resources (both onboard the aircraft and outside sources) available to a single-pilot (prior to and during flight)”. That sweeping statement is further defined with respect to 6 SRM Components:

- Aeronautical Decision Making (ADM)
 - Acquiring relevant data & making decisions on those data
- Risk Management
 - Hazard identification, risk assessment, & mitigation
- Task Management
 - Managing pre and in flight tasks
- Situational Awareness (SA)

- Controlled Flight into Terrain Awareness (CFIT-A)
- Automation Management
 - Familiarity with equipment
 - Over reliance on automation

The GAJSC recommends that pilots practice CRM to reduce mishap risk.

Teaching Points:

- Discuss the scope and safety benefits of Single-Pilot Resource Management.
- Acquaint pilots with available resources.
- Discuss means of managing resources.
- Encourage pilots to adopt SRM processes.

References:

- [Single-Pilot CRM Power Point](#)
- [Aviation Risk Management Handbook \(FAA-H-8083-2\) – Chapter Six](#)
- [Pilot's Handbook of Aeronautical Knowledge \(FAA-H-8083-25B\) Chapter 2 – Aeronautical Decision Making](#)
- [Article – Managing Yourself – Flight Training Magazine December 2000](#)

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



Short Final

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

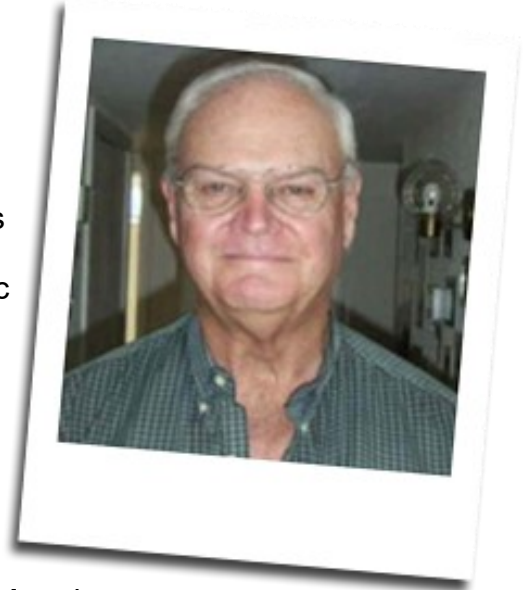
FLYING IN MEXICO

Mexican Government Aircraft Intercept

By Howard Deevers

The second weekend in December I flew a dentist, and his son, to El Rosario, Baja, Mexico for the Flying Samaritans. The SAM's, as they are called for short, take doctors, dentists, nurses, and chiropractors to their clinic in the small town of El Rosario (on the Pacific side of the Baja) to treat the local people for free. They do this once a month mostly year round. I have made over a dozen trips for this, and December 2016 was the most recent.

Naturally, we have to clear customs at an airport of entry. Usually it will be San Felipe, or Puerto Penasco (better known as Rocky Point). After doing this a few times, it becomes routine. We usually go on Friday morning and are treating patients before noon and the rest of the day. On Saturday the clinic opens at about 9 AM and runs all day. Sunday morning is departure back to Tucson. Since this is all volunteer work, we will have from 3 to 6 planes to take providers to the Baja depending on the availability of pilots, planes, and providers.

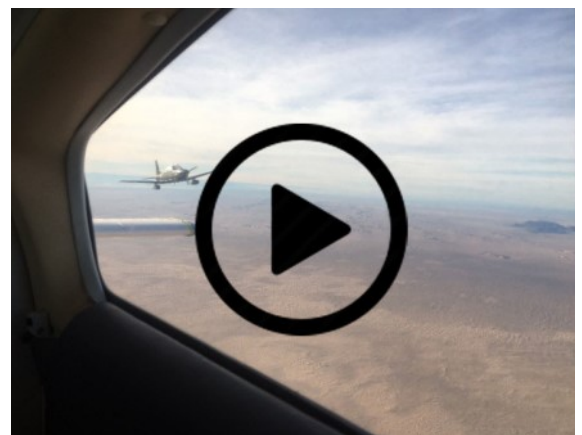


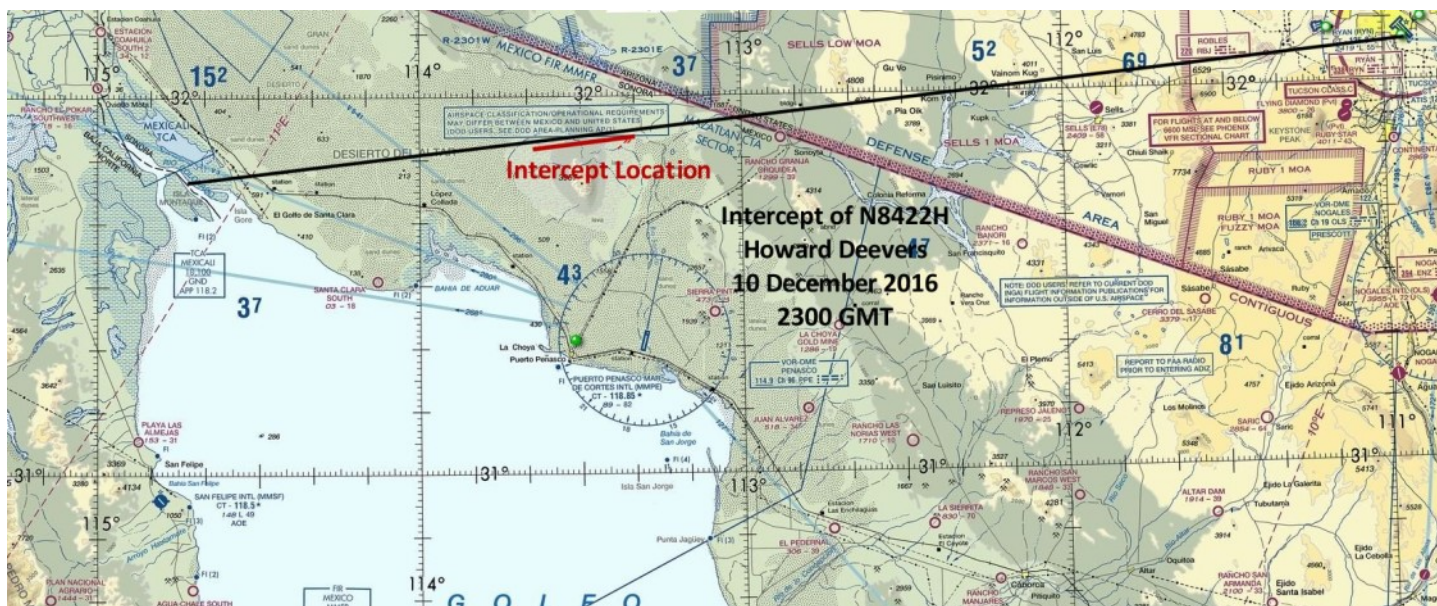
For this trip, my passengers needed to be back in Tucson by Saturday evening. So we left the clinic and got to the airport for a mid afternoon departure in order to arrive before dark. My usual route is to fly north and cross the mountain ridges at about 8000 feet, then over the northern end of the Gulf of California, and then straight to Tucson. Depending on winds, this is a 2 ½ to 3 hour flight. The weather was very nice for flying and we enjoyed the views.

About 40 nm northwest of Rocky Point, my right seat passenger said that there was an airplane coming close to us from the right side. I looked, and sure enough, there was a Mexican Air

Force Turboprop Pilatus PC-7 coming up alongside of us. He was in perfect position for formation flying, and stayed right at our speed, slightly lower and behind us. Then he moved to my left side, and then back to the right again. Obviously he wanted to get the number from the plane. We had not gone through any restricted airspace, so I was puzzled about what he would want. ([See it here on YouTube.](#))

I had already contacted San Diego Radio and received a Transponder code for crossing the border. So when this plane came along side, I called San Diego Radio again to





let them know that we were being approached by a Mexican Government aircraft, and asked if they knew any frequencies to contact them, or had any ideas about what they would want. They had nothing to help us with, so I just updated my arrival time to Tucson to let US Customs know when we would be there.

After trying some frequencies, my back seat passenger was able to get a frequency by use of hand signals: 130.75. I put that in my second radio, and we were able to communicate with the plane. They asked where we had departed from and where we were going. They then asked what our transponder code was. After giving that information, there was a lot of conversation on that frequency, in rapid Spanish, with someone else. I think the pilot asked me some more questions, but his English was not good enough for me to understand, and I told him that.



I never changed course, altitude, or speed, and just concentrated on flying the airplane. Fortunately for me, my passengers were very cool and calm, and very helpful. They got some pictures of the Mexican plane, and helped getting the frequency to communicate. That is what we call “cockpit resource management.” I used all the help I could get in a stressful situation.

The language barrier was a problem, but the Mexican pilots were very good pilots. I never felt like they would hit me, or felt like I was in danger. They never flew in front of me, which would have caused prop wash, and never gave any indications that I needed to follow them. After some conversations that we could hear on the frequency, but not fully understand, they departed by dropping to the right and going ahead of me. Then I was treated to an air show as they demonstrated the abilities of the aircraft in rolls, chandelles and a series of climbs and descents. Af-



ter that, they just departed, and didn't even say "Adios!" Oh, well, I guess they got what they needed from us.

This whole thing lasted about 20 minutes or less. I was able to communicate with them, and with San Diego radio, and I just kept going toward the border. I knew that they would not follow me over the border. In another 20 minutes, we did cross the U S – Mexican border, and I felt better after that. No US planes came to escort us on to Tucson, so I guess that we had done everything right.

After landing in Tucson exactly at my estimated time of 5:30 PM we went to US Customs as usual. After clearing the Customs office, we added some fuel, and flew to Marana where our cars were parked.

So, what was this all about? We really don't know. This was also a first for the Flying Samaritans as well. No other SAM's have ever been intercepted, and none of the other planes there on that weekend had such an experience. Some things to think about: first of all this was a single ship. In the US you will never be intercepted by a single airplane; there will always be two. Second, I retraced my route to make sure that I had not gone anywhere that I should not have. My route was fine. Third, don't panic. Keep on flying and do what you can to communicate with that aircraft.

If any other Arizona Pilots have ever had an intercept in Mexico, I would like to hear about your experiences, too. [Email me at deeversjones@msn.com](mailto:deeversjones@msn.com). Every flight is a learning experience. Come to an ARIZONA PILOTS ASSOCIATION safety seminar near you, and bring your wingman.

Howard



A Few Words About Safety

“

Denny Granquist

“Nothing is more useless than the runway behind you, the airspeed you don't have, or the airspace above you.”

“Every flight teaches me something because I need to get better.”

”

CLIMB SPEEDS

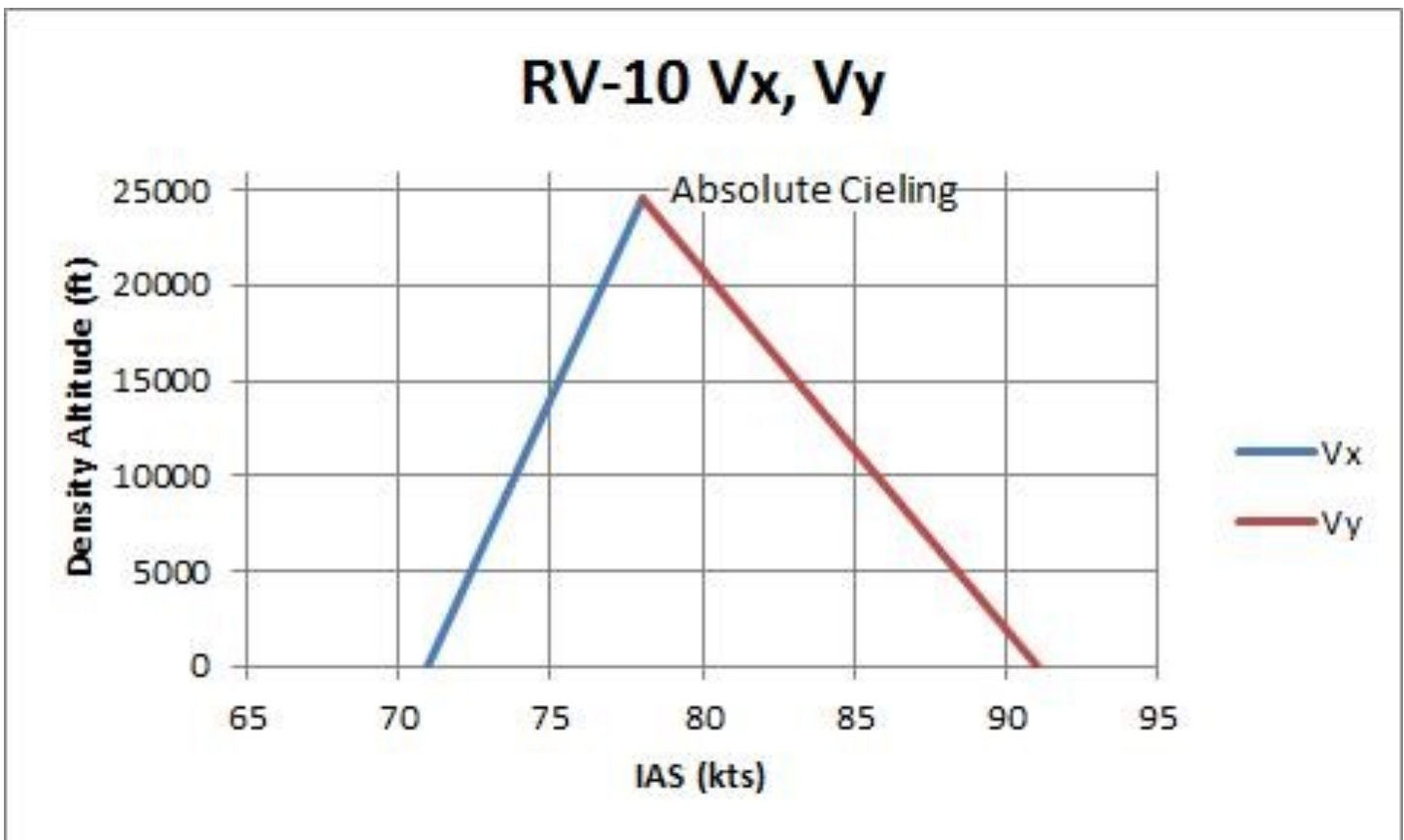
By Mike Andresen

I was having lunch in Payson on a warm day when I observed a C-172 with four people on board taxi out. What really caught my eye was that the pilot deployed flaps for his take-off. I started thinking to myself, does the temperature today make Payson a short field to a max gross weight C-172? What climb V speed will he use? How are the climb V speeds affected by flap settings? If he has an engine failure after take-off will he be glad or sorry he has flaps out?



Let's start with a quick review of V_x and V_y . One is best angle of climb and one is best rate of climb. I'll start with an analogy to explain what that means. One can drive from Apache Junction to Lake Roosevelt by either taking Apache Trail or US60. Apache Trail is shorter distance but takes a long time to get there. US60 is a longer distance but faster. Apache Trail would be the V_x of driving and US60 would be the V_y . V_x gets you to altitude in the shortest distance but longer time while V_y gets you to altitude in the longer distance but shorter time.

Choosing V_x or V_y has nothing to do with the length of the runway. It has to do with clearing obstacles after leaving the runway. If you are staring at a pine tree on take-off you want to get above it in the shortest distance possible and will choose V_x . If there is no obstacle then choose V_y . Remember that there are short field no obstacle and short field obstacle take-offs and they are handled differently. (Landings too).



Effect of Density Altitude

Climb rate, which is maximum at V_y , is a function of excess power. Climb angle, which is maximum at V_x , is a function of excess thrust. V_y is derived from the power required for level flight curve of the airplane and V_x is derived from the thrust required for level flight or the lift-to-drag ratio curve. I'll go into detail on this in a future article. As density altitude is increased, the normally aspirated airplane has less excess thrust and power for climb. The minima of the power and thrust curves will converge and V_x will equal V_y . This occurs at the absolute ceiling where there is only one angle of attack that will maintain level flight.

How big a difference does this make? The graph on the previous page is performance data from flight testing I performed on an RV-10. Over a practical range of airport density altitudes, it only makes a 2 to 3 knot difference.

Effect of Flaps

Significant flap deployment (15 deg or more) will drastically alter the aircraft power and thrust curves and hence the optimum climb speeds. The addition of drag will certainly negatively impact climb performance. Flap deployment does have an advantage of getting you off the runway a little earlier and lowering your stall speed but generally a clean airplane has the best climb performance. Here is an excerpt from the Cessan 172 POH: "The use of 10 deg flaps will shorten the ground run approximately 10%, but this advantage is lost in the climb to a 50-foot obstacle. Therefore, the use of 10 deg flaps is reserved for minimum ground runs or for take-off from soft or rough fields." Getting back to our hot day in Payson pilot, it would have been better to leave the flaps up.

Cruise Climb

Now that the pine trees are no longer at eye level, we relax a bit and glance at the cylinder head temperatures. Yikes! That V_x climb sure did heat things up! So now the objective of our cruise climb speed is to create enough positive air pressure in the baffle air dam above the cylinders to push cooling air down through the cylinders into the lower part of the cowl and out of the engine compartment. The cruise climb speeds are found in both the Lycoming engine operating manual and in the aircraft POH. Using the published cruise climb speed +5/-0 kts and a rich mixture should keep the cylinder head temperatures in a tolerable range.

Mike



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.

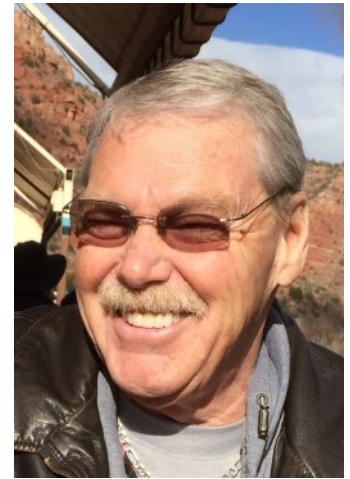
If you'd like to contribute your photos to this effort please email them to us at:

newsletter@azpilots.org

GAARMS REPORT

JANUARY 2017

By Fred Gibbs



2016 has come and 2016 has gone – with 6 fatal accidents and 9 fatalities!

All in all, a fairly safe track record, but one that could have, and should have, been much lower. Three of the fatal accidents involved unique, not-your-typical GA aircraft, i.e., a P-51 Mustang, a T-6 “Texan”, and a weight-shift “Trike”, all flown by highly rated pilots, i.e., a Commercial or higher ticket. There was one helicopter accident involving two CFI helicopter-rated pilots. The two general aviation aircraft, a BE-35 Bonanza and a PA-34 Seneca were being flown with CFI and an ATP-rated

pilots respectively. The point I am trying to make is that an accident can happen to any one of us, regardless of our ratings or experience level(s). Like Ernest Gann’s novel, *Fate is the Hunter*, fate knows no bounds, does not care about your ratings, does not care about what type aircraft you fly, or how often or little you fly, nor where you fly...

“

An accident can happen to any one of us, regardless of our ratings or experience...

”

As of this writing, the NTSB has not released any information or final findings on any of these accidents, and it may be a while until they do. In the meantime we can only speculate, which really solves nothing other than

starting some good discussions on what may have happened, which is the main purpose of GAARMS – to involve the pilot into the “Look-See” process of accident reviews and discussions to make you more aware. The next GAARMS safety seminar will be scheduled for late March 2017 in the Phoenix area, so stay tuned and I look forward to your attendance and participation at that program.

FLIGHT PLANNING TOOLS vs. FLIGHT PLANs vs. FLIGHT FOLLOWING -

Most of the GA community flies VFR – we are the good weather flyers, and a lot of you are weekend-only flyers. The view from several thousand feet up is usually spectacular, and the freedom is exhilarating, but sometimes it can be fraught with danger. When we decide to actually go somewhere, we need to have a plan – or at least you should!!





Some of us go online and use a flight planning tool (or App), like AOPA's on-line flight planning tool, Foreflight's, Garmin's, or just the DUATS flight planner. Great – but you, the pilot, need to know how to do this planning, how to incorporate the weather into that planning tool, how to read the map(s), and be armed with airport diagrams for those new airports you are about to venture into. Once you decide on a route and altitude(s) that fit your requirements and capabilities,

you have the option of filing a flight plan. I say option because there is NO requirement to do so. The whole purpose of a VFR flight plan is to avail yourself of the FAA's Search and Rescue services just in case you do not show up at your destination when you say you are going to! It is, in fact, a short term life insurance policy for the duration of your flight. Just the act of filing the VFR flight plan does not get the service – you have to physically contact flight service to activate the flight plan, and most importantly, you have to remember to close the flight plan. You can do it on arrival at your destination, either in the air prior to landing by contacting FSS on the radio, or after landing by calling FSS on the 1-800-WX-BRIEF phone number. PS – Yes, I know, sometimes the small, not-too-busy towers will do that for you, but asking the tower to open or close your VFR flight plan is not the correct way, nor is it their job to do so. Just imagine trying to get PHX tower to do that...

Closing your VFR flight plan is a big deal! If you forget, and they have not heard from you by 30 minutes after your estimated time of arrival (ETA), which is the trigger point, flight service initiates the Search and Rescue procedures, i.e., they start looking for you. This creates a high priority workload within the flight service operation, and believe it or not, this happens all too often. Close to 95 percent of all initial search and rescue operations are false alarms – pilots failing to remember to close their flight plan in a timely manner after having successfully completed their flight. It can happen to anybody. Way back in the old days when I worked in the flight service stations back east, I always filed flight plans to ensure we got the traffic count – our pay levels were dictated by traffic counts! And Yes, I have been the brunt of humiliation from my fellow FSS specialists by forgetting to close a flight plan. The guys could not wait to call me at 2:00AM to remind me about closing my flight plan. Yeah, it took a



How To Pickup VFR Flight Following – MzeroA Flight Training
<https://youtu.be/5QxM5BAaA8o>

while to live that one down!!! But seriously, 95 percent are false alarms generating unnecessary work, and today, with the FAA's philosophy of reducing staffing in the FSS's to reduce costs, new technologies are being introduced to encourage the automated closing of flight plans, using Apps on the internet and the FSS DUATS-style interface when you log into the FSS system on line. Additionally, procedures have been introduced that allow flight service to send you a text message 15 minutes prior to initiating search and rescue efforts reminding you to close your flight plan to eliminate that workload and reduce that 95 percent false alarm rate down to almost zero!



There may be a better, more efficient way to reduce that workload, fly safer and get better, faster Search and Rescue services if you do have a problem enroute. It is called **Flight Following**, and it is an ATC provided service. If you fly cross country nowadays, it is significantly more efficient, and a lot safer, to ask for and receive flight following from the appropriate approach control or ARTCC facility. Many of us do that now, but I am suggesting that you make much more use of that service any time you go somewhere. Even when I fly from Flagstaff over to Prescott – all 47 nautical miles – I almost always get Flight Following. “WHY?” you might ask, for such a short flight? Because it can be full of dangers: unfriendly, dangerous terrain if I have to put down somewhere, and lots of traffic around the Prescott area. After all, it is home to one of the largest flight training schools in Arizona – Embry-Riddle, plus North-Air, Guidance, and Universal Helicopters, so there is a lot of traffic out there. My ADS-B “Fish Finder” lights up with targets, and approach control keeps me, and them, safely separated. And it is all free just for the asking!



The Ultimate Flight Following Video – MzeroA Flight Training
<https://youtu.be/FrsTCiyBN-M>

Once you are receiving flight following, you are now under the watchful eye of a radar controller, on a discrete transponder code, getting almost all the same services that IFR traffic receives. They will alert you to traffic, suggest changes in your route of flight for traffic separation, airspace avoidance, etc, and if you have a problem, you have an instant friend available for all kinds of assistance. If you should have a catastrophic event and are going down, ATC has your exact position and can alert emergency services immediately – NOT 30 minutes after your ETA at your destination, still 1 ½ hours away!!! Let me say this again – when you are receiving Flight Following,

Search and Rescue transfers from FSS and your ETA to ATC and right now!

Perhaps a change in FSS procedures is needed. For example, when you activate your VFR flight plan, FSS could/should automatically advise you of the appropriate frequency to call to get Flight Following for the area you are currently in; if you activate your flight plan electronically, flight service should acknowledge with a text message that says, “Flight plan activated, contact ABC Approach control (or XYZ Center) on 132.775 for Flight Following.”

But there is one catch – you, the pilot, must be able to hold headings and altitudes, and be proficient on the radio. It is hard to believe, but there are many



pilots too afraid to actually talk with ATC. Perhaps they are afraid they will say something stupid. Ha, Who hasn't!!! But you learn by doing, and you become proficient by doing it often.

For you IFR drivers out there, getting a clearance from a non-towered airport can be a real challenge. Today the procedure is to call flight service, who calls the correct approach control or ARTCC responsible for the airspace over that airport, who gives the clearance to flight service, who then gives the clearance back to you. VERY LABOR INTENSIVE!!! FAA hopes to change that by cutting out flight service. How? Well, for example, here at Flagstaff, we have a discrete radio frequency co-located with the Flagstaff VOR (which is right next to the airport) that goes directly to the Phoenix approach control facility, and we talk directly to them for our clearances. In the near future, the FAA plans to publish the phone numbers for the appropriate facility for each airport for you to call directly for your clearance via your cell phone when ready to go. Who knows, maybe in the future, instead of talking on the phone, you may be able to request clearance via a text message that you simply acknowledge by responding to the text message.

PS – The Shadow knows!!!! The future holds many surprises...

SAFETY PROGRAMS:

Should you desire a safety or educational program at your local airport, simply contact me directly at fredgibbs@npgcable.com, or call me at 410-206-3753. The Arizona Pilots Association provides the safety programs at no charge. We can also help you organize a program of your choice, and we can recommend programs that your pilot community might really like.

Fred



Don't come to a safety program by yourself, but don't just bring your old buddy who always comes with you. Bring someone new, and get your BFF to also bring someone new.

We need you to help us expand our audience, to expand our reach, and to expand that ocean of faces.

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

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

Arizona Backcountry Fly-In

Pleasant Valley Airport (P48) AZ. February 4th 2017 9am.

Come participate in an exciting and fun day of competitions and demonstrations.

STOL, Spot Landing, Flour sack dropping, Toilet roll cutting and Drag races.

A Bush & Mountain Flying seminar and safety briefing will start the day.

Food & beverages, RV and tent camping facilities on site. Registration fee: \$20.

For more info contact CC Pocock 928-460-3987 cc@bush-air.com

Flying Companion Seminar



Phoenix 99s

This event is geared towards the Non-flyer, your "right seater". Cost \$50.00 for the day prepaid, \$60.00 at the door.

Saturday, Feb. 11, 2017

702 West Deer Valley Road

Phoenix, AZ 85027

(Deer Valley Airport terminal upstairs)

9 - 4 with Lunch included

All materials provided

Reservations required

For more info and to register go to

www.phx99s.org

or call 623-486-7255 or

or beenflying1979@gmail.com





APA WINTER SOCIAL

Thursday February 9, 2017

5 - 7 pm

Complimentary Hors d'oeuvres

Cash Bar

\$15 per person



Desert Rose Pizza & Gastropub

6729 N. 57th Drive

Olde Towne Glendale

(One block south of Glendale Avenue)

RSVP by February 6th:

Susan Wearly - 480-415-6480

susanwearly@aol.com

Mary James - 515-321-3022

mgjames8@gmail.com

Come enjoy food & fun
and support the APA
Scholarship Fund with
friends & fellow aviation
enthusiasts!!

STOL Tips Seminar



STOL Tips seminar is coming to Arizona February 11 and 12 and will meet at AK-CHIN regional airport (A39) Saturday morning at 8 AM sharp at the East end of the terminal building in the kitchen area. We have secured a block of rooms Friday night at the Holiday Inn Casa Grande, book your room under the STOL Tips Seminar name and you will get a group discount of \$109 plus tax. Call Johanne Simms at 520-426-3500 and book your room for Friday night. Saturday night we will be staying at the fantastic Francisco Grande hotel and we also have a discounted rate. Call Michelle at 520-381-8101 to book your special group rate. A normal room is \$109 plus tax, while an executive suite is \$129 plus tax. There is an option to spend both nights at Francisco Grande, but we would like to discuss the approach and landing if you choose to come in Friday. We will have an informal meet and greet Saturday evening after flying at Dukes Lounge at the resort. Sunday morning breakfast at the restaurant will be followed by more flying. The goal of this seminar is to teach you more about the limits of your aircraft and to be able to nail a spot landing.

To hear what other seminar participants learned at past STOL Tips seminars visit [Testimonials](#)

To see a video of Patricks' discussion of the approach visit this: [The Approach](#)

For sign ups go to [SignupLink](#) Last here is a video of one approach at [Francisco Grande](#)

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



Stefanie Spencer— Webmaster

Newsletter Contributors

Article Deadline

20th Editor reminds "The Team" to submit articles

25th Authors submit articles and advertisements

Contact the newsletter editor:

Newsletter_Editor@AZPilots.org

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



New pilots welcomed!



Writers welcomed!



APA Clothing

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

Advertisements

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

APA Membership

If you are not a member of APA you are encouraged to join and help us keep General Aviation available, safe and fun for all. Your support is very much appreciated. Please visit our website for details and where you can [join APA](#). If you have questions, please go to our website's contacts web page where you can send an email, see our mailing address or contact us by telephone. You can also help APA by purchasing some of our logo items, Caps & T-Shirts.

Volunteer 501 (c) (3) Organization

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

