



May 2017

APA NEWSLETTER

President's Report

Tommy Thomason, APA President 2

Executive Director's Report

Jim Timm, APA Executive Director 4-6

Grapevine Is Finally Open!!!

Mark Spencer, APA Vice President 8-14

AZ Aviation Accident Summary

Jim Timm, APA Executive Director 16

GAJSC Topic of the Month

Vmc Training and Angle of Attack..... 17

Young, Pleasant Valley Fly In

Mark Spencer, APA Vice President 18-24

— SHORT FINAL —

Oh No! Another New Form to Fill Out

ICAO Flight Plan

Howard Deevers 26-28

GAARMS Report

Fred Gibbs 29-31

— UPCOMING EVENTS —

APA Annual Meeting 33

Celebration of Life & Awards Presentation 34

Arizona Airparks 35

APA Website, Newsletter, & Merchandise

Stefanie Spencer, Webmaster 36-37

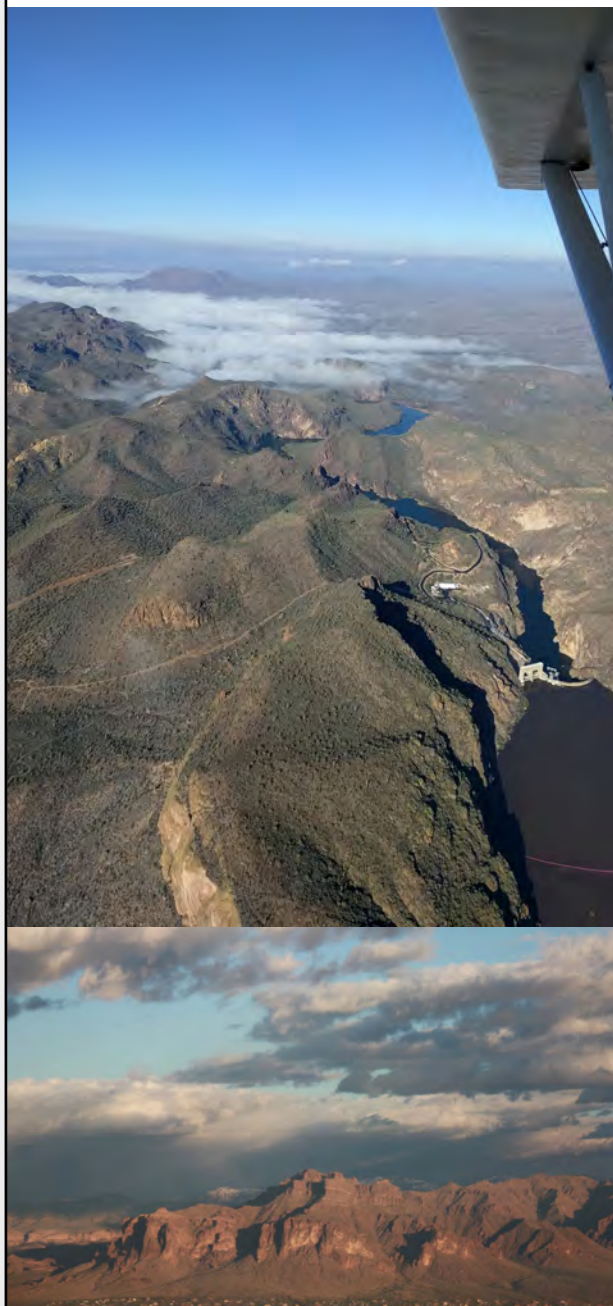
In this issue:

APA Annual Meeting

GAARMS Report

Grapevine Is Open!

**Oh No! Another New
Form – ICAO Flight Plan**



President's Report

Aviators and aviation enthusiasts,

Welcome once again to the monthly Arizona Pilots Association newsletter. As always, this month's issue will be filled with some great articles on safety and events taking place in our great state. May is filled with a number of fun activities, safety seminars, and most importantly, our annual members meeting. This year the meeting will be at the Best Western Motel at the Scottsdale Airport. We will start with brunch for those interested, followed by the meeting where we will summarize what we have been up to over the past twelve or more months. The physical seats are already filled, but you can join us through a webinar if you are interested. We will review our GAARMS safety program and present some scholarship awards, followed by our guest speaker historian Joan Fudala who will talk about Arizona's role in training pilots during the WWII era. I hope you will be able to join us on May 13th. See the flyer later in the newsletter for more details. The physical seats are already filled for the meeting, but you can join us through a webinar if you are interested.



Tommy



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“HELPING YOU FLY TO YOUR FINANCIAL FREEDOM DESTINATION”
- DON CARTER JR.

Executive Director's Report

Jim Timm — May 2017

Is everybody out there flying? I hope so. According to the NTSB the number of aircraft accidents occurring in Arizona has been down significantly lately. I hope everyone has been out there flying as usual, but doing it more safely! Better get out there and join that fly out to breakfast group, and have some fun because summer is coming fast, like it or not. That was rather evident from my last breakfast flight with the number of bugs I had on the airplane.



Are you planning on participating in the new FAA BasicMed program? The May 1 effective date for the FAA's BasicMed regulations (14 CFR Part 68) is here, and it's time to review the eligibility requirements for BasicMed that requires certain documentation to demonstrate compliance. Pilots must carry some of these documents while operating under the new rules, while other documents are required to be kept with the pilot's logbook or in an electronic format. To operate under BasicMed, a pilot must meet the requirements of 14 CFR 61.23(c)(3) (as amended in the [final rule](#)), one of which is that the pilot possess a valid U.S. driver's license and complies with all medical requirements or restrictions associated with that license. In the final rule, the FAA interpreted "valid driver's license" to mean "a current and valid U.S. driver's license" that is issued by a state, territory, or possession of the United States. Pilots are required to have the driver's license in their personal possession when operating under BasicMed.

Another eligibility requirement requires the pilot to have held a regular or special issuance medical Certificate any time on or after July 15, 2006. The most recent certificate can be expired, but it must not have been suspended or revoked, or in the case of authorization for special issuance, it must not have been withdrawn. Likewise, the pilot's most recent medical application must not have been completed and then withdrawn or denied.

Pilots who meet this requirement by way of a medical certificate that is now lapsed or expired will not be required to carry or possess the expired medical certificate while operating under BasicMed. Furthermore, the new rules do not require the expired medical certificate to be retained with the pilot's logbook. Nevertheless, it may be helpful to retain the expired medical for your own records.

The first of two documents that must be stored electronically or with the logbook of pilots qualified to fly under BasicMed is the Comprehensive Medical Examination Checklist, which is completed by the airman and the state-licensed physician who conducts the examination. Part 68 requires that prior to operating under BasicMed, and then at least every 48 months, the pilot receive a medical examination from a state-licensed physician in accordance with a checklist that was made available by the FAA on April 24, 2017. [It's now available online here.](#)



The same requirements also apply to the second document, known as a “Certificate of Completion” for the online medical education course that pilots must complete prior to operating under BasicMed, and then at least every 24 calendar months. The online medical education course educates pilots on issues such as medical self-assessments, medication, and fitness to fly. Once the course is completed, the pilot will provide limited information that will be sent to the FAA such as the name, address, and phone number of the airman and the physician who conducted the medical examination, state medical license number, and date of exam. Airmen must also provide certifications as to their fitness to fly and an authorization for a National Driver Register check. Once the medical education course is completed, the pilot will be provided with a certificate of completion in a PDF, which must then be printed and kept with the pilot’s logbook or stored in an electronic format and made available upon FAA request.

Good luck with participation in the new FAA BasicMed Program.

MISCELLANEOUS ITEMS

The FAA has set June 5 as the date when use of the international flight plan format, also known as the International Civil Aviation Organization (ICAO) format, will be required for all civil flight plans filed with flight service for flights within our National Airspace System and to Canada. The date is dependent on integration testing with Canada, to ensure a seamless and safe transition. On this date, it will be mandatory for all civil flights within the NAS and to Canada filed with Flight Service to use the ICAO international format.

The Barrio Brewing Co. Just opened a restaurant in the Gateway Aviation Center at Gateway Airport (IWA). Presently, they are operating in a training mode and are open from 10am to 9pm, but starting June 1st they will be serving for breakfast from 6:30am to 10:30am, and be open until 9:00pm. If you fly in, present your receipt for breakfast, lunch or dinner at the terminal counter when departing, and your aircraft parking fee will be waived. They have a good menu selection with reasonable prices, and it should be worth giving them a try.

It’s unbelievable, but they were again conducting a bunch of GPS Interference testing at the Nevada Test and Training Range near Las Vegas, NV; at the Pinon Canyon Maneuver Site near Pinon Canyon, Colorado; and at the White Sands Missile Range near Alamogordo, NM during a significant time in April. A significant amount of this testing could have impacted GPS navigation in Arizona. As usual, we received information of the testing only a day or so before the test dates thus making it very difficult to provide an adequate warning. If at any time you encounter a loss of GPS navigation signal lasting more than a minute or two that is unexplained, notify the nearest FAA Air Traffic Control facility advising them of the time, location, altitude and nature of signal loss. Also please advise APA with the same information.

From a flight safety standpoint this past month’s reporting period has again been outstanding, because from late February to very late April the NTSB has not issued any reports on current accidents. They did issue one delayed report in early April of an accident that had occurred in late February that did not involve injuries. I would like to think this was not just luck, but that everyone is being more cautious,



and I hope the trend continues. See my May Aviation Accident Summary for the details in the delayed report.

Please be aware, there continues to be a lot of major and minor construction projects going on at several airports around the state, particularly in the Phoenix area. Unfortunately, the activity will be continuing on into the summer, so 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.

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. The City of Superior has just started an update of their Municipal Airport master plan. An update of the Sedona Airport (SEZ), Flagstaff, and Grand Canyon Airport (GCN) master plans are currently in process.



THINGS TO DO - PLACES TO GO FOR BREAKFAST:

- The May Coolidge Municipal Airport (P08) Breakfast ***has been cancelled***. They will resume on the first Saturday in October.
- The second Saturday of the month, Ryan Field has been the fly in breakfast destination until the Tucson Airport Authority closed the restaurant down in January. The Airport Authority is undertaking a major renovation of the building inside and out, and they are seeking a restaurant operator that will expand the hours of operation from 6:00 am to 2:00 pm when renovations are complete. We have not heard of an opening date yet.
- 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.)
- May 19-21 will be the ***last Grapevine weekend of the season***. Around noon, a donation lunch is served by APA at the USFS Grapevine Airstrip next to Roosevelt Lake, now newly charted as 88AZ and open, with a few small restrictions, full time! The third weekend of the month event will start up again in October. The porta-potty will also be removed for the summer and return in October.
- The last Saturday of the month there is a fly in breakfast at Casa Grande Municipal Airport (CGZ). The Airport's restaurant, Foxtrot Cafe, operating in the Terminal Building, is open 6:30am to 2:00pm Monday thru Saturday. On the last Saturday of the month they have a "Fly in Breakfast Special" available on the menu; the price for adults is \$7 and kids \$5.

Jim



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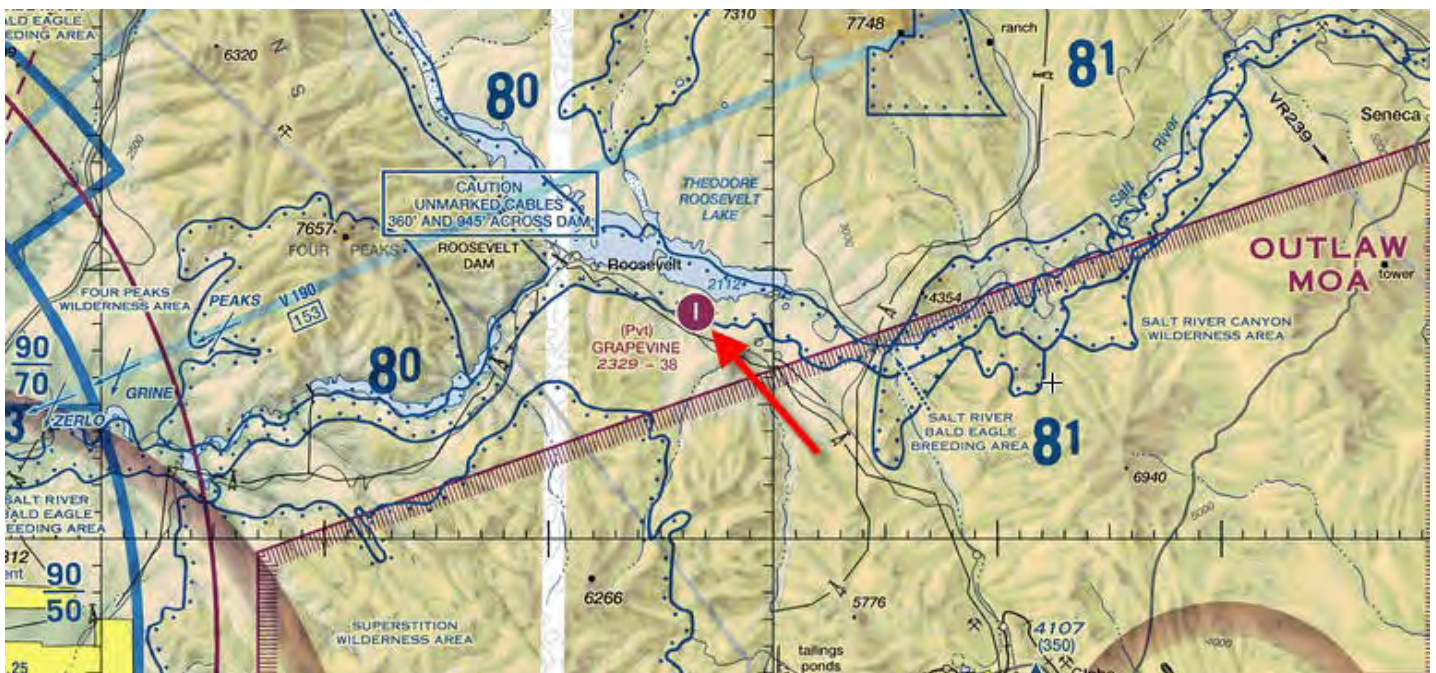
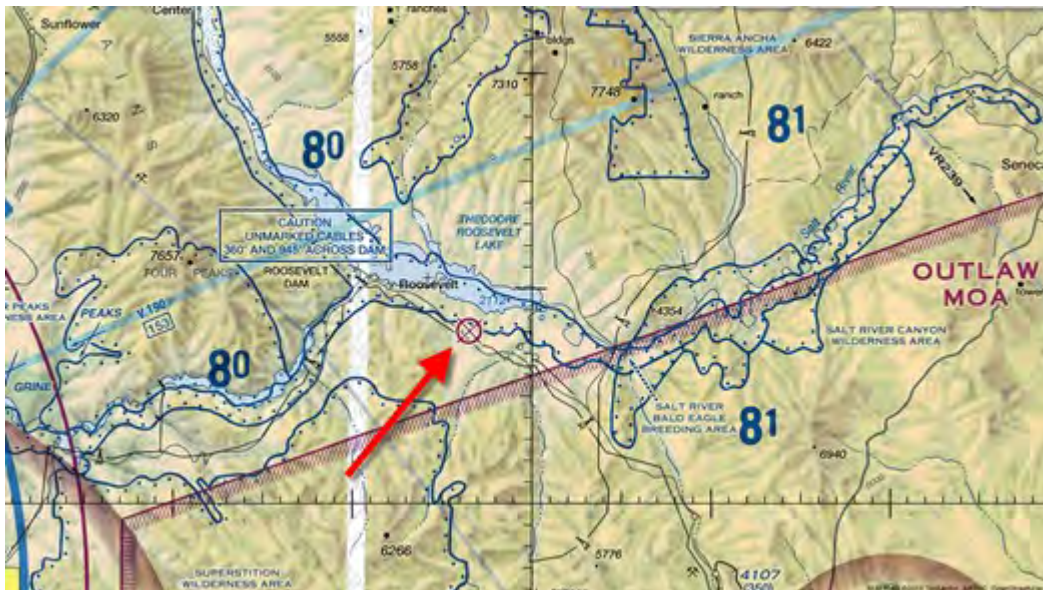
Grapevine Is Finally Open!!!

By Mark Spencer

A beautiful thing happened last week as the new Phoenix FAA sectional has removed the circle with an X through it that occupied the sectional for the last 20+ years, replacing it with the new Grapevine Airstrip symbol! It's taken nearly five years of collaboration between the [APA](#), the [RAF](#), the USFS, and even national MOU between the RAF and the USFS to accomplish this. Hundreds of volunteers have given their time, sweat and even blood (everything has thorns in the Sonoran Desert!) to make this happen. Grapevine has even become an example we can all point to when working with other land managers exhibiting what can be accomplished through partnering. This would not be complete without pointing out the very willing and supportive District Ranger, Kelly Jardine, and his

trust of the aviation community. While designated as private, access is open to all but commercial operations and training. The identifier is 88AZ and our third weekend gatherings and Saturday lunch in spring and fall will continue!

I could go on and on about this, but suffice it to



say that many people sacrificed their personal time and finances to make this possible. Grapevine has become a symbol of collaboration between the aviation community and the USFS. Now the challenge is to continue to respect the Forest Service's vision for the site. This include no commercial operations, no training, no automobile access, and that we all practice the principles of [Leave no Trace](#)! Please always know and obey [fire restrictions](#)! There are limited camp sites along the eastern side of the airstrip and a couple on the west at midfield. Please do not clear new areas. Al-



ways hand pull your aircraft off the airstrip as far away from the runway edge as practical. Be courteous to other campers, and keep safety in the forefront of every visit to Grapevine.

Due to the limited camp sites, and to help us get usage information for the FS, please contact us prior to camping by emailing your date, tail number and number of people to grapevine@azpilots.org. We can neither give permission, or limit access, but can give you an idea if sites are open during your planned stay.

The port-a-john will remain available from September through May, and we will continue our third weekend camp outs and lunch on Saturday during those months.

Your continued donations to the APA's backcountry fund will ensure continued maintenance and rental of the port-a-john. We will also be installing additional fire rings at the several camp sites.

Please review APA's [safety brief](#) and know yours and your aircraft's limitation before visiting Grapevine, you are the pilot in command and are responsible for yours and your passenger's safety.

Grapevine 2011



Initial Clean Up



Shades 2014



Crack Sealing 2015



Surface Sealing 2016



First coat complete

Open to Private GA April 2017
The 99's complete lettering on the runway!



If you want to be a part of the continued success of
the Arizona Pilot's Association, speak up, we need a
few good pilots to lighten the load!

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Don't let this happen to our Arizona Airstrips! The APA is looking for a few good aviators willing to take up the struggle to promote and protect GA in Arizona.

Will you help?

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May Aviation Accident Summary

by Jim Timm

The following are the NTSB reports of the aviation accidents that have occurred in Arizona from late March 2017 thru late April 2017. We can use this detailed accident information to develop safety programs and briefings that will help pilots learn from the mistakes being made by others, and then take the action necessary to prevent similar accidents from happening to them.

Once again, from a flight safety standpoint, the last reporting period appears to have been outstanding in that from late February to late April the NTSB has not published any accident reports. It's a bit difficult to decide if flight safety has improved in the past reporting period. Since my last report, the NTSB has released only one accident report. The report they released occurred the end of February, and none have been published since. That accident had its findings report released the first of April, and is included in this summary.

Because I found it a bit hard to believe that there had not been any reported accidents since February 27th, I called my NTSB contact, and asked what is happening. I was told, based on their internal non-public records, "There has been a significant drop in general aviation accidents in Arizona." Apparently, in this time frame, there are perhaps four minor accident reports waiting approval from the Washington DC office to release. The commentary I got was that apparently our safety efforts are working, or else a lot of people are not flying. I don't think people have stopped flying, unless the marginal ones have stopped.

I like not having to prepare lengthy accident summaries, and I hope it remains this way for a while. Based on the NTSB information available when this summary was prepared, the accident summary for this past period is as follows:

Accident Date: Monday, **February 27, 2017**
Report Dated: 4/4/17
Title 14 CFR Part 91
Location: Phoenix
Aircraft Type: Piper PA28
Injuries: 3 Uninjured

LOSS OF CONTROL IN FLIGHT

The flight instructor reported that during an introduction to soft field takeoffs lesson, upon switching to the tower frequency, he and his student received the updated wind and altimeter setting. He noted that the wind was a "rear quartering crosswind," and reported "I have done these before so thought I would be fine, though in retrospect [it's] been a long time since I have done [a takeoff] with similar conditions." During the takeoff, he held the yoke back with right aileron, and as the airplane began to lift off he reduced back pressure on the yoke. After becoming airborne,

the airplane drifted to the right and then settled back on the runway. He added more right aileron, rudder, and more "back elevator" which reduced his forward visibility. The airplane became airborne again, about 45 knots, and drifted to the right of the runway centerline. He reduced power, landed, and came to a stop off the right side of the runway. The airplane was taxied back to parking with no further incident.

A post-accident examination revealed the airplane sustained substantial damage to the rear carry through wing spar.

The chief flight instructor reported that there were no pre-accident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The flight instructor reported that about the time of the accident the wind was 300° at 10 knots. The airplane was departing on runway 7R.



General Aviation Joint Steering Committee

Vmc Training and Angle of Attack

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: May 2017

Topic: Vmc Training & Angle of Attack

The FAA and industry will conduct a public education campaign emphasizing the benefits of Vmc training and Angle of Attack Indicator systems.

Background:

The GAJSC has determined that the number of fatal multi-engine accidents could be significantly reduced if pilots were better prepared to deal with engine failures – particularly in the takeoff and departure phases of flight. The committee suggests that recent comprehensive Vmc practice demonstrations supervised by a CFI would better prepare pilots for engine failures.

The Committee also suggests that stall/spin accidents could be reduced through the equipage and use of Angle of Attack Indicators in General Aviation aircraft. Emerging AOA Indicators are available for retrofit to GA airplanes at affordable prices.

Teaching Points:

- Discuss the scope and safety benefits of Vmc recurrent training
- Discuss the safety benefits of flight by reference to AOA
- Acquaint pilots with affordable AOA installation options.
- Encourage pilots to train and equip to avoid loss of control accidents

References:

- [Maneuvering Flight Power Point](#)
- [FAA Safety Briefing May/June 2015](#)
- [The Airplane Flying Handbook – Chapter 12 pp 23 – 31 - FAA](#)
- [Angle of Attack system approval](#)

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



Young, Pleasant Valley Fly In

By Mark Spencer

While challenged by our usual spring winds, last week's events at 24AZ will be remembered by participating pilots and their families for some time. Pleasant Valley, A.K.A. Young International, is located on the Tonto National Forest a few miles southeast of Payson. The area is famous for the feud involving the Tewksbury and Graham families, and the little town of Young is steeped in this history. Our fly in campouts and events here are always made special by the local community members who even bring cars out for our use in getting back and forth from town over these weekend events. Local Chuck Freegard has been part of this crowd with his old Scout providing many memories for us. Chuck has also been gracious enough to be sure to haul another local resident's (Barry Dille's) port-a-john out to the airstrip for us. Barry also comes out on occasion to provide us with fire-side guitar and singing, what a treat that is!



This year's spring fly in really took the cake thanks to locals, Vern and Kathy Voorst's, efforts in arranging a full Saturday of activities for the pilots and their families in attendance. This even included rounding up transportation for the more than twenty pilots, friends, and family that attended! This was no small task as Vern and other locals learned the hard way how fickle we pilots can be, thanks to

the ever present challenge of spring weather and for this year the sudden rescheduling from our initial date to last weekend thanks to a severe low pressure passing through the state earlier in the month. Even the new date was challenged by high winds on Friday, forcing most pilots to arrive on Saturday morning. This drove our breakfast time too late in the morning for James Bruzzi, owner of the [Bruzzi Vineyard](#) and Winery, to fulfill his plan to provide a breakfast at the winery since his wine tasting room had to be open by noon. Thankfully Scott and Pam, owners of the Antlers Restaurant, jumped into action and, with almost no notice, managed to open early to serve the entire gang what



could only be described as a five star breakfast!

From there it was off to the town's small museum where much was learned about Pleasant Valley's history and the famous feud that lasted for a decade, ending the lives of more than any other civilian conflict in American history. In fact, nearly every male member of both the Grahams and Tewksburys were killed. Right out back of the mu-





seum, a building that was once the town church, is the cemetery where many of the Grahams were buried.

**PHOTOS PROVIDED BY
STELLA MCCRAY &
TOM KVANVIG**

By 1:30 it was off to the [Q-Ranch](#) and Pueblo by way of a roughly 30 minute drive over a sometimes rough road, where owner Johnathan Rogers awaited to show off this incredibly historic site where both ancient pueblo culture and 19th century ranching met. I should point out that Johnathan made a trip up from the Valley just to accommodate us!

Along with Johnathan was a very knowledgeable archaeologist who helped the group interpret various aspects of the ancient ruins located at the site. In 1893, Col. Jesse Ellison started a cattle ranch on the site and his wife's brand, the letter Q, gave the ranch its name. Hand cut log buildings from the 1890s are still on site, but the real thrill was indeed seeing the very large ancient Indian ruins on the property. This site contained a 220-room, apartment-like dwelling of sandstone masonry—the third largest of its kind—known as the Q Ranch Pueblo, dating from 900-1400 AD.



Today the ranch serves as, among other things, a Bed & Breakfast, and one that I think several of the attendees might take advantage of in the future.

We hope that Mr. Rogers might allow us back at our annual **Labor Day Weekend fly in at Young**, so mark your calendars!









MEMBERS' PHOTO CORNER

Thank you to Alexander Pena for this month's photos!

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



A Few Words About Safety

“

Denny Granquist

“Flying with pilots is harder than flying without them.”

“I run cockpit flows (top to bottom, left to right) for every phase of operations and then use the checklist to confirm completion of individual tasks.”

”

OH, NO! ANOTHER NEW FORM TO FILL OUT THE ICAO Flight Plan

By Howard Deevers

Yes, it is true. Starting in June, 2017 pilots will be required to use a new Flight Plan. Actually we were to begin using it in January, but that got extended. The new Flight Plan is in the ICAO (International Civil Aviation Organization) format, but don't worry; it still has an FAA form number: [FAA Form 7233-4](#). You can find out all about it in the AIM [Section 1 Paragraph 5-1-9](#) (Go to page 315 of the AIM PDF to see 5-1-9.)



All of us are familiar with the FAA Flight Plan, the 3" by 5" index card size flight plan that we learned how to fill out in our private pilot training. It is so simple that we may actually do it from memory without looking at the form at all. That is, if you frequently file flight plans. There are pilots that never file a flight plan, then those that do for every flight.

I was in a flight planning room at the FBO during a planned stop while on a long cross-country flight. A corporate pilot was in there, too. We talked briefly, then he called Flight Service to file a Flight Plan. He was going from that airport to another airport not more than 30 miles away. He gave the flight plan on the phone to the FSS Specialist, without a single piece of paper in front of him. I was impressed with his ability to file a flight plan without looking at anything, and told him so. Apparently, even a short hop when flying a jet requires a flight plan. For such a short hop, he would hardly get the gear retracted before he had to start a landing checklist. I wonder if that pilot would be able to file from memory for the new ICAO plan?

So, what is different? Well for one thing, the new "plan" is a full page, not the nice little 3" by 5" size flight plan that we love, and that alone is enough to make one cringe. However, take a closer look and you will see that the new plan requires much of the same stuff as did the old plan: Aircraft number, type of flight (IFR, VFR), type of aircraft, departure point, cruising altitude, route of flight, destination, time in route, alternate, pilot, and a few other things. Not so bad. If you have been flying out of the country (Mexico, Canada, or the Bahamas) you are already familiar with this flight plan.

The new plan does ask for some things we never used before, like what survival equipment I have on board, wake turbulence, aircraft type designators. What are those? The instructions tell us to "Consult ICAO Document 8643 before providing your approved 24 character aircraft type to avoid rejection of your flight plan." (We all have a copy of 8643 somewhere, don't we?) Twenty Four Character aircraft type!??? (You can do an [ICAO Aircraft Designator Search](#). Here is another good resource, [FAA Flight Planning Information](#).)

OK, I'm lost already, but not to worry, there is a "[Simplified Guidance for United States Domestic Flight using the ICAO Flight Plan Format](#)." For example: Item 10 on the ICAO flight plan: Equipment and Capabilities. The FAA says we don't need any of these:

- A Communications Capabilities
- B Approach Capability
- C LORAN C (I thought that was shut down years ago)
- D 8.33 kHz VHF (really?)
- E Mode S Transponder (does everyone have one of these?)
- F ADS-C (C? Now I need to go back and look. What comes after B?)
- G ADS-B using VDL Mode 4 (more confusion)

So, in the U S we fill in Field 10a Nav, Comm, Approach with: S (standard), D (DME), G (GNSS), I (INS), O (VOR), R (PBN), T (TACAN), W (RVSM), or Z (Other Cap). I guess I will just use S, and hope for the best here. There's more: Field 10b Surveillance. Fill in with: A (Transponder, no mode C), C (Transponder Mode C), B1 (ADS-B 1090ES, Out), B2 (ADS-B, 1090ES Out/In) U1 (ADS-B UAT, Out), or U2 (ADS-B, UAT, Out/In).

FAA ICAO FPL Quick Guide

Field 10a (Nav/Com/Appr)		Field 10b (Surv)
<p>N No capabilities Include no other entries if filed</p> <p>S Standard</p> <p>A GBAS Landing Sys.</p> <p>B LPV (APV w/SBAS)</p> <p>C LORAN C</p> <p>D DME</p> <p>E1-E3 ACARS</p> <p>E1 FMC WPR</p> <p>E2 D-FIS</p> <p>E3 PDC</p> <p>F ADF</p> <p>G GNSS</p> <p>H HF RTF</p> <p>I INS</p> <p>J1 CPDLC ATN</p> <p>J1 VDL Mode 2</p> <p>J2-J7 CPDLC FANS 1/A</p> <p>J2 HF DL</p> <p>J3 VDL Mode A</p> <p>J4 VDL Mode 2</p> <p>J5 Satellite Inmarsat</p> <p>J6 Satellite MTSAT</p> <p>J7 Satellite Iridium</p>	<p>K MLS</p> <p>L ILS</p> <p>Satellite RTF</p> <p>M1 Inmarsat</p> <p>M2 MTSAT</p> <p>M3 Iridium</p> <p>O VOR</p> <p>P1-P9 RCP</p> <p>Reserved</p> <p>R PBN</p> <p>T TACAN</p> <p>U UHF RTF</p> <p>V VHF RTF</p> <p>W RVSM</p> <p>X MNPS</p> <p>Y 8.33 kHz VHF</p> <p>Z Other Cap.</p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>Notes:</p> <ol style="list-style-type: none"> Filing R requires a PBN/ entry in Field 18 Filing Z requires a NAV/, COM/, or DAT/ entry in Field 18 Standard equipment is VOR, VHF, and ILS File capabilities in the order shown (e.g. SDGIRW) </div>	<p>N No capability- include no other entries if filed</p> <p>Transponder (file no more than one letter)</p> <p>A Mode A</p> <p>C Mode A and C</p> <p>S Mode S, ACID and Altitude</p> <p>P Mode S, Altitude, no ACID</p> <p>I Mode S, ACID, no Altitude</p> <p>X Mode S, no ACID, no Altitude</p> <p>E Mode S, ACID, Altitude, extended squitter</p> <p>H Mode S, ACID, Altitude, Enhanced Surveillance</p> <p>L Mode S, ACID, Altitude, Enhanced Surveillance, extended squitter</p> <p>ADS-B</p> <p>B1 1090 MHz out capability, <u>or</u></p> <p>B2 1090 MHz out and in capability</p> <p>U1 UAT out capability, <u>or</u></p> <p>U2 UAT out and in capability</p> <p>V1 VDL Mode 4 in capability, <u>or</u></p> <p>V2 VDL Mode 4 out and in capability</p> <p>ADS-C</p> <p>D1 ADS-C FANS-1/A, and/or</p> <p>G1 ADS-C ATN</p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>Note:</p> <ol style="list-style-type: none"> Include items as applicable for transponder, ADS-B, and ADS-C. File "N" only if <u>none</u> of the capabilities are applicable. </div>

The Arizona Pilots Association has been doing seminars on the ADS-B for quite a while already. If you have attended any of those, you might have an understanding of the ADS-B requirements, what all of those letters stand for, and why you are going to need it soon. If not, look for one soon.

There is more hope and help for us, too. If you are using an iPad with ForeFlight, or any other tablet with electronic flight software, you will probably find a way to fill out the ICAO flight plan that is already in that app. There are also some YouTube videos online that will walk you through filling out the new form. Still need help? Arizona Pilots Association has already done seminars on the ICAO Flight Plan and will repeat this seminar at some events this year. Keep checking the AZPI-LOTS.ORG website for a seminar near you, and “Don’t forget to bring your Wingman.”

Howard

Approved OMB No. 2120-0026
Exp. 5/31/2017

International Flight Plan			
U.S. Department of Transportation Federal Aviation Administration			
PRIORITY <=FF		ADDRESSEE(S) _____ _____ _____	
FILING TIME _____		ORIGINATOR _____ <=	
SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND / OR ORIGINATOR _____			
3 MESSAGE TYPE <=(FPL		7 AIRCRAFT IDENTIFICATION _____	
9 NUMBER _____		8 FLIGHT RULES _____	
TYPE OF AIRCRAFT _____		TYPE OF FLIGHT _____ <=	
WAKE TURBULENCE CAT. _____		10 EQUIPMENT _____ <=	
13 DEPARTURE AERODROME _____		TIME _____ <=	
15 CRUISING SPEED _____		LEVEL _____	
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18 OTHER INFORMATION _____			
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SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES)			
19 ENDURANCE HR MIN _____		PERSONS ON BOARD P/ _____	
SURVIVAL EQUIPMENT POLAR DESERT MARITIME JUNGLE <input type="checkbox"/> / <input type="checkbox"/> P <input type="checkbox"/> D <input type="checkbox"/> M <input type="checkbox"/> J		EMERGENCY RADIO UHF VHF ELT R/ <input type="checkbox"/> U <input type="checkbox"/> V <input type="checkbox"/> E	
JACKETS LIGHT FLUORES UHF VHF <input type="checkbox"/> / <input type="checkbox"/> L <input type="checkbox"/> F <input type="checkbox"/> U <input type="checkbox"/> V			
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ADDITIONAL INFORMATION _____			

GAARMS REPORT

MAY 2017

By *Fred Gibbs*



HERE WE ARE, 1/3RD OF THE WAY THROUGH 2017 AND OUR SAFETY EFFORTS ARE STILL HOLDING! WE HAVE NOW MADE IT TO MAY WITH NO MORE FATAL ACCIDENTS. LET'S HOPE JANUARY WAS JUST AN ANOMOLY, A "BLIP" IN OUR SAFETY EFFORTS.

If you all make it to the APA Annual meeting at the Scottsdale Airport Best Western on the 13th of May, you will hear a synopsis of the GAARMS 2017 program held back in March at TRANSPAC. Check our [webpage](#) for more details. This month's article will be short. As I mentioned last month, I am very involved in several other business opportunities and on the road a lot this last month, leaving not much time to sit down and write an extensive article.

So, I thought I would talk about personal minimums - are you the "Here, Hold my beer, and watch this!!" type of pilot, or a "Yikes, there is a 5 knot crosswind, so I ain't gonna push it!" type? Hopefully, you are somewhere in between. Personal minimums should be realistically aligned with your own capabilities and comfort level. And you should stick to them, sort of like "that's my story, and I'm sticking to it!" They should NOT remain steady state, but slowly, carefully expanded as you get smarter, more proficient, and receive more training. You should never stop expanding your horizons. Crosswinds scare you? *Go get more training.* Short runways scare you? *Go get more training!* Night flying scare you? *Go get more training!*

NOTICE THE THEME HERE???





You can only get better at something by doing it more often, and learning to fly is continual training. Those improvements allow you to expand your personal minimums while remaining within your comfort level. Expanding your comfort level by experiencing different things with your favorite instructor is the best way to do it, not the “Here, Hold my beer, and watch this!!” type of approach, or actually being caught in unexpected weather conditions, like really gusty crosswinds which were not forecasted, and you made a really crappy, scary landing and your wife vowed to never fly with you again!!!

Sometimes I like to use statistics to drive home a point, like so far this year, 50% of the fatal accidents here in Arizona have been directly related to VFR flight into IMC conditions. WOW! That sounds terrible. But wait - figures lie, and liars figure, or said differently, sometimes we use statistics to drive home a point. YUP, 50% of the accidents so far this year were weather related, **BUT WE ONLY HAD 2 ACCIDENTS SO FAR THIS YEAR!** So it is all in how the data is presented. How about if I say 67% of the fatalities so far this year are directly related to VFR rated pilots

continuing VFR flight into IMC conditions!! What a terrible statistic, so we have to take drastic steps to reduce that number – **OMG**, now I sound like the FAA or the NTSB. Using statistical information can be misleading, and making things sound significantly different than reality. In reality, of the 2 accidents that occurred so far this year, one was weather related, and all 4 occupants in the (one) aircraft perished. Those 4 were 67% of the total occupants killed in the 2 crashes that occurred this year. So be weary of folks who throw around statistics to prove their points.

I had an interesting conversation with an instrument student (not one of mine) the other day. Seems he failed his instrument checkride. He told me he should have cancelled the ride for that day, due to strong winds aloft, but felt once he scheduled, he had committed to it. (We had a long discussion about “*Get-there-itis!*”) What really got him was when the examiner (How dare he?) **turned off** the GPS and then asked him to hold at an en-route fix (intersection) just using 2 VORs.

WHAT? Fly without the GPS – isn’t that blasphemy??? Where is the magenta line? How can I fly without the magenta line?? How am I supposed to know where I am?? So that situation, plus the strong winds aloft, totally befuddled him – his instructor never taught him how hold at an intersection just using VORs without the GPS for situational awareness. See, us old guys learned how to fly without GPS – Yeah, I am that old! Heck, we even learned how to do ADF holding patterns, and to hold at an en-route fix (intersection) just using one (1) VOR receiver! Don’t get me wrong, GPS is a great tool, but I am a firm believer in learning the pure basics of navigation – the VOR system – and situational awareness without the GPS, as well as using the GPS. Well, he went back to his instructor for more instruction, who, by the way, grew up always having and using GPS, and they learned the process. He passed his checkride the following week. He now understands a little more why I kept stressing that he learn on steam gauges...



So I pose the following questions to you –

Could you fly this airplane cross country to Oshkosh? Without putting your portable GPS in it?? Or without your iPad loaded with the ForeFlight, WingX or Garmin App?? OMG - Without the MAGENTA line??



Remember the term “Pilotage” ?? And paper charts? And ground check points?

Sometimes I think the art of flying is being lost. If all you want is transportation to somewhere, an automated airplane is what you want. We can incorporate auto-take-off, we already have autopilots with GPS steering coupled to the autopilot, and we can add auto-land (like the airlines can), and you can just sit there and be flown to your destination – a captive passenger but calling yourself a pilot.

Expand your horizons and flying skills – get involved with the backcountry guys, fly basic airplanes into challenging locations, learn how to handle mountain flying, go find those uncharted Shangri-La's out in the wilderness, really learn how to FLY, not just drive an airplane. Turn off the GPS and then ask yourself – what do I do now? How do I get back home?? Consider challenging yourself by earning an instrument rating, learning precision flying and thinking, really learn about the best airspace system in the world - AND never settle for “Good Enough” – complacency kills.

SAFETY PROGRAMS:

There are a lot of FAASafety programs on the schedule over the next couple of months all around the state, so go to WWW.FAASAFETY.GOV and click on seminars and check them out. You might find one that interests you...

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!!!

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 to be safe!** I specialize in instrument training (I have given over 2800 hours of instrument flight instruction) and have helped many pilots complete their instrument rating.

- 5945 hours of flight instruction given
- 7303 total hours of 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 books *Glass Cockpit Flying* and *High Tech Flying*
- FAA Master WINGS Holder
- Advanced and Instrument Ground Instructor
- Remote Pilot

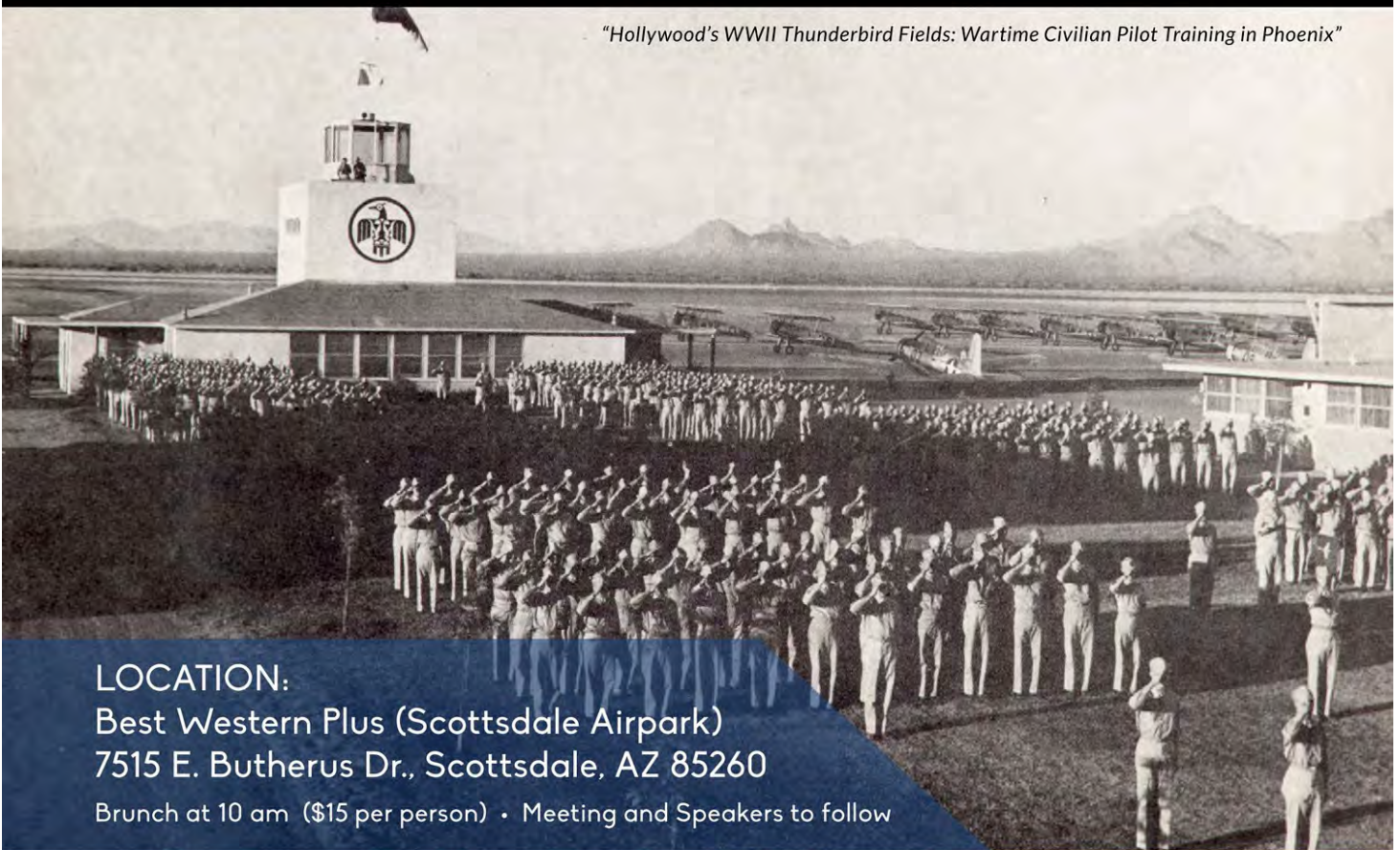
Bob Littlefield, Gold Seal CFI, CFII, MEI
602-228-9145 • bob@flightskills.com • www.flightskills.com



ANNUAL MEETING

Saturday, May 13, 2017 • 10 am

"Hollywood's WWII Thunderbird Fields: Wartime Civilian Pilot Training in Phoenix"



LOCATION:

Best Western Plus (Scottsdale Airpark)
7515 E. Butherus Dr., Scottsdale, AZ 85260

Brunch at 10 am (\$15 per person) • Meeting and Speakers to follow

RSVP by May 5 to Susan Wearly (480.415.6480)
or Mary James (515.321.3022)



KEYNOTE SPEAKER:

Joan Fudala

Joan will be speaking on one of her special areas of interest in Arizona history – the Four Southwest Airways "Thunderbird Fields" during World War II – owned by Hollywood celebrities, operated by local civilians and where thousands of pilots trained for war.

Can't make it to
Scottsdale? Join
the APA Annual
Meeting online!

Please RSVP to
Don Carter, Jr. at
donc@scaaz.com
for a webinar link.



PROUD SPONSOR:



SPENCE CASSIDY
& ASSOCIATES

Please join us
for a
Celebration of Life
&

Awards Presentation
for

June Bonesteel
on

June 17, 2017
9:30-11:30 AM

at

ASU Polytechnic
Student Union

Please RSVP to:
PHX99s@gmail.com

refreshments provided



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 (480) 488-3571			
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 volunteer run organization. It survives on membership dues and sponsor revenue. Stefanie Spencer manages the website on a continuous basis.

Email Stefanie at:

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, Cathy Paradee:

newsletter@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.



Stefanie Spencer— Webmaster



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.

