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*July 2018*

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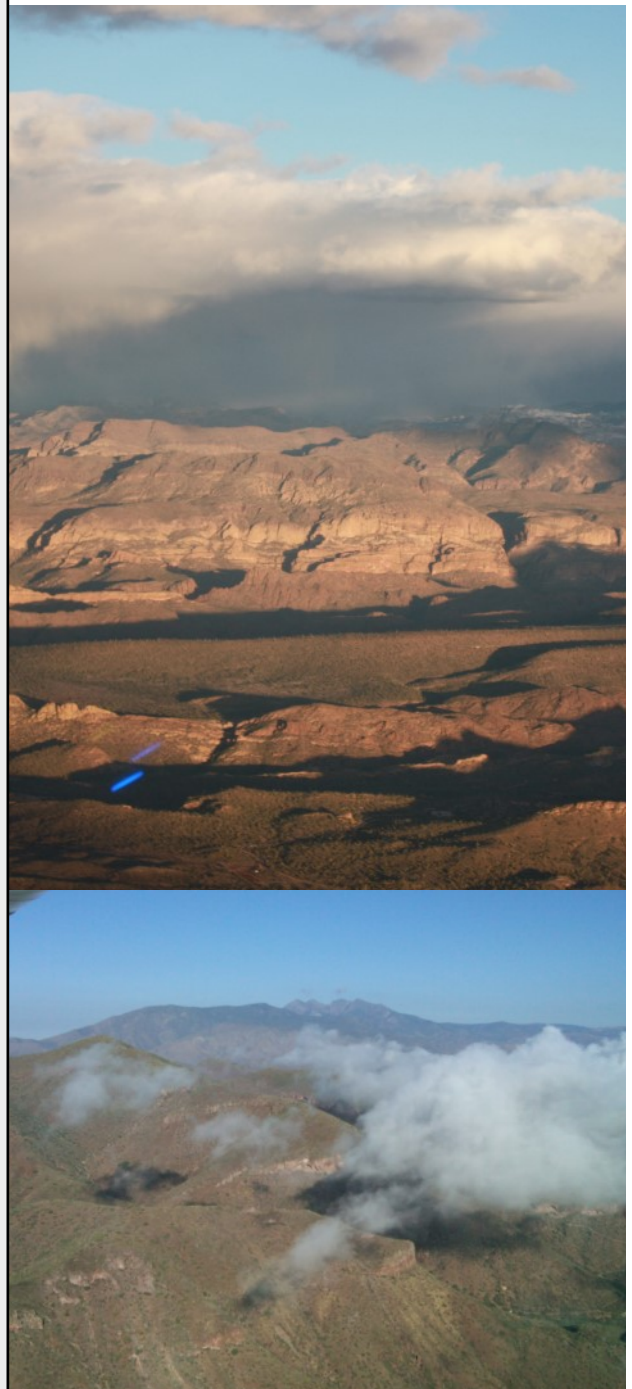
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# President's Report

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Summer has definitely hit State 48 with triple-digit temps across much of our state. The typical summer slowdown in flying has hit and the taxiways are a little less-crowded. Fortunately, the early sunrise means some fantastic early morning trips can still be made before our planes turn into ovens.

This is my first President's Report since being elected president of your Arizona Pilots Association and I'm excited to serve in this role! I have been on the board for a couple of years as Vice President and love the direction we are headed. I have met many members in this time, and I sincerely hope to meet many more at upcoming events. I'd love to know your thoughts and concerns regarding aviation across Arizona.



We are currently planning several getaway trips, local destinations, meet-n-greets, and safety seminars for you, our membership. APA's Board is committed to remaining the voice of general aviation in Arizona.

Lastly, we've seen a tremendous show of volunteerism in our membership. Grapevine and Double Circle are two shining examples of it. I ask that you be open to calls for volunteering with us, a chance to use your talents to promote general aviation and have a blast doing it. From time to time, we'll call for assistance and would love to see you out there helping. There are few things that people look back and value in life more than that of helping others.

Please feel free to reach out to me at [brianschober@azpilots.org](mailto:brianschober@azpilots.org) any time if you have questions, concerns, or comments.

Blue Skies,

Brian



## ***Hangars for Sale***

***SkyRanch at Carefree — [www.skyranchcarefree.com](http://www.skyranchcarefree.com)***

***480 488-3571 — [Hangars for Sale or Lease](#)***

# Vice President's Report

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## *Passing the Baton*

Once upon a time, way back when, a long long time ago, sometime around the year 2000 plus or minus a year or so, I was asked to join the Arizona Pilots Association Board of Directors. Within about a year, I was elected as President and have been doing so ever since (with the exception of about one or two years). As a volunteer organization representing all the general aviation pilots of Arizona, I found out quickly that there are dozens of great ideas, activities, programs and projects that need to be managed, but only a very few people willing to step up and take ownership. There were always those willing to say, "We can't do that! What about liability? Money? who will do it?" and on and on. Well, over the last 6 or 7 years, more and more aviation community minded folks have stepped up and run with the many programs we sponsor. Our Scholarship Program has and continues to grow, backcountry efforts thanks to Mark Spencer has yielded 6 new or re-opened backcountry airstrips with dozens of fly-ins, workgroups, and campouts. Our support of Arizona's FAAS Team safety program has resulted in the ever popular GAARMS (General Aviation Accident Review and Mitigation Symposium) by Fred Gibbs and many APA sponsored seminars all over the state. The Weekend Getaway program developed more for the non-backcountry pilots and enthusiasts is expanding with the support of Brad Lawrence and Kit Murphy. Our membership numbers continue to grow, as well as donations from hundreds of general aviation supporters making us financially healthy enough to support most of the



programs and projects we have in process. Our website, designed and developed by Stefanie Spencer, is recognized by pilots and enthusiasts not only in Arizona, but all over the country. Jim Timm, our Executive Director, has been keeping us "on course" from the inception of the APA and continues to work with so many ABC groups, airport master planning teams, and more. Jim's monthly executive and safety reports are probably the most popular in our monthly newsletter. Speaking of the newsletter, there is a ton of work by a handful of individuals that get it out every month. There are

so many great contributors within the APA, it is impossible for me to mention you all. I am proud to be a team member of this great organization and will continue to do any and everything I can do to support Brian Schober as I hand the baton to him to help bring the organization to the next level (or two or three). Please step up and let Brian know what skills you may have to help him with some of the new and exciting ideas and programs he is bringing to the table.

Have Fun, Fly Safe

*Tommy*





# Executive Director's Report

Jim Timm — July 2018

No kidding, it's hot out, it's bumpy, and often not a lot of fun flying this time of year. I guess I need to be a bit more philosophical about it and realize we are 180° out of phase with the northern part of the country, as far as comfortable flying seasons are concerned, and stop complaining. In any case, when you do go flying, be sure you take a bottle or two of water along and stay well hydrated. It will improve your concentration and overall performance. It's also a good idea to have an appropriate supply of water in your emergency/survival kit this time of the year. Have fun and fly safe.



It's that time of the year when the Arizona Pilots Association had its annual membership meeting in May for the membership at large to fill the three directors positions that came up for election. The directors that had their terms expiring permitted their names be considered for re-election. Because there were no further nominations from the membership present, the three candidates were re-elected to the board of directors for another three year term. Our by-laws then require that in the month of June we then elect, from this new board of directors, the APA officers to serve for the coming year. For the coming fiscal year the following officers were elected:

President	- Brian Schober
Vice President	- Tommy Thomason
Vice President	- Mark Spencer
Secretary	- Kit Murphy
Treasurer	- Stefanie Spencer

We want to thank all the past officers that have worked tirelessly and exceptionally hard in the past year making great strides at keeping the APA the viable organization it is and making a lot of things happen. The list could fill the page, and they cannot be thanked enough for all their efforts.



We waged, and I thought we had won, a major battle convincing our legislators that the FAA funding bill should not contain provisions for the privatization of air traffic control (ATC). We thought we might have won, but the reality is that the Administration, apparently, is still in favor of ATC privatization. In spite of the fact that there is a large and diverse voice of opposition to the idea of privatizing our air traffic control system, including congressional leaders from both political parties, more than a hundred aviation organizations, hundreds of business leaders, hundreds of U.S. mayors, consumer and agricultural groups, conservative

think tanks, and the majority of Americans. This concept has been fully considered in the U.S. Congress and rejected, despite years of repeated attempts. The Administration needs to support a long-term FAA funding bill, like those passed by the House of Representatives and now pending in the Senate. These bills will take practical and significant steps to address the many critical issues like aviation safety, modernization, aircraft certification and regulatory reform. It's disappointing that the Administration continues to reintroduce a failed proposal. Instead, it should put its support behind the FAA legislation pending in Congress that will advance the aviation industry, including general aviation. We need to continue requesting our legislators support and we need to do whatever we can to get the administration to abandon the failed idea to privatize the FAA's air traffic control services.



## MISCELLANEOUS ITEMS

As of June 30, any aircraft in Mexico that does not have a 406 ELT will be grounded. Mexico states that they have given the flying community over 15 years of extensions to allow time for all to add the required ELT and June 30, 2018, is the final deadline. There will be no more extensions. If you are planning a trip to Mexico, make sure your ELT is in compliance. If it is not, you'll most likely have complications that you don't even want to contemplate.

**Be Aware:** If you are considering switching to BasicMed instead of renewing your FAA medical certificate, and may want to fly into Mexico, BasicMed is currently valid only in the United States and the Bahamas. To fly in Mexico or Canada, you must have a *valid third class or better FAA medical certificate*.

Falcon Field (FFZ) is in the process of upgrading a significant amount of the airfield electrical system, and there may be taxiway detours. Be alert, and check FFZ NOTAMS.

Deer Valley Airport (DVT) has run up area construction projects in process, so check DVT NOTAMS and use caution.



In other words, before taking off, always be sure to check for NOTAMS at your destination airport so you don't have an unexpected surprise awaiting you. Many of the airports around the state have significant construction projects in progress. Always fly informed.

GPS interference testing is still happening, and there were three last minute notices received from the FAA in the last reporting period. Some of these tests could have impacted

flight operations in Arizona. Again, if you encounter an unexplained interruption in GPS navigation lasting several minutes, inform ATC with the time, date, and location of signal loss.

Flight safety has significantly improved the last reporting period with the NTSB only reporting five accidents occurring in Arizona. Fortunately, none of them involved pilot/passenger fatalities; however, as for the airplanes, it was fatal for one of them as it was totaled. See my July Accident Summary for the details.

As you are aware, APA is working with several airports around the state to update their Airport Master Plans. Currently, APA is assisting Falcon Field (FFZ), Superior Municipal Airport (E81), Sedona Airport (SEZ), Flagstaff (FLG), and Grand Canyon Airport (GCN) in their Master Plan update process, providing the pilot and aircraft owner's perspective.

### **THINGS TO DO - PLACES TO GO FOR BREAKFAST:**

- The fly in breakfast at Coolidge Municipal Airport (P08), which was on the first Saturday of the month is on hold for the summer and will restart in October.
- The Falcon Field EAA Warbirds Squadron fly in breakfast and car show which was on the third Saturday of the month is on summer hold and will resume in October.
- The third Saturday of the month there is still a fly in breakfast at Benson (E95) at Southwest Aviation. (There are special fuel prices for breakfast attendees.)
- The Grapevine Airstrip (88AZ) next to Roosevelt Lake is open; however, the BBQ lunch hosted by APA on the third weekend each month is also on summer hold until September. (Portable toilet not available until September.)
- 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 air-cooled 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 \$8 and kids \$5.
- At Tucson's Ryan Field Airport, Richie's Cafe is serving breakfast and lunch daily. The hours are 6:00 am to 2:00 pm



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

*Jim*







**WE ARE A SAFETY-FOCUSED GROUP OF AVIATION TRAINING PROFESSIONALS WHO RECOMMEND BEST PRACTICES FOR UTILIZING AIRSPACE IN ARIZONA WITH THE ULTIMATE GOAL OF REDUCING ACCIDENTS, INCIDENTS AND PILOT DEVIATIONS.**

**We make an effort to:**

- Facilitate communication and address safety concerns between flight schools, flight instructors, the FAA and other airspace users
- Share training tools, concepts, and ideas
- Improve understanding among operators

**CHECK US OUT!  
AFTW.ORG**

**On our website you can find:**

- Practice area charts and information
- Stanfield VOR procedures
- Safety Topics of the Month from the GAJSC
- Meeting minutes and events
- Flight training resources, news and more!



# July Aviation Accident Summary

by Jim Timm

The following are NTSB reports of aviation accidents that have occurred in Arizona from late May through late June. The Arizona Pilots Association uses this detailed accident information to develop safety programs and briefings that will help pilots learn from the mistakes being made by others, and then hopefully they will take the action necessary to prevent similar accidents from happening to them.

This reporting period has finally turned the corner, I hope, because the number of accidents reported by the NTSB has significantly gone down from last month. There were only five accidents reported by the NTSB this past reporting period, and fortunately, none of them resulted in fatalities. The unfortunate news is that only two of the five had details of the accident available. There were a couple of accidents that had occurred in the reporting period that were on the local news, but not yet reported by the NTSB. These will be covered in our next report.

The first part of this report contains the details of three accidents that occurred in earlier reporting periods and the details were just released in the past reporting period.

The previous two reporting periods were really poor with the large number of accidents that occurred, and I hope it was a wakeup call for everyone to be more careful, and they now have been. However, I suspect this may be a bit of wishful thinking on my part. We shall see.

## THE FOLLOWING THREE ACCIDENTS OCCURRED IN EARLIER REPORTING PERIODS

Accident Date: **Monday, March 12, 2018**

Factual Report Dated: 6/21/2018

Title 14 CFR Part 91

Location: Green Valley

Aircraft Type: Cessna 172

Injuries: 1 Uninjured

### LOSS OF CONTROL ON LANDNG

The pilot reported that during the landing roll he felt as though the airplane was being pushed to the left side of the runway and he applied full right rudder and left aileron. The airplane exited the left side of the runway, and he added power to prevent the airplane's nose from colliding with a drainage culvert, but the airplane accelerated and impacted a tree. The airplane sustained substantial damage to the leading edge of the left wing.

The pilot reported that there were no mechanical malfunctions or failures with the airplane that would have precluded normal operation.

The pilot reported that the wind at the destination airport was 090 at 10 knots gusting to 15. The

nearest weather reporting station, located 14 miles to the north at the departure airport, reported about the time of the accident the wind was from 040 at 3 knots. The airplane landed runway 24.

The pilot landed on runway 24 because of the 2.9 percent uphill gradient.

Accident Date: **Sunday, April 8, 2018**

Factual Report Dated: 6/11/2018

Title 14 CFR Part 91

Location: Tucson

Aircraft Type: Piper PA28

Injuries: 1 Uninjured

### STRUCK OBSTRUCTION WHILE TAXIING

The student pilot reported that, while taxiing to park, he aligned the airplane with the parking spot, added power to make the turn, and then heard a "boom." He added that he shut the engine down, checked what happened, and real-



ized that the left wing had hit a pole.

The airplane sustained substantial damage to the left wing rear spar.

The flight safety officer for the operator reported that there were no pre accident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The safety officer further reported that the company policy was to shut down the airplane on the yellow taxiway centerline before pushing the airplane back into the parking spot. He added that, after interviewing other flight crews, he learned that flight instructors had been demonstrating incorrect parking methods to students, including the student who taxied into the pole.

Accident Date: **Friday, May 11, 2018**

Report Dated: 5/31/18 Preliminary Report

Title 14 CFR Part 137

Location: Yuma

Aircraft Type: Bell OH 58C

Injuries: 1 Uninjured

### **IN FLIGHT LOSS OF POWER AND HARD LANDING**

On May 11, 2018, about 2030 MST, a Bell OH-58C helicopter was substantially damaged dur-

ing a forced landing near Yuma. The commercial pilot was not injured. The helicopter was operating as an aerial application flight. Visual meteorological conditions prevailed, and no flight plan was filed for the local flight. The flight originated from a private airstrip in Somerton at 1945.

According to the pilot, he picked up his first load of the evening, and then departed to the north to distribute chemical insecticide to three separate fields. He distributed the insecticide over the first field by flying east to west. After he completed the first pass, he climbed momentarily and started a turn, but immediately felt a vibration that he perceived was coming from the main rotor system. Seconds later, the low rotor rpm light indication illuminated, which was accompanied by multiple other warning lights that the pilot was unable to observe due to his workload at the time. He further added that the low rotor rpm light was engaged for the remainder of the flight. The helicopter began to descend on its own, and as it approached the ground, the pilot flared the helicopter to reduce its vertical speed. After the helicopter landed flat in a bed of sudangrass, the main rotor blades severed the tail boom, the left skid dug into the ground and the helicopter rolled over on its nose and then came to rest on its right side.

## **THE FOLLOWING ACCIDENTS HAD OCCURRED IN THE PAST REPORTING PERIOD**

Accident Date: **Wednesday, May 21, 2018**

Report Dated: 6/14/2018 Preliminary Report

Title 14 CFR Part 91

Location: San Manuel

Aircraft Type: Autogyro MTO Sport

Injuries: 2 Uninjured

### **LOSS OF POWER FORCED LANDING**

On May 21, 2018, about 0845 MST, a Rhoads Autogyro MTO Sport experienced severe vibrations and a total loss of engine power during the initial climb from the San Manuel Airport (E77). The certified flight instructor and student pilot were not injured; the gyroplane sustained substantial damage to the main rotor system. The gyroplane was on a local familiarization flight.

Visual meteorological conditions prevailed, and no flight plan was filed.

The flight instructor reported that after an uneventful takeoff, the gyroplane was about 400 ft above the ground when she heard a loud bang followed by severe vibrations and a total loss of engine power. With no suitable landing space ahead, she executed a 180 degree right turn back towards the runway and landed the gyroplane uneventfully. During the landing roll, she observed that the gyroplane was on fire, which was extinguished after the gyroplane came to a stop. Further examination of the gyroplane revealed that one of the propeller blades and part of the propeller hub was missing.

Accident Date: **Tuesday, May 29, 2018**  
Report Dated: 6/7/2018 Preliminary Report  
Title 14 CFR Part 91  
Location: Prescott  
Aircraft Type: Piper PA46  
Injuries: UNK

The NTSB did not release any details other than the above information.

Accident Date: **Tuesday, May 29, 2018**  
Report Dated: 6/6/18 Preliminary Report  
Title 14 CFR Part 133 (Rotorcraft External Load)  
Location: Wikieup  
Aircraft Type: MD369FF  
Injuries: 1 Uninjured

#### **HARD FORCED LANDING**

On May 29, 2018, at 1050 MST an MD Helicopter 369FF was substantially damaged during a forced landing near Wikieup, Arizona. The commercial pilot was not injured. The helicopter was operated as an external load flight. Visual meteorological conditions prevailed, and no flight plan was filed.

The purpose of the flight was to assist power line

construction. The pilot reported that during hover, the helicopter started to vibrate. He decided to execute a forced landing as vibrations became more prominent. The helicopter contacted the ground and the tail boom separated in two pieces.

Accident Date: **Wednesday, May 30, 2018**  
Report Dated: 5/23/2018 Preliminary Report  
Title 14 CFR Part 91  
Location: Payson  
Aircraft Type: Cessna 172  
Injuries: UNK

The NTSB did not release any details other than the above information.

Accident Date: **Wednesday, June 12, 2018**  
Report Dated: 6/22/2018 Preliminary Report  
Title 14 CFR Part 91  
Location: Phoenix  
Aircraft Type: Luscombe 8A  
Injuries: UNK

The NTSB did not release any details other than the above information.

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## **A Few Words About Safety**

**Denny Granquist**

“

*“The more I trim the smoother the ride.”*

*“I became a safer pilot the day after my first child arrived.”*

”

# GAJSC

→

## General Aviation Joint Steering Committee

### Fly the Aircraft First

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:** July 2018

**Topic:** Fly the Aircraft First (SE 34)

The FAA and industry will conduct a public education campaign emphasizing the necessity for pilots to maintain control of their aircraft at all times.

**Background:**

NTSB accident data suggest that pilots, while distracted by less essential tasking, have lost control of their aircraft and crashed. In light of this pilots are reminded to maintain aircraft control at all times. This may mean delay in responding to ATC communications and passenger requests or not responding at all unless positive aircraft can be maintained throughout. In other words, ***Fly the Aircraft First!***

**Teaching Points:**

- Discuss the role of distractions and inappropriate priorities in aircraft accidents
- Offer tips to maintain proficiency and control discipline.
- Provide information on prioritization and dealing with distractions.

**References:**

- [GAJSC Loss of Control Work Group Report](#)
- [Eastern Airlines Flight 402 Accident Report](#)
- [Airplane Flying Handbook Chapter 16 Emergency Procedures](#)
- [Risk Management Handbook Chapter 6 Single-Pilot Resource Management](#)



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

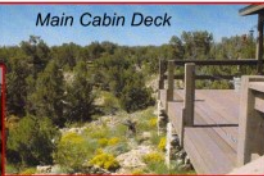


# Wisky Ranch - Arizona

## 6AZ2



Main Cabin Exterior



Main Cabin Deck



Main Cabin



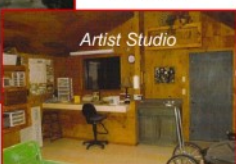
Workshop



Bunkhouse



5,000' Airstrip  
FAA Registered



Artist Studio

Wisky Ranch is a private retreat located in the high desert, southwest of Winslow, AZ. It can be reached via BLM roads or via air on its hard packed aircraft runway. Wisky is off the grid, self contained, and includes solar, turbine, and a generator for both its 120/240v inverter and its water well. If you have ever dreamed of a cabin in a truly secluded and quiet northern Arizona location, then Wisky is a must to consider. Containing a modern cabin, an artist studio, a bunkhouse, and a shop, it is situated at a cool 5,800+ foot elevation and is comfortable year around. Wisky Ranch is the ideal place for a private retreat with airstrip. Email or call for pricing.

## For Sale

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Erik@pilotexpeditions.com  
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Information believed to be correct but should be verified prior to purchase.

## Aviation Instructor Opportunity at EVIT!

"We are still frantically searching for another instructor to teach our first year students at EVIT. It is a part time position M-F from 11AM - 3:30. Preferably someone with a CFI and strong knowledge of basic aircraft subsystems. Perfect for someone in a semi-retired status that enjoys teaching. I would really like to find someone that is interested to help the program grow. Future possibility of full time depending on enrollment. Our semester starts on Aug 6th. Email: [lamadee@evit.com](mailto:lamadee@evit.com) Thank you, Lou Amadee."

<https://www.facebook.com/EVITnews/>

## Get Your Instrument Rating NOW!

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? Or are you one of the many pilots who always wanted to get your instrument rating but never found the right instructor?

Now is the time to **make that instrument rating happen!** I specialize in instrument training (I have given over 3000 hours of instrument flight instruction) and 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!**

- 6271 hours of flight instruction given
- 7635 total hours flight time
- Cirrus Standardized Instructor, Avidyne & Garmin 1000
- Cirrus Pilot Proficiency Program (CPPP) Instructor
- Cessna FITS Instructor Plus (CFAI+)
- Columbia Factory Flight Instructor, Avidyne & Garmin 1000
- Author of the book *Fly the Glass Cockpit Like a Pro*
- FAA Master WINGS Holder
- Advanced and Instrument Ground Instructor
- Remote Pilot (UAS)

Bob Littlefield, Gold Seal CFI, CFII, MEI

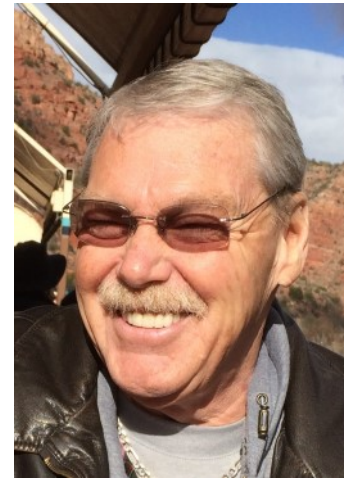
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# ***GAARMS REPORT***

## ***JULY 2018***

**By** *Fred Gibbs*

*(Your guy in Flagstaff)*



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***We are still holding at only one fatal GA accident so far this year. You guys and gals, our Arizona aviation community, are doing a great job of flying safe. Let's keep that trend going! Make 2018 the safest year ever.***

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### **Initial Pilot Certification Passing Rates Trending Down**

I read an article concerning Flight Instructors (CFI's and CFII'S), and the concern that their pass rates on practical tests have been declining over the last couple of years. It started out as a gut feeling, but when the author of this article compared his recent numbers with his pass rate from a few years ago, he found it was also statistically true. It got him thinking. Have I somehow gotten harder? Or are applicants really failing more frequently? And if so, is it just me, my locale, or something that is happening on a national scale?

So, the article's author took a look at the FAA's reported national pass rates for FAA certificates on practical tests.

What he found was that pass rates have declined on the national level. Looking at all types of practical tests, the pass rate in 2007 for 43,619 practical tests was 80.1%. In 2017, for 38,210 tests the pass rate was 76.5%. This is an overall drop in passing rate of 3.6%. *(Personally. I don't think that that figure is a big deal.)*

Looking more specifically at private and commercial initial pilot certification tests, passing rates are down nearly 5% in both cases from a decade ago. Much of that drop has come in the last two years. While there is some variation in the percentage yearly, the general trend in both private and commercial pilot certification is a downward passing rate. *(Again, I don't think that percentage is a big deal.)*

As an instructor, when we see a statistic like this, it is natural for us to ask why it is occurring. Nothing major has changed in training standards, training requirements, or training procedures. One thing that has changed, however, is turnover of instructors in the training sector.

The past couple of years have seen extremely active hiring of instructors into airline jobs. Instructors are spending less time in instructor positions before they move on to employment at other flying jobs. The result of this is that they gain less experience—important experience that makes them better at their job.

For example, an instructor 10 years ago probably wouldn't be hired by an airline until he or she had more than 2,000 hours of total flight experience. Now, it's not unusual to see instructors hired at the minimum 1,000 hours for a restricted ATP qualified applicant. That means they have spent 1,000 hours less time providing instruction to students. If they previously instructed 15-20 applicants for ratings and/or certificates before moving on, now they will be instructing more like 4-6 students. The result is that those who are providing instruction are continuously turning over and never really gaining the greater period of experience that makes them better at doing the job of preparing students for pilot certificates. While it may be hard to draw a causal link, I think the connection is obvious. As students work with instructors who have less experience, the pass rate has declined. It seems pretty clear, and it is happening right now in our pilot training efforts.



### **What are the effects of this reduction in passing rate?**

Well, for one, it means that because of the reduced passing rates in 2017, statistically 1,375 more practical tests had to be retaken when compared to better pass rates of a decade ago. This means that more examiners need to take time for retests that could be better dedicated to doing full tests. It also means that examiners' schedules are more backed up. It means that more customers experienced the increased training cost associated with retests. It also means that instructors must spend more time getting students ready to retest after they failed the first time. There are real costs to all of these events.

Does this mean that our pilot training is any less safe than it was in the past? Or that those pilots are any less safe when they eventually get to an airline and fly passengers commercially? Not necessarily. They still have to meet the same standards to pass; it just means that they aren't doing it on the first try as often as they were a decade ago. It does mean we have some work to do in the training community though. We shouldn't be comfortable with declining passing rates.

Perhaps it's time to look carefully at our training process and see if there is anything we can do to improve the passing rates of instructors who are new at their job, even if they are only going to be instructors for a short period of time in their career.

It also means that we may need to evaluate the traditional incentive to be an instructor in the first place—to gain enough time to be able to move on to another pilot job. Is this motive really doing the industry the best service? I can't help but think that in an ideal world, experienced, high-time pilots would be the ones providing the instruction, not relatively low-time, recently certificated pilots. But to make that happen, the job of instructors would have to be able to offer competitive pay with other pilot jobs, and we would need to find a way to transition pilots and their experience from initial certification to service in the airline environment without making them serve as instructors to do so.

Other countries do this in different ways, and there isn't necessarily one right or wrong way, but it is likely that we need to have a hard discussion in our industry about how we train and prepare pilots, and if our system is due for some changes.



Without evaluation of these considerations, the failure rates we are seeing has the potential to increase, further creating greater costs and delays in pilot training.

### ***Fred's Perspective...***

Why does a private pilot check ride cost a student almost 10% of the total cost of earning the ticket? Think about that: 60 hours at \$130.00/HR for the airplane/ \$7800.00; 40 hours instruction at \$45.00hr/\$1800.00; plus about \$500.00 misc stuff, which comes out to about \$10,100.00. The average cost of a check ride nowadays is \$700.00 plus 2 hours of aircraft rental (at \$130.00/HR), for a total cost of \$960.00 or just under 10% of the total cost of learning to fly.



How about the less demanding recreational pilot check ride? 40 hours at \$130.00/HR is \$5200.00, 30 hours instruction at \$45.00/HR is \$1350.00 plus about \$500.00 misc stuff which comes out to about \$7,050.00. The average cost of a check ride nowadays is \$700.00 plus 2 hours of aircraft rental (at \$130.00/HR), for a total cost of \$960.00 or about 13% of the total cost of learning to fly.

So why are check rides so expensive nowadays? What is a fair hourly rate for a check ride? How long should a recreational or private pilot check ride take? *(I remember when examiners were limited to two check rides a day: Now-a-days, I've seen check rides taking 2 days!!)*

Are DPE's expected to have some level of failures? Does the FAA look askance at a DPE who never fails anyone? How about a DPE with a high failure rate?

***More food for thought*** – A student pilot only needs a score of 70% to pass the FAA written test, but should they bungle one area during the oral, a 90% or better score, they fail...

*And again, they only need a score of 70% to pass the FAA written test, but should they bungle 1 part of 1 area of operation (like a short field landing) out of the 12 areas of operation during the flight portion, a 92% pass figure, they still fail... and in actuality, since each area of operation has several parts, should the student only fail 1 of maybe 72 items, for a mathematical score of 98%, they still fail!!!*



*Scheduling a student for a check ride in anticipation of completing the training by a certain date is speculative at best. Locking in a date that far ahead with the DPE ties him up for that date, and then if things go awry with the training process, i.e., weather, scheduling issues, mechanicals, work, life, etc, and the student is not ready, the examiner is screwed out of earning money that day. On the other hand, waiting until the student actually completes the training and gets a recommendation, results in the student sitting around for a month or two waiting on the check ride, having to spend more money trying to stay fresh and ready for the ride. All the*

*while his proficiency and knowledge skills slip away, potentially resulting in the failure on the check ride, and contributing to the whole gist of this article in the first place. And then we wonder why the*

number of student pilots completing the training is decreasing! Hmmmmmm .....

Please, I am **NOT** bashing DPE's! GEEZ, I used to be one! They all do a great job under the thumb (policy and direction) of the FAA; they all try to be as fair as possible; and they are very overworked here in Arizona. Just try to schedule a check ride and the examiner will (apologetically) say easily a month or two out for a date because they are so booked up. Oh yeah, they are also allowed to have a life!

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## SAFETY PROGRAMS:

There are a lot of FAASafetyTeam safety programs on the schedule over the next couple of months all around the state, so go to [WWW.FAASAFETY.GOV](http://WWW.FAASAFETY.GOV) and click on "Seminars" and check them out. You might find one that interests you. Should you desire a particular safety or educational program at your local airport or pilot meeting, simply contact me directly at [fredgibbs@azpilots.org](mailto:fredgibbs@azpilots.org), or call me at 410-206-3753. The Arizona Pilots Association provides these 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!!!***

## Beating the AZ Heat

By Connor Barrett & Armon Haghighat  
@AZPILOTLIFE

Flying in the heat of the Arizona desert can be physically strenuous on any pilot. Our recent cross-country flight had to be to a place that was going to beat the heat. After searching through our VFR sectionals and researching different airports in the valley, we decided to take the Lake Havasu City (KHII) adventure. Lake Havasu City is famous for its college spring break parties and semi-temperate year-round weather. With the draw of the cool lake water and slightly cooler temperature than Phoenix, we knew it was the best choice. An early start was essential to explore and enjoy what this city has to offer. We



*Connor Barrett (left) and Armon Haghighat (right)*



left Scottsdale Airport (KSDL), our home airport, at 6:30 a.m. We had a flight time of just over 1.5 hours planned. Our goal was to touch-down around 8:00 a.m. to get breakfast and be able to head to the lake before it got too hot.

We flight planned for a left base entry for runway 32. This allowed us to absorb the gorgeous mountain views that surround Lake Havasu. With the winds cooperating we flew 1,500 feet above the lake and started our descent checklists and prepared for landing on runway 32. Anticipation and curiosity was high since this was our first experience landing at KHII and visiting Havasu City. Flaps set, landing power set, and glide slope captured, we greased the landing into KHII.

Unsure of what to expect in this new place, as we taxied, we talked about taking an Uber or taxi to the lakefront.

We proceeded to park at the Desert Skies Executive Air Terminal. While taking care of the fuel bill and making friends with the ramp staff, we were offered a free loaner car for the day. We graciously accepted the car. To prepare for a relaxing day, we filled our cups at the slushy machine next to the popcorn maker inside the terminal, grabbed our swimsuits and lunch bags, and drove to the lakefront.

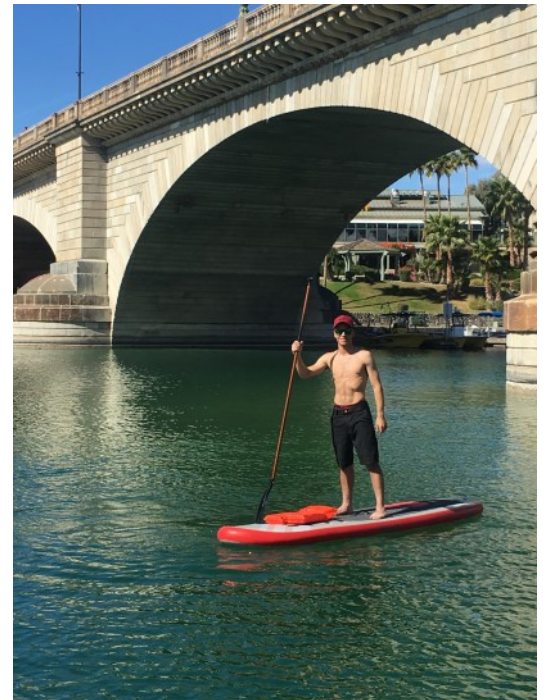
Our plans changed when our excitement increased to be at the lake. Instead of spending time having a sit-down breakfast, we decided to grab oatmeal and orange juice. Upon reaching the public parking areas along the river, we found a local shop called Beach Shack Rental that rents paddle boards and boats. After negotiating prices, on a col-





lege aviation budget, we rented two paddle boards and headed for the water.

Paddling up the “canal” toward the original London Bridge was both fun and relaxing. It was hard to believe that we had been doing it for two hours. The exercise opened up our appetite and we ate our lunches, sitting lakeside while taking in the sun. It became clear to us that what started as an unknown, on a hot Scottsdale day, had turned into a memorable mini-vacation at Lake Havasu. It will be hard to beat a day that began with a beautiful sunrise departing Scottsdale Airport, semi-temperate weather, gorgeous views, and sitting lakefront. KHII and Lake Havasu City is on AZPilotLife’s list as one of the most recommended spots in Arizona for a quick day trip to beat the heat! Instagram: [@AZPILOTLIFE](https://www.instagram.com/azpilotlife)



Connor & Amon



azpilotlife

Lake Havasu City, Arizona

...

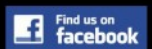


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# MEMBERS' PHOTO CORNER

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*Thank you to DJ Vegh for this month's photos!*

*Where will you go next? Send your photos to [newsletter@azpilots.org](mailto:newsletter@azpilots.org)!*

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# AZ Airport Focus: Grapevine (88AZ)

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By Brian Schober

The recent AZ Airport Focus articles have focused on what to do around the airport, based on what the communities have to offer. This month is different, and we'll focus on the nothingness around this particular airport. In this case, getting there is getting away, and it can be pure bliss. As much of our membership can attest, the Grapevine airstrip (88AZ) on the southwest shore of Lake Roosevelt has collected much of our membership's DNA in the form of blood, sweat, and tears through the multi-year renovation that APA spearheaded. APA supporters transformed Grapevine from a brush-strewn length of deteriorated asphalt into the gem it is today. It is now the pride of the US Forest Service as the only one of two paved runways in their national inventory. The cleaning, crack-sealing, and top-coating are complete, and the markings were completed thanks to the Phoenix 99's. It also highlighted what can happen when volunteer organizations cooperate with the government, and it's serving as a model for more airports. APA has published several articles and Mark Spencer has fully detailed the efforts taken to truly transform the dilapidated strip into what it now is, so this article will focus on getting there and getting away!



A mere 50 miles nearly due East of Phoenix, getting to Grapevine may not seem like much of a jaunt. You may ask yourself if it's even worth going, since the engine will just be getting warmed up by the time you get there. Leaving home airports such as Falcon Field, Deer Valley, Marana, or Ryan, the hustle and bustle of simply taxiing for departure quickly falls way to a dramatic overflight of the Mazatzal range that includes Four Peaks. It's

here that you can visualize Arizona's rugged landscape. Four Peaks tops out at 7657' MSL and just a few miles to the South, Grapevine sits at 2329' MSL, demonstrating the majesty of this range. There are several other peaks over 6000' MSL, so while going over the range is an option, the year-round thermals can make for a more interesting flight than anticipated.

While the Grand Canyon is amazing from the air, the Salt River Canyon can be even more dramatic. Running from the Roosevelt Dam to Saguaro Lake, the canyon is lined with steep rocky cliffs. The canyon is under the Salt River Bald Eagle Breeding Area wildlife area





and overflight is recommended at least 2000' AGL. The scenery passing below is just as spectacular from that altitude, so respecting the area is easy and reducing the chance of a bird strike is well worth it. Cruising in from the south near Weaver's Needle makes for an equally fantastic overflight. Again, altitude is required to clear the range and get to the lake.

Once near the south end of Lake Roosevelt, make a call on CTAF 122.9 and set up for landing. The runway slopes 1.3 degrees with the high end to the south. Calm-wind landing is typically uphill on Run-

way 17. This approach takes you over the shoreline and water of the lake. The tall saguaro cactus waving to you at the approach end is shorter than it appears on final, but is an obstruction nonetheless. The runway is relatively long and wide for a "backcountry" strip at 3800' x 40'. Even on approach, the effort poured into the strip is apparent as the smooth asphalt and clear markings get closer. After landing and engine shutdown, the silence and peacefulness of the area sets in. Pull the plane off the runway and into one of the many spots along either side of the runway at midfield and then relax. We've seen everything from Light Sport Aircraft to business twins and even amphibious seaplanes taking advantage of this fantastic airstrip.

Getting there is getting away from it all. With no vehicular access and sitting on Forest Service property, there are no residential areas or retail establishments nearby. The closest of either are in the town of Roosevelt, approximately 5 miles South. The Sonoran Desert scenery envelopes you as you sit back and relax in the shade of your wing or the APA volunteer-installed gazebo. Grapevine makes a perfect morning or afternoon getaway to just go and relax, or an even more perfect airplane camping destination. In addition to the gazebo, APA volunteers installed a firepit and provided picnic tables.



The flat parking areas make an ideal place to set up a tent and hang out under a wing for the weekend. From September through May, APA provides a porta-potty onsite to make things a little more comfortable. Please check burn policies in effect in Tonto Forest and plan meals accordingly.

A moderate hike takes you to the shore of the lake where you can cast a line in the water looking for bass, crappie, sunfish, and catfish. If you decide to fish, make sure you obtain a fishing license from AZ Game and Fish. You can purchase them online through their website. Hikes to the east and west of







the airstrip take you through ravines with aggressive slopes, so wear shoes suitable for hiking and bring plenty of water. Besides the fishing and hiking, perhaps the best part about Grapevine is the ability to just sit and relax. No worries about what to do next or how to make a schedule work – just relaxing. As an added bonus, APA hosts a monthly barbeque on the third Saturday of each month from September through May. Bring an appetite and a few dollars as a donation towards the groceries and enjoy great hangar flying with some amazing people. There is always enough food, so bring friends along and introduce them to the reason you fly.

This isn't an experience you just get to drive to.

Once you've had your fill of relaxation or realize you need to get back to reality, pull your plane back out on the runway and plan for a north departure down Runway 35. Wind-permitting, this allows a downhill takeoff with no immediate terrain concerns. Departure is over the lake and APA recommends noise abatement by climbing away from local boaters or fishermen below. Like most of Arizona's airports in the summer, density altitude will affect takeoff and climb behavior, so pay attention to your aircraft performance and personal minimums.

In 2017, Grapevine officially opened to the public, no prior permission is required! While charted as private, due to some complicated details, the strip is a USFS recreational airstrip. As such, no training activities or touch and goes are permitted. The airstrip is open to the military and they often perform exercises on or near the airstrip. It is always a good idea to fly the runway before landing to ensure that it is clear. The Forest Service has also asked that pilots avoid overflight of the Tonto National Monument only 3 1/4 miles to the west-northwest of the strip or any of the campgrounds to the east and west. The campgrounds are easily spotted by the blue-topped shade structures scattered throughout.



Please visit the APA's website to download and print the [Grapevine safety brochure in PDF](#) under the Pilot Resources tab. The brochure provides detailed airport information and standard procedures in place. If planning to camp, we ask that you send a quick note to [grapevine@azpilots.org](mailto:grapevine@azpilots.org) letting us know. We are cooperating with the US Forest Service on several other airstrips in Arizona and a use case will help establish the demand for more.

Grapevine holds a special place in my heart, as it was my introduction to APA as an organization and to Arizona's backcountry. I spent many weekends with dozens of other volunteers transforming the airstrip into what it is today. Though Grapevine is really "backcountry light," it offers a great introduction to a different kind of flying and should not be missed. I hope to see you out there!

Brian





I remember reading about another backcountry emergency in the northwest a few years ago. This pilot had to set down in a river, and the aircraft sank so quickly it was all he could do to get out and swim to shore. It was this story that got me started thinking about my own emergency vest.

The concept is simple, have whatever you can actually carry on your body when in the backcountry flying... it may be all you get out with, and may be what helps you survive! I've seen very nice vests for sale at various aviation events here in AZ, although I've not seen these the last few years, but they are available. Perhaps the most complete one I've seen is available from [Doug Ritter](#). It's not inexpensive, but the time spent to get all these items together might just cost you as much in your own time.

I like projects like this, and so I decided to put my own emergency vest together. I looked for an appropriate vest at many of the popular sportsman stores, but not only were they expensive, they were

not exactly what I wanted. I finally found this HQ ISSUE Men's [Concealment Vest](#) at Sportsman's Guide online. You just cannot beat it at \$49. It has plenty of pockets and even a concealed carry pocket for the small pistol you might need in the backcountry.



Once you get your vest, the real fun starts... what do I really need to survive? The age old order is Shelter, Water, Food, and Recovery, so that's how I approached my emergency vest. First thing, I need a solar blanket, emergency sleeping bag, or plastic folding tent to get out of the cold and rain as soon as possible. Then a few of those vacuum



packed water bottles, an energy bar, or two or three. For recovery, a loud whistle and a signal mirror. If you have a personal location device, it does no good in the aircraft, attach it to your vest!

Lastly, waterproof matches or a lighter are the absolute minimum items any vest should have.

For medical care I've added to my vest a Swat Tourniquet, Trauma Pak with blood stopper, regular bandages, a small self rolled length

of duct tape, sun screen, Benadryl, and even a Nasopharyngeal Airway.

Since I had room left, a Life Straw, some parachute chord, and Ibuprofen.





With a cool head, some gear to keep you out of the elements, some water and food to sustain you, your chances of survival greatly increase! A few basic medical items can potentially make the difference between misery and relative comfort while you wait out your recovery. It is almost always better to stay with the aircraft, so keep this in mind as it is always tempting to hike out, never to be seen again! Sure, if there was a road less than a mile from your touchdown point, you might want to hike to it, but it is amazingly easy to get turned around in a heavily wooded area, which adds another item to the list, a compass or GPS device might just come in handy.

Hopefully, most of us will never find ourselves in this situation, but for those that do, your backcountry survival vest might just be the best investment you've ever made. I now carry it with me even on my backcountry Jeeping trips, why not? It's got just about everything I need no matter how I get stranded.



Mark



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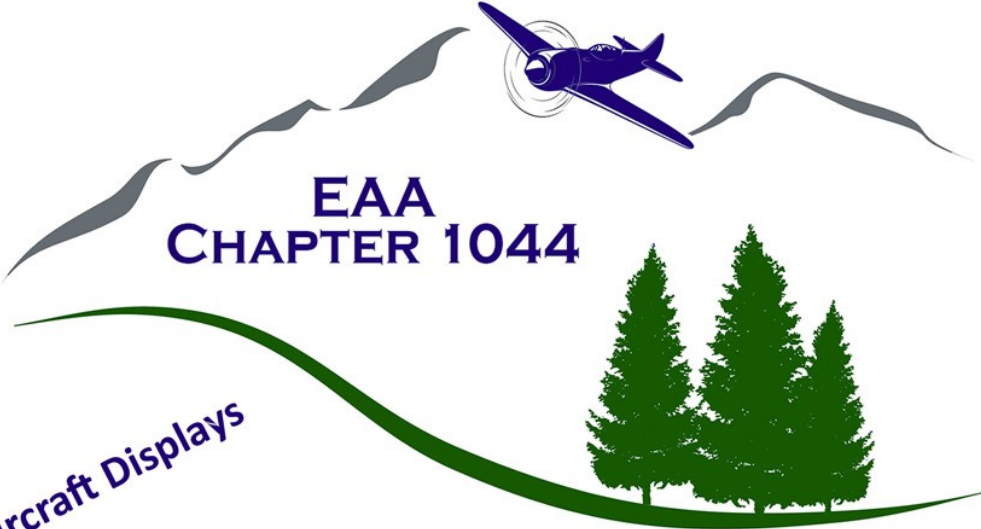
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[www.azpilots.org](http://www.azpilots.org) A great resource for APA's work in the state, archived newsletters, current events, APA's continuous work with legislators, a calendar of activities, and more.

**APA is a 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](mailto:Webmaster@AZPilots.org)

## Newsletter Contributors

Article Deadline

20<sup>th</sup> Editor reminds the Team to submit articles

25<sup>th</sup> Authors submit articles and advertisements

Contact the newsletter editor, Cathy Paradee:

[newsletter@AZPilots.org](mailto: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!*



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