

# Arizona Flight Training Workgroup Meeting Minutes

June 28, 2006

## Meeting Participants:

Bill Tobey, SATC  
Dave Vangsnes, UND  
George Sullivan, Sky Harbor  
Miguel Velez, Independent CFI  
Brooke David, MPD/ASU  
James Berry, MPD/ASU  
Missy Palrang, Quantum  
Curtis Strickland, PHX TRACON  
Jim Pitman, Westwind  
Frank Mercy SP?, Westwind  
Alan Lavoy, Westwind  
June Bonesteel, DPE  
Toby Olsen, RAA  
John Puster, ATCA  
Juergen Tank, ERAU

## Old Business:

TRACON updates, Curtis Strickland reminded everyone that there is opportunities to speak with the entire TRACON staff at their weekly staff meetings. Jim P. offered to put together a power point that would be shown to give the TRACON folks an idea of what it is that 'we' do. MPD also extended an invitation to the TRACON to come and fly with us on some actual training lessons to see what 'we' do. Of particular interest to the controller group would be aircraft equipment restrictions such as TIS, TCAS etc.

ATCA continues its work with the FAAST team in working with SMS. How's that for acronyms! Safety Management Systems (SMS), is an ACCESS program developed by the FAA for accident/incident stats. More to come on this. ERAU is also in the process of updating their method of accident/incident data base collection and dissemination.

A group reminder went out about TFR and fire throughout the state. Also, several brought up the NOTAMs that have been generated for some high altitude model rocketry in Rainbow Valley. SA-11's??? Curtis from the TRACON stated that there were over 40 violators during the last presidential TFR—wow!

## New Business:

Brian Calendine (SDL FSDO) sent a message to the group indicating that Initial CFI check rides would soon be back under the purview of the FSDO. The region has

mandated this and even though the current DPE initiated initial check ride system is working very well, it will be going back to the FSDO.

Practice Areas: A group reminder regarding radio phraseology and the need to be more standardized. Areas that are re-occurring problems: 'Greenfields, Gap, little known or unused reporting points.' The group reminded all that using cardinal and distance from known charted points is still the most accurate and simplest to use. Also brought up was, 'is it time to revisit the AFTW TAC chart and the reporting point?' It was decided that just standardizing should go a long way in alleviating the confusion. Jim P. also mentioned that while in the uncontrolled pattern, perhaps using more descriptive radio phraseology would be beneficial, such as, 'coolidge traffic, **yellow cub**, left base rwy 05.'

Helicopters: Missy Palrang gave a short statement about where the helo's typically are, she also indicated that they (Quantum) are often in the practice area talking of 122.25. She indicated that the helo's are typically in and around the Santans. Of note: R-22 holding speed is around 80, R-44 is around 90.

All were encouraged to take back to our respective schools the need to become more standardized on stack calls at Stanfield. Several have heard other aircraft using 'Procedure Turn IB/OU' while in the hold with thousands of feet to loose.

The current fuel situation at IWA was discussed, in that their prices do not seem commensurate with other fuel concessions. Also mentioned was the noticeable decrease in tower operations as a result of off field fueling. Other business that are being affected are the flight deck restaurant, pilot shop and maintenance facilities.

Initial CFI spin endorsements was brought up by James Berry, the pilot examiner group (DPEAG) had a discussion in a previous meeting that was deemed worthy of discussion at AFTW. There is a feeling amongst a few examiners that the training being provided regarding spins, X/C stalls may be deficient and that special emphasis should be placed in these areas. The consensus of the group was that the spin training was adequate and that there should be emphasis on recognizing and recovery from spin entry and X/C stalls. It is not necessary to hold the X/C stall until the aircraft gets incipient, but to recover at first sign of loss of directional control. Also discussed was that the flight check applicants are supposed to be trained to the PTS, not for the individual examiners. A reminder from June, be sure to teach all types of stalls, straight ahead, turning, skidding, slipping, power on/off in all types of configs, beginning with the Private Pilot.

The accident at Pan Am was discussed for quite a period, the information provided by all that had pertinent facts seems to hinge on what to do when a student 'freezes' on the controls. All agreed that immediate reaction is required and that sometimes drastic measures are needed. Cover students eyes, thumb in eye, elbow to ribs. Be sure to think about this on the ground prior to flight, reaction must be immediate and effective!

Jim Pitman discussed the new Google email list and that if you want to be included to be sure and let him know (email [jpitman@aftw.org](mailto:jpitman@aftw.org)).

TRACON indicated that new procedures are currently being phased in for arriving traffic at IWA. This early procedure will help later on down the road when there are many more arrivals. The procedure gives the controller flexibility in runway assignment and flow control for fast movers like the 'batfox' T-38's and larger military traffic.

Bill Tobey reminded everybody that his company is still looking for experienced CFI's: 500 TT, 200 Dual, and 200 Instrument experience.

June Bonesteel's CFI seminar is now approved as a FIRC under part 141.

Reminder to in R/T with the tower prior to penetrating the Delta when coming in from an practice approach. ATC does not give an IFR type handoff. Airspace is still the pilot's responsibility.

Users of the GPS 23 into CGZ, please stay on the practice are frequency 122.85, until AYZUT inbound, then switch to CTAF.

Next Meeting:

Unfortunately, this important item was omitted. The next meeting will be Wednesday August 23<sup>rd</sup>. The location is still being arranged.