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# Deer Valley Pilots Association

## Quarterly Newsletter

A Chapter of the Arizona Pilots Association

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### In This Issue

- DVT Gets New Tower Manager
- Special Thanks to Toby Jones
- Meet Barney Helmick
- FAAST Safety Tip
- AOPA ASN Art Rosen Briefs DVT Tenants
- eAPIS Updates Coming
- Valley Airspace Highlights
- June DVPA Dinner Meeting, a Huge Success
- No more 121.5 MHz ELTs ?
- Can You See Me Now?
- DVPA Annual Membership Event Coming in November
- General Aviation Survival

## DVT Gets New Tower Manager

**B**rian Donnelly is the new DVT Tower Manager. Brian is coming up from the Phoenix TRACON and has experience at TUS, PRC and SoCal TRACON. DVPA welcomes Brian and we look forward to maintaining a strong working partnership to ensure the safety of all users of Deer Valley Airport.



## Special Thanks to Toby Jones

**D**VPA wishes Toby Jones well in his new responsibilities at PHX TRACON. Toby leaves DVT Tower after being with us for two years. Tenants formed a special relationship with Toby while going through some very trying times of serious runway incursions, becoming the nation's #1 busiest general aviation airport, new runway crossing procedures and run up areas, etc. The original plans were for Toby to be at DVT for a year and he says he was having so much fun that he asked to stay an additional year. This was in spite of the long daily drive from his east valley Queen Creek residence. Our best wishes go to Toby in his new position.



## Meet Barney Helmick DVT Interim Airport Manager

**“M**y number one goal is to promote this airport to the surrounding community. Our existence is in part dependent on the support of the non-aviation surrounding area, the support of our based pilots and continued support from the city and federal government. Pilots and tenants of DVT can in turn promote the airport by presenting the positive image of Deer Valley Airport to other pilots and the community.”

Barney is no stranger to Deer Valley. He has been the airport manager at Goodyear (KGYR) for over 6 years. During that time, he was loaned to Deer Valley twice to serve as a temporary manager during two manager transitions.



- Continued on page 3 -





## FAAST Team Safety: The Ride of Your Life

By Dr. Chuck Crinnian, MD

Anyone that has lived a summer here in the desert knows about the Monsoon season and its associated thunderstorms. I don't need to tell you to plan your flights for the morning and avoid the afternoon convective activity. However, convective activity can be present in the morning hours and no doubt you will be returning from an escape from the heat and find yourself approaching the Mogollon Rim late morning and see a line of buildups between you and Deer Valley. What are you gonna do?

Mother Nature has a way of defeating even the best of pre-flight planning. As you are en route, assess the development of convective activity by calling Flight Watch-122.0, or if equipped, Datalink Weather. But don't be fooled into thinking you can circumnavigate cells on your Nexrad display, this is for strategic planning only. As cells can develop and move between updates, this technology cannot be used for tactical avoidance.

If you plan on winding your way around widely scattered cells, do so by at least a 20 mile distance. That means that if you decide to punch between two cells, you need a 40 mile gap. But, if the cell has an anvil, don't fly under it, hail damage will permanently alter your paint and windshield. It's best to fly on the up-wind side when navigating around a cell.

Always have the concept of deviating to an alternate/intermediate airport. We don't have the option of flying over the weather like the airlines. I am sure your non-flying passengers will appreciate why you exercised your PIC skills and decided to avoid placing the aircraft in a weather phenomenon that can literally tear an airplane to tiny pieces. Remember the world's best pilot, Scott Crossfield?

I encourage you to go to [www.asf.org/thunderstorms](http://www.asf.org/thunderstorms) and take the thunderstorms course - for Wings credit.

*Chuck Crinnian, MD is a DVPA member, FAAST representative, CFI and AME. Please call Chuck if you have any questions regarding the FAA Wings program, safety or medical certification concerns. Office#: 480-451-7676*

## AOPA ASN Art Rosen Briefs DVT Tenants

By Ed Chauza

ADS-B & 100LL fuel were several topics briefed by AOPA ASN Art Rosen at the June dinner meeting. There is considerable controversy on these two subjects. The FAA issued a final rule on ADS-B just before Memorial Day and General Aviation (GA) compliance extends through 2020. This will be what's referred to as ADS-B "out". The equipment cost estimate is roughly \$8,000 and provides GA negligible benefit. It allows an aircraft to transmit location information but includes no capability to receive any of the products the ADS-B system is capable of providing. This is a very large AOPA concern and they are trying to wrangle additional benefits to balance out the compliance cost. The cost/benefit equation is terribly out of balance with GA shouldering much of the cost.

100LL fuel longevity continues to be a large AOPA concern. The EPA, along with other governmental agencies, continue the push to phase out 100LL fuel. (As an aside, a pollution monitoring station has been set up at DVT near the CAP building.) As yet there are no 100LL fuel replacements that aviation engine manufacturers have endorsed. The impact affects the larger horsepower engines as they require the engine knock inhibitors. This has been estimated to be 30% of the GA fleet but they consume upwards of 70% of the 100LL fuel. Of the many types of fuel refined in the US, 100LL comprises less than 1% of the refineries output. This issue requires close watching by the GA community and feedback to our legislators of our concerns. AOPA continues to represent GA concerns but their voice is only as loud as the GA support.

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## Friends of DVPA

DVPA Members can advertise their own businesses on the DVPA web site. If you are in need of products or services, please support your fellow DVPA members and check out the **Friends of DVPA** page at [www.dvtpilot.com](http://www.dvtpilot.com).

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## Meet Barney Helmick

- Continued from page 1 -

Although he is on a temporary assignment from the city, he wishes to continue to be our airport manager in the long term. The city of Phoenix is currently in the process of selecting the permanent airport manager.

The biggest challenge facing the airport is financial. The long term capital budget is dependent on federal grants and a matching 10% from the city. We are second in line after Sky Harbor for the city's attention in terms of aviation budgeting. In the short term, operating budget tightening is essential for the financial health of the airport. "We have eliminated some non-essential lighting and modified evening and night shift staffing to reduce the operating costs".

There are several upcoming projects to improve airfield operations and infrastructure. A \$27 million project to resurface infield areas are in the final stages of planning. Additionally, crack sealing pavement has been approved. This project will start with the north hangar areas. Issues related to helicopter operations are being evaluated. A "customer friendly" approach towards helicopter departure and arrival pathways is a work in progress with Barney.

The traditional hangar inspection is a thing of the past. Rather than scheduling inspections, the airport operations staff now do spot inspections. If your hangar passes inspection expect a note to indicate this left in your hangar. The inspectors do not disturb any of your items in the hangar unless a safety issue is detected. Safety issues, such as an unattended battery charger in operation, are immediately rectified by the inspector.

A recent project just completed is the north runway run-up area. This was instituted at the request of the FAA and the tower. The run-up area eliminated the congestion at the departure end of 7L. Note: the run-up lanes on the pad are guidelines only. If your aircraft needs to be turned into the wind, use your best judgment and do what your operation requires, just inform ground control of your intentions.

When asked how the pilots and tenants can assist the airport, Barney asks us to report any maintenance or repair item immediately to the operations office. A simple, low cost repair now can potentially save a larger cost project down the road. Again, he emphasizes the aviation community must get the word out to

the general community about the value that Deer Valley airport has and its contribution to the region.

Although Barney is paid by the City of Phoenix, his position is that of a supporter of the tenants and pilots. We are fortunate to have a motivated, experienced, and well intentioned airport manager with our best interests kept in his operations and plans.

## eAPIS Updates Coming

By Mike Gibbs

The Customs and Border Protection's Electronic Advance Passenger Information System (eAPIS) has been operating since May 2009 and, based on feedback from pilots traveling internationally, it's time for a few updates. Pilots of flights entering or leaving the United States are required to use eAPIS at least 60 minutes prior to departure in order to electronically transmit passenger manifest information to customs.

Customs officials are planning to incorporate suggestions from pilots to make the application easier to use. "We underestimated how much pilots follow rules," said Eric Rodriguez, customs program manager for private aircraft and general aviation. There are currently more than 39,000 eAPIS user accounts and thousands of manifests are received each week.

"It's not the most intuitive system," Rodriguez acknowledged. "Everyone knows that. We're trying to make it easier." Customs officials are making updates based on feedback from the original eAPIS comment period in 2007 and from pilot feedback during the past year.

Pilots will be able to create templates to save their passenger, aircraft, and trip data for later use, so pilots carrying the same passengers on each trip don't have to create each new manifest from scratch.

The new version also supports reversing the original flight plan for the return trip.

The planned changes should be completed later this year.

## DVPA Web Site

Don't forget to check the DVPA web site often for the latest updates concerning DVPA, DVT, FAA and safety issues. Also browse the DVPA classifieds and "Friends of DVPA" advertisements. [www.dvtpilot.com](http://www.dvtpilot.com)



## Valley Airspace Highlights

By Ed Chauza

**S**ATR (Special Air Traffic Rules) airspace near Luke AFB went into service May 6. The new airspace requires clearance much like Class "C" and "D" for transit. Growing pains are still being worked out with several unauthorized incursions during the initial weeks. The charting of the new airspace was less than expected by the pilot community and was absent from the GPS databases. This precipitated considerable pilot community comments to AOPA, FAA and Luke AFB. The positive side is it appears the airspace chart depictions are being addressed and will appear in the next chart update cycle. The missing airspace in the GPS database has already been updated by some GPS vendors and is being included in the popular Garmin database in the next update cycle. Pilot community response whether by letter, email or phone call is very important and can affect a change. Thanks to our DVT pilot community for responding to the necessary agencies on these concerns.



**E**ast Valley airspace continues to become more congested as flight schools seek out training airspace. A recent notice alerted pilots to the R2310 airspace (SE of IWA) now being used by large model airplane size UAV aircraft. This was used in past years by the Army for artillery testing. The adjacent Radar trace of "1200 squawks" shows the flight activity on a typical day in the area with a few incursions into the restricted airspace (R2310 shown on right.) The small test UAV aircraft are very hard to identify in flight and can provide extreme damage much like a bird strike. Be very cautious around this airspace when it is HOT during most weekdays. Another hot spot of training activity are the Coolidge and Casa Grande ILS areas. The Arizona Flight Training Workshop website [www.aftw.org](http://www.aftw.org) contains much valuable information concerning area flight school training



activity. It is an excellent briefing on flight school airspace usage and the conventions being followed.

## June DVPA Dinner Meeting a Huge Success

By Ed Chauza

**J**une Dinner meeting attendees dined in the newly remodeled DVT restaurant and it was a standing room only event. One of our members left with a handful of money from the 50/50 raffle while another received a \$50 SIBRAN gas card.

Our gracious thanks to SIBRAN Self Serve fuel for sponsoring gifts at the June meeting. The special support from our airport businesses help make

these meetings a success with our tenant community. If you haven't attended one of these quarterly events, consider adding it to your calendar. The next one is planned for September with more details to be announced in subsequent "**DVPA NOTAM**" emails. The planned program includes a TSA terrorist activity briefing related to General Aviation airports plus a National Weather Service Meteorologist presentation to our pilots on new weather products available to them for their flight briefings. The dinner meetings are brought to you by the Activities Committee and they welcome any ideas from our tenants on interesting topics and speakers.



## No More 121.5 MHz ELTs ?

**T**he Federal Communications Commission said in a recent report it will prohibit the sale or use of 121.5 MHz emergency locator transmitters, effective in August. This could potentially ground thousands of general aviation aircraft due to the timeframe allowed for compliance. The FCC rule change will "prohibit further certification, manufacture, importation, sale or use of 121.5 MHz ELTs." AOPA is opposed to the rule change.



- Continued on page 5 -

## No More 121.5 MHz ELTs ?

- Continued from page 4 -

AOPA Vice President of Regulatory Affairs Rob Hackman said "The FCC is making a regulatory change that would impose an extra cost on GA operators, without properly communicating with the industry or understanding the implications of its action. There is no FAA requirement to replace 121.5 MHz units with 406 MHz technology. When two government agencies don't coordinate, GA can suffer."

As we all know, anything can happen in discussions like this one, so stay tuned!

## Can You See Me Now?

By Jerry Kapp

**D**o you really know what's out there? Maybe you are saying, well I have a TCAS installed in my aircraft and I can see exactly what is happening around me! How well does your metal detector pick up fiberglass, or maybe an aircraft with fabric wings and very little metal.

Just when you thought that you were aware of the new SATR Airspace, there is something out there that has been around for over 40 years right in your backyard. Well, this is not really a problem, if you are aware of it, but my main concern was the concentrated traffic near the northeast corner of the new SATR area. While the Luke representatives claim that the traffic in this area isn't any more congested than it was before, I believe that is not the case. Like most pilots, I enjoy the freedom that flying affords us. I don't necessarily feel I need to talk to every agency in the valley just to take a lap around Lake Pleasant!

Making your position known and knowing the positions of planes around you is of the utmost safety concern while flying in these practice areas. Now you have to deal with having to either just miss the SATR area, ducking under it or risk calling the tower very close in to the pattern, maybe not getting your call in before you are about to bust into the DVT airspace.

I'm sure everyone has heard of the Glider Operation just south of Lake Pleasant, operating out of P-48. This is the ultimate in freedom of flight, if you haven't experienced the joys of soaring then you're missing both a valuable flight experience and the experience you will have of an engine out the entire flight! The

new SATR airspace is just south of P-48 right on the edge of probably some of the best thermal activity around. The winds generally come from the west so they instruct the glider pilots to stay to the west because if you run out of lift and have to head back to the airport, you can easily manage your energy to make it back. Many of these gliders do not carry radios. While the tow planes are always on this frequency they are busy trying to stay clear of other gliders and making sure the position of the glider on tow is known, these pilots are very busy.

While I'm not trying to add to your pilot load, maybe giving Turf Soaring a call on the radio would be a good idea. Maybe just to ask how many aircraft are currently launched. They will not be able to give you the position of these gliders, but you will have a better idea of what you are looking out for. If the tow planes are in the air, they will usually give you a position report. While transitioning this area, I always like to call down to get an idea of the activity, just like while transitioning the known practice areas that I will monitor these frequencies, because knowing where your fellow pilots are and what they are doing will only help to aid in making flying a safe and fun sport.

It is a little ironic that the Air Force while defending our freedoms, actually has taken away just a little more of our freedoms. I am a veteran and I appreciate the job that the military does for us, I would just like to see them do that job without pushing us out of our airspace that we paid for so dearly.



## Saddle Up, Giddy Up, The DVPA Roundup is Coming!

**A**ttention all cowboys and cowgirls, the annual picnic event is now the **Annual DVPA Membership Roundup**. Saturday, November 6th is the big event. Head on down to the DVPA Corral next to the terminal and enjoy an action packed event. We will have Western BBQ grub, a variety of interactive events, aircraft displays, and fun for the whole family. Many details are "in the works", keep informed with our **DVPA NOTAMs**. Plan to attend and prepare to have a bodacious good time.



## General Aviation Survival

Check out the DVPA web site, [www.dvtpilot.com](http://www.dvtpilot.com), for Dr. Chuck Crinnian's aviation survival kit. This is a list of items you should carry on every flight. Also tips on surviving after the unthinkable happens.

## DVPA Membership Status

541 members

Talk to your hangar or tie-down row neighbors

Get them involved in DVPA

Membership dues are only \$10

Membership applications are available on the DVPA web site

[www.dvtpilot.com](http://www.dvtpilot.com)

## DVPA Merchandise

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Calling all members! - If you would like to volunteer to help out with any of DVPA projects or committees, please let us know using the "Contact Us" link on the web site.

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