



Deer Valley Pilots Association

Around the Pattern

The DVPA Quarterly Newsletter

Officers and Board of Directors

President

George Zukauckas

Vice-president

Chuck Crinnian

Secretary

Dalia Bureker

Treasurer

John Ferry

Directors

Bill Antonucci

Mert Bean

Larry Burgess

Jerry Kapp

Don Majors

Dan Tollman

Bill Woods

In This Issue

- Airport News
- Tower News
- What You Don't Know
- Cutter Is KODIAK Dealer
- DVPA Roundup
- Long-term Relationship
- Meet-A-Member
- Cub Scouts Visit
- Precious Metal
- December Dinner Meeting
- KDRO Fly-out
- DVT-TV
- Upcoming Events

Deer Valley Airport Manager's Report

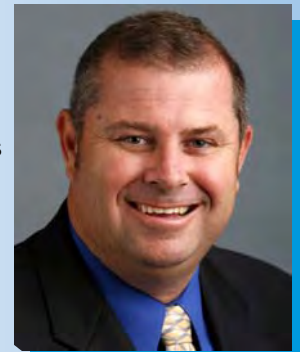
By Art Fairbanks, DVT Airport Manager

Thank you for your collective partnership this year. I am always grateful when I get the opportunity to spend time with our customers. There are some 1200 aircraft based here and each owner may have a different perspective related to their aircraft, their location, and their experience. I'd like to reinforce my offer to make myself available to any one of our customers to visit. So, if there is some part of City airport operations that has bothered you, currently or in years past, please stop by and we can discuss it.

The year 2012 will bring some new routines to Phoenix Deer Valley Airport. By now you've heard that the Air Traffic Control Tower will be open to midnight daily. The City of Phoenix will also have operations staff on site during these times as well. We are covering more operational hours with fewer resources, thereby working to do more with less to be responsible stewards of the airport.

Another routine we will be getting used to in 2012 will be ongoing maintenance of your airport. We will have nightly closures on one runway, five nights a week throughout the year. The closures are tied to a project that will improve the critical runway safety areas of the airport and provide adequate drainage for the airfield. We also are scheduled to resurface at a least one of our runways this year. I know that some parts of our pavement are in pristine condition, while we really have to work hard to keep on top of other areas. We are committed to keeping these areas safe and navigable as we show progress on repairing and replacing them.

The Deer Valley Pilots Association and your involvement is a critical part of the success of the United States' busiest airport. It helps us to respond to pilot concerns, provide critical bulletins to pilots, and enhances the sense of pride and community that many of us feel here. Thank you for your continued support and partnership.



Tower News

By Jim McMahon, DVT ATCT Manager



On November 4th, Deer Valley Tower had to say goodbye to one of its finest teammates. Edwin "GT" Gossert retired after 31 years of government service. GT started his career in air traffic control serving 5 years in the United States Air Force. Following that time, GT took his talents to the FAA and finished his career after 20 years at DVT. With all the time GT had spent here, the Deer Valley team knew they had to step up and give him a great send off. And great it was!

GTs' retirement extravaganza began the morning of October 29th. Little did he know what we had in store for him. He showed up to work for the dreaded "detail" shift. For the non-controller out there, this is a shift where you don't work traffic but end up doing some sort of training or other tedious stuff.

(Continued on page 2)



Tower News

(Continued from page 1)

GT was tasked, along with myself, to take two younger controllers to the DVPA Round Up in front of the terminal and told “smile, be nice, and answer the questions from the pilots”. GT, a man of few words and probably a few choice words for me at that time, respectfully agreed.

GT never expected what happened next. GT and his “crew” arrived in front of the terminal to good music, good food, and hundreds of happy faces. Now the plan was in full motion. The crew started by taking GT and introducing him to anyone who would listen. It went something like this “Hi, this is Ed, he’s retiring after 30 years of service and 20 years at Deer Valley”. Over and over, GT was introduced, hands were shook, and congratulations were offered. You could see GT transform from “I’m not sure I want to be here” to “I am so glad I’m here and I may not want to leave”.

For GT, the “round up” was coming to a close, but not before one last surprise. Scott Pasmore from Channel 3 pulled GT up to the stage and announced his retirement. The round of applause for GT made me proud and I could see the sentiment in GT’s eyes. As we left GT told me “Never have I been the center of attention like that before, this is great.”

GT and his crew returned to the tower. GT was met there by his lovely wife, his son, and 25 or so of his fellow controllers from the past and present. We had a barbeque in his honor and gifts were given. The best gift without a doubt was from his co-workers. GT, an avid NAS-CAR fan, received tickets to the race including a pit pass. All he could say was “Wow!” Ed, after 31 years of service, all we can say is “Wow!” You will be missed, have a great retirement.



Finally, just a reminder that effective January 1, 2012, new operating hours are in effect for Deer Valley Air Traffic Control Tower. The new operating hours are 6 am to midnight, daily. Also, effective January 1, 2012, Class D airspace will be in effect from 6 am to midnight daily. Aircraft will need to establish two-way communication with the control tower prior to entering the airspace.

What You Don't Know Could Hurt You or How Dumb Can You Be?

By Dr. Chuck Crinnian

Back in the “glory days” of aviation, the professional airline pilot had a mandatory retirement age of 60. Many died before age 65. Why? Deferred maintenance and regular inspections of their own physiologic systems. If a pilot had a disqualifying medical condition, they were out of a job and worse, not in the air. This mindset resulted in the usual S.O.P of just going to the every 6 month 1st class medical “screening exam”. But that exam is very basic. It does not get detailed enough into accepted health screenings we now know are necessary. Typically, the retired airline pilot had his first heart attack or major life modifying health event just after age 60. In retrospect, this could have been prevented just by following health screening guidelines. But due to fear of losing ones medical, that screen was deferred indefinitely. “I don’t want to find anything to screw up my medical” was the typical mantra of pilots of yesteryear.

I now have to admit that I had this same mindset. Flying is too important in my life to jeopardize it by finding some medical issue. It won’t happen to me! This might come as a surprise from a physician, but we are guilty of this mindset as well. However, my “day job” is in a large hospital and I see a variety of patients. It used to be that all those sick people were really older than me. But not anymore. I have seen folks in their 40s and 50s at the “pearly gates” with prostate cancer, colon cancer, breast cancer, and heart disease. They checked into the hospital, but they didn’t leave through the front door.

I caught a case of “Medical Student Disease”. That is where a young doctor begins to experience the symptoms of many of the patients they see. This really was a wake up call-I should do what I teach. The FAA now has developed a very good system of special issuance medical certificates that allows many pilots with health problems to qualify for a medical. Don’t wait for a health event to totally end your flying and possibly your life. You check your aircraft every annual, better check your own systems.

So this is what I did-and you need to also do. First, if you are male and over 50, get your gown on and get your prostate checked-yearly. It is not that bad, missing this diagnosis will result in prostate cancer traveling to your bones. This hurts. You also will die a slow painful death.

(Continued on page 3)



What You Don't Know

(Continued from page 2)

Next, get a colonoscopy. You need one every 5-10 years. I will admit that the prep is about as fun as an IRS audit, so get a lot of reading material in the bathroom, but the main event I slept through. Colon cancer is another slow painful death. The “borescope” exam is not bad, it will give you peace of mind or find the start of something bad that can be corrected. A friend had this done just for screening and they found the start of a cancer, she is now cured. If she had waited a year, the story would be much different.

The next thing to do is a cardiac screening. This is simple, just a blood draw and some measurements. Know your body mass index (BMI). If it is too high, lose weight and exercise. Know your BP-if it is high, get it lower. The labs will look at any diabetes (high blood sugar) and your lipid (fat in the blood) levels. Preventing heart disease and stroke is much better than trying to recover from it. In fact, a lot of folks don't recover and lie in bed getting nutrition through a tube in their gut and having strangers put them in a shower a few times a week. Not a pretty sight.

Another issue is skin cancer. Arizona, along with Australia, have the highest rate of melanoma in the world. If this type of skin cancer gets greater than 1mm thick, cancer cells are traveling through your circulatory system and will set up shop in your brain. You usually find out about this when this cancer causes a seizure or sudden loss of function of part of your body. By then, your time left on the planet is measured in days to months. Find this one early. See a Dermatologist at least yearly.

I am proud to admit that I did all this in under one month. I was shocked to find out my cholesterol is way too high. I exercise and eat relatively healthy. I just make extra cholesterol-it's a genetic issue. So I am now on the appropriate medication.

For the females, get breast mammography. A family history really puts you at risk. While you are at it, get your flu shots for the season.

The “annual inspections” for your health are more important than your aircraft annuals. There are not a lot of spare parts you can get to fix your diseased body. Even if you don't care, I'd bet there is someone in your life that cares-so take care of yourself.

On a final note, who is responsible for your health? If you answer anything other than “I am,” you are dead wrong.

Chuck Crinnian MD is a DVPA member, FAAST Lead Representative, ATP, 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

Cutter Aviation Dealer For Quest KODIAK



Cutter Aviation Aircraft Sales was announced as the Authorized New Aircraft Dealer for Quest KODIAK for the Southwest U.S. in August 2011 at EAA AirVenture by Quest Aircraft Company. Powered by the Pratt & Whitney PT6A-34 turbo-prop engine, the KODIAK can take off in under 1,000 feet at full gross weight and climb at over 1,300 feet per minute.

Configured for straight cargo or up to 10 seats in a passenger layout, it features the Garmin G1000 flightdeck and can handle unimproved airstrips. It is also configurable for water operations with floats or amphibians without structural upgrades as the airframe was designed for such operations originally.

The KODIAK is intended to meet the needs of remote ranches, drilling and mining operation, outposts and even communities in the rugged Southwest that are only easily accessible by air. Cutter was scheduled to delivery it's first KODIAK in December, 2011.

DVPA Membership Status

As of November 2011

622 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



DVPA Roundup A Hit

By Larry Burgess



The 31st Annual DVPA Roundup saw an estimated attendance of 250-300 individuals. It provided a great opportunity to renew memberships, visit with Directors, other members and sponsors, as well as get WINGS credit, eat some great barbecue from the DVT Restaurant, see some interesting aircraft, motorcycles, custom cars and win raffle prizes. The Native Air helicopter crew provided Halloween candy for kids of all ages. Activities were emceed by Channel 3's Scott Pasmore.

The Directors would like to thank the following sponsors for their support:

- Airpower Insurance, LLC
- Vern Lewis Welding
- First Place Mortgage, LLC
- Atlantic Aviation
- Dr. Charles Crinnian
- Sibran
- Lookout Mountain Insurance Group
- Cutter Aviation

Raffle prizes were 3 Harkins movie tickets from Frontier Neurology, four T-shirts from AJ's Cycles and Service, 10 deluxe value baskets from Culiver's Restaurant, one \$25 and one \$50 gas gift card from Sibran self-service gas, two \$10 gift certificates from Greek Patio Restaurant, a \$25 Starbucks card from First Place Mortgage, a GATS fuel test jar and IRBF license frame from Aerozona Parts, a \$150 certificate from Discount Tire, a \$250 certificate to Aircraft Spruce from the DVPA and four dinners from the DVT Restaurant. Once again, thanks to these businesses for their generosity.

The DVPA used the event to express appreciation to retiring flight controller Ed Gossert for his years of service in the KDVT tower. It was a very enjoyable, entertaining and educational Roundup. Visit our web site at www.dvtpilot.com to see a slide show of the Roundup.

A Long-term Relationship

By Bill Woods



I ran into an old friend on the ramp at DVT a few weeks ago that I hadn't seen for more than 20 years and I noticed she is really showing her age. I met her for the very first time in February 1983 at the old Glendale airport and I have to admit our first meeting was a little intimidating.

Our relationship started as a roller coaster of love/hate but slowly improved to tolerance then respect. She looked plenty used back then because she already had a lot of miles on her and I was far from being the first trainee to be captured by her taunting ways. She looks even worse now.

Her initials are JS but I soon learned her formal name was Juliette Sierra. As an aging Cessna 150 she wears the same earth tones that were so popular in her more youthful days, burnt orange and white. Her avionics remain the most basic, her upholstery is still neglected. In her day she was a queen, someone's pride and joy.

Now she sits on the ramp of America's busiest general aviation airport, waiting. Someday another trainee will open her door and notice her basic avionics, neglected upholstery and dull earth-tone colors. He will find he must call her by her formal name, Juliette Sierra, and he will feel intimidated by her taunting ways as a new love/hate roller coaster relationship begins again.



Meet a Member

By Larry Burgess



On page 1 of this month's Warbird Digest is a photo of one of our DVPA members flying a P-51 Mustang in formation with an F4-U Corsair and another P-51 at Reno this year. Dr. Mike Pfleger has been a member of DVPA since 2001. He wanted to fly ever since he can remember. One of his earliest childhood memories is a family trip on a Douglas Turboprop looking out the window and he was hooked on flying.

Mike is an ER doctor at Scottsdale Emergency Associates. He completed medical school at the University of Cincinnati in 1998 and came to Arizona to complete residency at the Maricopa Medical Center. He and his wife Natalie have two children, Vivian 6 and Alex 5.

Mike started flying gliders in Oklahoma where he grew up. He originally moved to Ohio to work for GE Aircraft Engines where he was an engineer working on jet engines. He was very active flying and instructing in a glider club in Ohio. In 1985 he had a field assignment to California where he discovered it was cheaper to fly a Cessna 150 than high-performance gliders so he obtained his ASEL rating there. Mike went on to get his multi-engine, instrument and instructor ratings. He is type rated in P-51's.

In Arizona, Mike has flown mostly tailwheel aircraft. He has flown 50 different types of aircraft. At one time he owned a glider and a Cessna 140, but he sold them to buy into a T-6. Mike has raced at Reno in his T-6 and shown it at the Kingman and Laughlin airshows as well as the Cactus and Copperstate Fly-Ins. He flies with DVT's EAA Squadron 20, loves formation flying and recently achieved his flight lead credentials for formation flying.

Editor's Note: This feature is intended to acquaint everyone with the unique individuals that make up the DVPA. If you know a member who would be a good candidate, please contact us at:

communications@dvt-pilot.com

Cub Scouts Visit DVT

By Larry Burgess



On December 6th a group of Cub Scouts from the Webelos Den of Pack 40 along with their co-leaders Rose Carmichael and Steve Goisman and a few parents visited DVT. As part of their work toward their Scientist badge, the scouts needed to understand Bernoulli's Principle. I brought up my airplane and let them sit in the pilot's seat and work the controls to see how they operated and then used the plane as a teaching tool to discuss how Bernoulli's Principle is the underlying physical phenomenon that causes an airplane to fly.

After we finished with the plane, the group was given a tour of Atlantic Aviation's corporate hangar by Blaine Morgensen. Blaine walked the scouts around the various aircraft parked in the hangar and described the individual characteristics of each one. As Blaine was finishing his presentation, the crew of AirEvac 12 helicopter came by. Pilot Gary McCoskey, Nurse Jim Roberts and Paramedic Mark Rolland showed our group the special features of their helicopter and then, what was probably the highlight of the day for the scouts, took them into a darkened room and let them try out their night vision goggles.

Our next stop was the terminal conference room where I briefed the scouts on how to flight plan as part of their work on the Traveler badge. Then Tom Brewer, Aviation Supervisor, took over and discussed airport operations, including a visit to the observation deck where the scouts could hear the tower and pilot communications. In addition to all this, the scouts had the bonus of seeing Santa Claus arrive for a visit via helicopter. It was a very high energy, enlightening and entertaining visit, as much for the adults involved as for the scouts themselves. To see a slide show of the scouts visit go to our website **www.dvt-pilot.com**



Precious Metal - Indeed

by Larry Burgess



On their return from the tragic Reno Air Races, three of the team sponsored by Atlantic Aviation stopped by KDVT. DVPA President George Zukauckas, board member Dan Tollman and I were fortunate enough to be at the airport when they arrived and were able to see the planes and meet the pilots. They were an F1 Rocket homebuilt piloted by Mark Fredericks, a TS-11 Iskra two-seater jet flown by Lachie Onslow and Scott Langton and, the center of attention, a P51-D "Precious Metal" piloted by Thom Richard.

"Precious Metal" isn't your Grandad's P51. It was assembled from pieces and parts by Don Whittington in 1989. The wingspan has been clipped four feet. It has a P51-H tail. The wheels and brakes are from a Queen Aire. The cockpit has been relocated aft and lowered. It sports a custom Rolls Royce Griffon power plant taken from an Avro Shackleton bomber.

The Griffon was developed to replace the Merlin engine toward the end of WWII. The Griffon develops 1000 horsepower more take off power than the Merlin. "Precious Metal's" engine produces about 3200 horsepower. It is the only Griffon powered P51 of the approximately 175 still flying. It has counter rotating propellers, also taken from a Shackleton bomber. Thom and his team acquired the plane in May of 2011. It is a beautiful plane - and is truly "Precious Metal".

Do you have a new plane? Recently gotten a new rating? Have an amusing or interesting flying story? A question about aviation? An idea for an article? We'd like to hear from you. Send your message to:

communications@dvt pilot.com

December Dinner Meeting



The December dinner meeting was held Thursday, December 15th in the Airport Restaurant. After dinner, a discussion was held with members of the Board asking the Association members who were present what they would like to see the Board working on, in addition to the usual advocacy activities for airport tenants. Such projects as fly-outs, educational experiences (such as the Cub Scout tour described in this Newsletter), a drive around coffee cart on weekends and a static aircraft display open to the public of some of the more interesting member airplanes were covered. The Board welcomes all member input on this topic. Please contact us at:

communications@dvt pilot.com with your suggestions.

Following the discussion, holiday goodie trays were prepared for supporters of DVPA based on the airport. Thanks to all the members who brought items and helped put together the trays. They looked great. On Friday, George Zukauckas, Ken Cada and Larry Burgess delivered the trays. They were well received and seemed to add to the holiday atmosphere of the season.



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: www.dvt pilot.com



DVPA's First Ever Fly-Out

By Dr. Chuck Crinnian

Our first effort to organize a “Fly-out” for DVPA became a reality in mid-October. We headed to Durango, Colorado for a weekend getaway. After arriving at the airport, we were shuttled to a local brewery and sampled a few craft beers and had lunch. An afternoon was spent exploring the unique community and narrow gauge railway. Happy hour and the group dinner were spectacular. The next morning we all did a nature hike in Horse Gulch and worked off the extra calories from the evening. Expect this type of event to become another DVPA membership event to participate in. We are looking at several destinations for next year to have both a day and overnight experience we can all participate in.



DVT - TV

In a joint project, DVPA has teamed up with the city to provide material for projection on the new TV installed in the lobby of the terminal building. The intent is to provide information about the airport and its operations as well as DVPA and its mission. Check it out on your next visit to the terminal. As always, member suggestions for items, topics, pictures and any other ideas are welcome. If you have a great picture of your airplane or anything else you think would prove interesting to patrons of the airport, please let us know at:

publications@dvtpilot.com.

Upcoming Events

Thursday, January 19th-Monthly Board of Directors meeting

Saturday, January 21st-Hospitality Hangar, location to be announced.

Thursday, February 16th-Dinner Meeting and Board of Director elections

Wednesday and Thursday, March 14-15th-FAA General Aviation Accident Reduction and Mitigation symposium

Thursday, March 15th-Monthly Board of Directors meeting

Thursday, April 19th-Monthly Board of Directors meeting

Saturday, April 21st-FAA Team National Safety Stand-Down at DVT



Deer Valley Pilots Association
P.O. Box 43285
Phoenix, AZ 85080-3285

