



Deer Valley Pilots Association



Quarterly Newsletter

A Chapter of the Arizona Pilots Association

Officers and Board of Directors

President

George Zukauckas

Vice-President

Chuck Crinnian

Secretary

Dalia Bureker

Treasurer

John Ferry

Other Directors

Bill Antonucci

Mert Bean

Ed Chauza

Chuck Emmett

Michael Gibbs

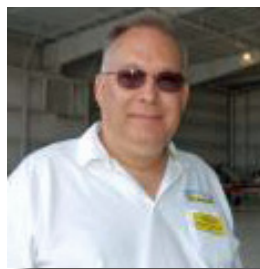
Jerry Kapp

Dan Tollman

Bill Woods

DVPA Board Elects New President

February Elections Bring New Board Members



▲ At the March 18 DVPA Board of Directors meeting, the Directors elected George Zukauckas to be the new association President succeeding Ed Chauza. George has been a Director for several years and currently is the webmaster of the DVPA web site. With his expertise in web design and maintenance, George will continue with his web site duties for the foreseeable future along with his new presidential responsibilities.

Welcome Newly Elected Directors

▲ At the annual election meeting in February, five Directors were elected to the DVPA Board. Two were re-elected incumbents and the other three new to the Board.



Dalia Bureker is currently on the DVPA Board of Directors and serves as the Secretary and Activities Chair. She has been an association member since 1987. She will continue in her current duties.

Dr. Chuck Crinnian was appointed to the Board of DVPA in mid-term, July 2009, and holds the Vice President position. He has been active in the group's activities and planning committees.



John Ferry is a new member of the Board and has been appointed as the Treasurer for DVPA. John has lived in Arizona since 1992 and is the co-owner of a Bonanza F33 based at Deer Valley.

Jerry Kapp, like many others, fell in love with aviation at an early age. When you talk to Jerry about high-wing aircraft, don't mention Cessna. Jerry is the proud owner of a 1985 Maule MX7 235.



(continued next page)

Monthly meetings held on the 3rd Thursday each month, 7 p.m.



Bill Woods has been an Arizona resident since 1973 and earned his pilot's license in 1984 at the old Glendale airport where one had to watch for trucks traveling on Grand Ave. while on short final in order to land. Originally a partner in a Cherokee, Bill moved into a Bonanza after always being last to arrive when traveling with Bonanza-owner friends.

Check out the DVPA web site at www.dvtpilot.com for more information on your DVPA Board members.

“Girls Can Fly” Day a Huge Success

Over 40 young ladies attended the Girls Can Fly event Saturday morning, March 20 at Deer Valley Pilots Association member Stu Tracy's hangar. DVPA provided aircraft for static display and supported questions from the girls.

Girls Can Fly is associated with the Girl Scouts and supported by the ladies pilot group, the “Ninety-Nines.”

The Ninety-Nines date from 1929 when the then existing 126 licensed female pilots were invited to a meeting to set up a new support group. Ninety-nine women showed up; the name was born.

(Check out www.dvtpilot.com/photoalbum.html for more photographs of the event.)



“Paper” Airworthiness Directives Gone - Electronic Only Available

Starting March 1, the FAA will no longer mail paper copies of Airworthiness Directives to aircraft owners and operators but you can sign up to receive this information electronically.

If you have not already done so, go to www.faa.gov/regulations_policies/airworthiness_directives/ and sign up to receive electronic copies of Airworthiness Directives (AD) and Special Airworthiness Information Bulletins (SAIB). You can sign up by aircraft type as well as engine and propeller type.

“This is an efficient and much faster way for you to receive important safety information,” explains Jennifer Fleming, FAA Information Program Manager.

Fifth Annual Aviation Day



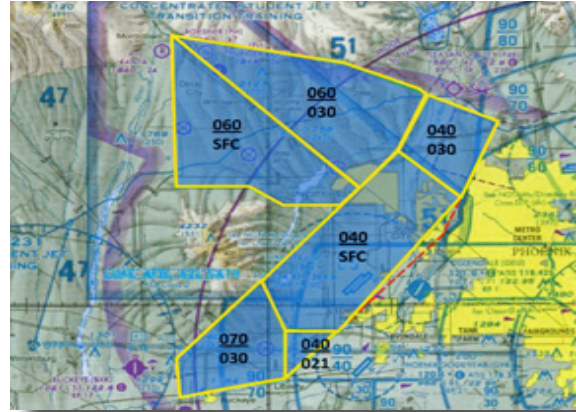
Ed Chauza, Mert Bean, Chuck Crinnian and Bill Antonucci, DVPA Directors, attended the 5th annual Arizona Aviation Day, in January, at the state capital, meeting state representatives including Gov. Jan Brewer and our Dist. 6 House Rep Carl Seel. Discussions included the importance of Deer Valley Airport and General Aviation to the state and its economy.



Luke SATR is Almost Here

The “Special Air Traffic Rules”, also called SATR, for Luke Air Force Base will be in effect May 6. This new airspace was the subject of many presentations and public feedback and is now finally being implemented. (A background summary from the Federal Register and a chart depicting the airspace boundaries can be viewed by checking www.dvtpilot.com/faapdf/LUKESATR.pdf

Basically, this airspace will exist whenever LUK AFB is in operation and **will require a clearance** into the airspace much like a Class “C” airspace. The airspace will be on the sectional map being updated in the same time period. DVPA is closely working with Luke and DVT Tower people to aid in educating and informing DVT pilots of the new airspace, procedures, protocol, etc. Therefore watch this web site and DVPA member e-mails for additional information.



NOTE: This is not for navigation. Refer to the Phoenix TAC (when issued) for details.

New Feature on Web Site: “Friends of DVPA”

Your Deer Valley Pilots Association is launching a new feature on our increasingly popular web site. The Friends of DVPA page is dedicated to airport tenants and other area business that wish to market their services and products to our members.

For a nominal fee of \$20, you will be able to market your services to our community with the display of your business card-size ad and up to 500 characters of text describing your service/product.

We hope that this targeted marketing will assist you in developing new customers from our supportive membership.

Your involvement in Friends of DVPA will enhance our ability and commitment to provide you with increased value from your membership in the DVPA. A form to submit an ad is available on the DVPA web site.

New Coffee Travel Mug Joins DVPA Merchandise Line



We have a new DVPA item for sale in the Pilot Shop. The new, insulated coffee mugs (shown on the left) are only \$11.95 and will also be available at the next Hospitality Hangar on May 1. Don't miss out! This mug is a MUST for all members and beverage-drinking friends.



“Specialized Aviation Services Operations” or SASO

Members: The following message has been developed by, and approved by, the Deer Valley Pilots Association Board of Directors.

As many of you are aware, the City of Phoenix has undertaken and implemented a series of “minimum standards” that apply to all commercial activities at the city’s airports. The term used to describe these businesses is “Specialized Aviation Services Operations” or SASO. The minimum standards spell out the requirements for a SASO to operate on the field as well as the associated fee structure. Details on the minimum standards and the fees are published on the Deer Valley Airport web site located at phoenix.gov/deervalleyairport/amenities/other_aviation_businesses.html.

The fees assessed of the various SASOs at Deer Valley Airport were the subject of much debate during public meetings held last year and, thanks to the support of our membership, your Deer Valley Pilots Association was able to help ensure that services important to tenants, such as independent maintenance contractors, would remain available at DVT.

DVPA remains concerned, however, that the current fees are not equitably applied across the various businesses on the field. Whereas most commercial aircraft operations at the airport (such as rental, storage, cleaning, and maintenance) are charged based on a percentage of gross receipts, flight training operations are assessed a flat fee per flight hour.

Anyone who has had to wait behind a line of a half-dozen blue and white Pipers for takeoff knows that flight training is a huge component of Deer Valley’s total traffic count--now #1 in the nation for general aviation airports. Based on the SASO fee structure, it’s possible that the city is missing out on a significant amount of revenue, an issue even more important in today’s economic climate.

How does this affect tenants and other users of the airport? The city has made it clear that they expect their airports (Deer Valley, Goodyear and Sky Harbor) to be financially self-sustaining. A large component of the total revenue for Deer Valley comes in the form of hangar and tie-down tenant payments making it an attractive source to go to for additional revenue.

DVPA is investigating the fee structure to ensure that all airport businesses are contributing fairly so that rents and other costs incurred by tenants remain as equitable as possible. To that end, we have requested that the city perform a detailed audit to reveal any discrepancies in the way fees are assessed. We’ll keep you posted on what we learn and on any actions that might be necessary to protect the interests of our membership.

DVPA Membership Status

536 active/paid up members
(down 22 from last year)

Total estimated KDVT tenants: 975 to 1275.

Help change this number! Talk to your fellow hangar row or tie-down row neighbors. Get them interested in DVPA.



Paper Pilot License Gone

Pilots who have not yet traded in their paper pilot certificates have until **March 31, 2010**, when the paper certificates are set to expire. If you're still using paper, don't delay. Pilots can no longer exercise the privileges of their paper pilot certificates after the March 31 deadline. Student certificates are not affected and certain non-pilot certificates, such as those issued to AMTs, are still valid for three more years before they need to be replaced.

Renewing a certificate can be done online or through the mail, and instructions can be found at www.faa.gov/licenses_certificates/airmen_certification/. Requesting a replacement certificate online requires creating an account with Airman Certification Online Services, which only takes a few minutes. Being registered can help you in the future with quicker processing of an address change or a replacement certificate request.

To process a request by mail, fill out and send in Form 8060-56 (10/09)—see above link—along with a \$2 replacement fee. Make your check payable to FAA. New certificates will take four to six weeks to arrive with mail processing and seven to ten days for online processing.

A Message from Dan Olsen - Sibran

Sibran – Deer Valley celebrated our first full year of operation of the Texaco Avgas Self-Serve station at DVT in December. I personally want to thank Ed Chauza and the DVPA membership for pushing the City of Phoenix over the years for a self-serve and to thank you, the pilots, for your support and loyalty now that we are finally open for business.



We are very proud to have brought the first 24/7 avgas fueling operation to the Deer Valley Airport. The biggest benefit to the pilots of DVT that *Sibran – Deer Valley* is responsible for is a complete reset of the pricing structure of avgas for the pilots. On the day we opened, the local FBOs dropped their prices by \$0.75/gal and they have maintained that new pricing structure ever since in an attempt to keep pilots from using the self-serve. So, even if you are purchasing fuel from one of the Deer Valley FBOs, you are enjoying the benefits of the self-serve's presence and the work of DVPA to bring it here. Your support of the self-serve is needed and will ensure low-priced avgas at DVT for many years to come.

Speaking of low-priced avgas, do you have a Chevron or Texaco gas card yet? Using one of these cards will instantly knock \$0.20/gal off the price of fuel at the self-serve (you can watch the price on the displays change in front of your eyes when you use this card). We have had excellent response from DVT pilots but I know there are still some of you out there that are leaving \$0.20/gal on the table every time you use the self-serve. These cards are easy to get and there is no annual fee. They can even be used at your local Chevron or Texaco gas stations or convenience stores in town. There are two versions of the card:

- **Personal Card:** Lower credit limits for less frequent usage (generally less than \$700/month)
 - www.chevrontexacocards.com or 1-800-243-8766
- **Business Card:** Higher credit limits (depending on your financial information)
 - www.chevrontexacobusinesscards.com or 1-866-435-3201

Finally, in order to better understand the avgas-related needs of you, the pilots of DVT, *Sibran – Deer Valley* has put together a short online survey that we request all of you to take a moment to fill out and let us know how we are doing and what we could do better. This survey is open now through the end of April. On May 1st we will do a random drawing for a \$50 gift card to the self-serve. Please take the survey at: www.surveymonkey.com/s/DVT_fuel_survey.



DVT Hanger Inspection Reminder

Although all of this is posted on the [DVPA Web Site](#), a little reminder is in order. With apologies to David Letterman, the following are our “Top Ten Reasons for Failing a Hangar Inspection!”

10. Subleasing of the hangar.
9. Poor housekeeping.
8. Holiday items being stored.
7. Household items - clothing, furniture, etc. being stored.
6. Multiple bicycles / other transportation being stored.
5. Non-aviation-related files being stored.
4. Refrigerators on extension cords.
3. Combustibles attached to walls.
2. Unused refrigerators/filing cabinets/lockers/shelving being stored.

And the **NUMBER ONE** reason for failing a hangar inspection (again this year!) is

1. Extension cords being left plugged in!

Spring Hospitality Hangar

The Deer Valley Pilot Association’s spring quarterly Hospitality Hangar will be held on May 1, 08:00 until 11:00 in hangar 9-3 Southeast Hangars.

Three guest speakers are planned: Wayne Fisher, Mooney Aircraft Southwest Sales Manager, Capt. Mark Robens, Phoenix Fire Department and DVPA’s own Dr. Chuck Crinnian.

Fisher will discuss Mooney aircraft and is expected to have a late model aircraft from their product line for display.

Capt. Robens and Dr. Chuck will present an instructional demonstration of how to develop an aircraft survival kit and basic first aid.

Temporary DVT Management Change

There is a new face in the airport managers office. DVT Airport Manager, Gary Mascaro is on temporary assignment for about 120 days to Scottsdale Airport to provide support at the request of that City. This will last during their transition phase of hiring a permanent Airport Director.

Covering for Gary is Barney Helmick, current Airport Manager at Phoenix Goodyear Airport, who will manage the day-to-day activities at Phoenix Deer Valley Airport.

Arthur Fairbanks will be assigned the Acting Airport Manager role of Phoenix Goodyear Airport. He currently works within the Phoenix Aviation Department in the Director’s office and will provide support to the day-to-day activities at Goodyear.

When Gary’s Scottsdale stint is over, he’ll return to Phoenix Deer Valley Airport as manager and all impacted employees will revert back to their original positions.



Phoenix PD Has New Plane at DVT

The Phoenix Police Department has a new \$4.15 million surveillance plane, a Pilatus PC-12 Spectre.

The pressurized plane, which has a capacity for nine passengers and two pilots, is in a hangar at DVT. In the next few months, a few seats will come out and it will be fitted for a special camera and a viewing monitor that will allow officers to conduct surveillance above 9,000 feet.

Purchased with special bond money, the funds could not be used to pay for officers or to supplement the city's general fund.

The Department has other planes but the Pilatus can more safely conduct aerial surveillance and be used to extradite prisoners. Also, the older planes sometimes cannot be used in the summer because they have no air-conditioning and can't handle high altitudes when the temperature in the Valley exceeds 104 degrees. The new plane has air-conditioning, and because it can fly at a higher altitude, it won't be restricted by the Phoenix Class-B ceiling.

The Pilatus is popular with U.S. Customs and Border Protection, the Air Force and the Bureau of Land Management to monitor large geographic areas and quickly move personnel.



This Pilatus PC-12 belonging to the Federal ICE is similar to Phoenix PD's new aircraft.

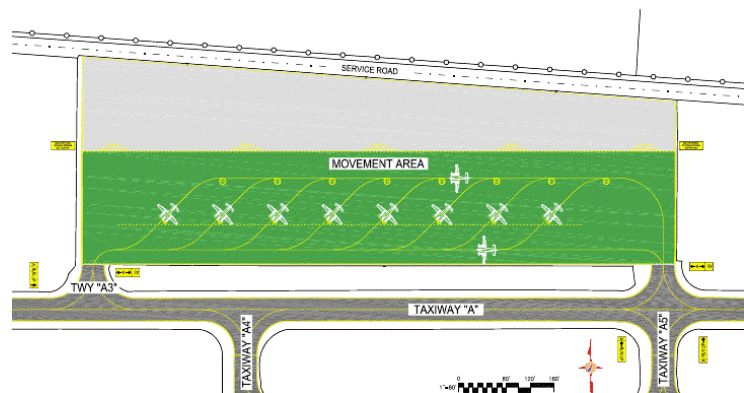
North-Side Run Up Area is Active

If you fly out of DVT's north side, Toby Jones, Air Traffic Manager, Deer Valley ATCT (DVT), has some reminders for pilots.

"The new north-side run up area is active," Jones said, "and a few reminders to all pilots are:

- It is a controlled, movement area that requires a clearance into and out of,
- The flow is counterclockwise: enter from the eastern entrance (A5) and exit out the western exit,
- There is a non-movement, uncontrolled area north of the run-up area that has painted markings noting it (a clearance is required to get back onto the movement portion if you use it though!)
- Try and use the lead in lines to the eight spots in the run-up area,

"So far, so good. It's a learning curve for everybody and we've had some interesting taxi routes, run-up positionings, and conversations about it," Jones added.



Sounds of DVT

As many of you know, there is an observation deck on the roof of the main terminal building. A major improvement is currently underway, the DVPA is spearheading a project to make this observation deck one of the best in the nation. DVPA and its supporters have financed and provided much of the technical expertise to construct an aircraft radio monitoring system.

The “Sounds of DVT” will have both the north and south tower communications, as well as Ground Control. The audio will be on dedicated speakers on the observation deck. Depending where you stand, each area on the deck will be focused on one of the three airport operations.

It is hoped that this improvement will be valuable for both the flying and non-flying public. What a great way for new pilots starting their training to get accustomed to aviation communication procedures at the country’s busiest general aviation airport. Additionally, visitors to the airport can now appreciate airport operations on the other side of the fence.



DVPA Directors George Zukauckas and Chuck Crinnian are shown installing a VHF antenna on the roof of the Deer Valley Terminal Building as part of the Sounds of DVT project.

Do you have questions, comments or suggestions for DVPA communications products?

**Send your message to:
communications@dvt pilot.com**



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





www.dvtpilot.com

Deer Valley Pilots Association

Quarterly Newsletter

A Chapter of the Arizona Pilots Association

Officers and Board of Directors

President

George Zukauckas

Vice-president

Chuck Crinnian

Secretary

Dalia Bureker

Treasurer

John Ferry

Directors

Bill Antonucci

Mert Bean

Ken Cada

Ed Chauza

Michael Gibbs

Jerry Kapp

Dan Tollman

Bill Woods

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

Brian 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

DVPA 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

“My 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 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.

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.



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



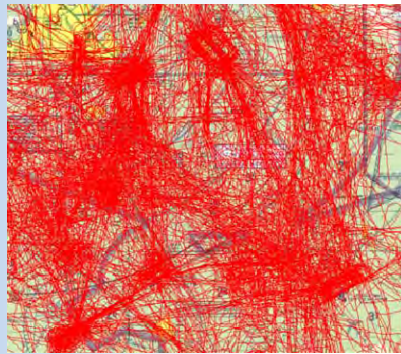
Valley Airspace Highlights

By Ed Chauza

SATR (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.



East 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 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

June 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 ?

The 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

Do 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!

Attention 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, 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

DVPA Merchandise

DVPA
Travel Mugs

DVPA
Shirts and Caps



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.

Do you have questions, comments or suggestions for DVPA communications products? Send your message to:

communications@dvtpilot.com



Available at

Deer Valley

Flightbag

In the terminal building



Deer Valley Pilots Association

P.O. Box 43285

Phoenix, AZ 85080-3285





www.dvtpilot.com

Deer Valley Pilots Association

A Chapter of the Arizona 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

Ken Cada

Ed Chauza

Michael Gibbs

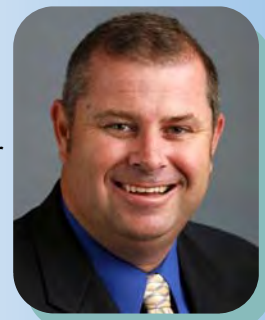
Jerry Kapp

Dan Tollman

Bill Woods

Art Fairbanks is new DVT Manager

On August 23rd, 2010, Art Fairbanks assumed the Deer Valley Airport Manager's position, replacing interim Manager Barney Helmick. Art comes to Deer Valley from Goodyear Airport where he was the interim manager while Barney was performing the same duty at Deer Valley. Prior to managing Goodyear, Art worked in the Aviation Director's Office at Phoenix Sky Harbor where he was responsible for governmental relations. He worked with the FAA, Congress, and state legislators to protect aviation interests on a statewide basis. He was also responsible for the airport museum. He has been a city employee since 1994.



Art is a certified member of the American Association of Airport Executives. His education includes a BA degree from the University of Arizona, an MBA from Arizona State University and airport management classes from Embry Riddle University.

Art and his wife, Teri, have been married for fourteen years and have three children, Ben 12, Peter 10, and Mary 7. He is not a pilot, but his grandfathers were pilots, so aviation is a major part of his family history. He is a fourth generation Arizonian.

The greatest challenge facing DVT specifically and aviation in general, in Art's opinion, is the cost of flying for pilots. His goal is to provide the best services available at the lowest cost possible to protect the pilot base and keep people flying. To accomplish this, he plans to emphasize three areas, communication, connection and consistency. By communication, he means to assure that tenants are kept apprised of airport management activities such as improving runway safety. He wants everyone, pilots and businesses, to know what to expect. He wants to improve the connection with the airports business partners and airport users. If the businesses are healthy it is better for everyone. Finally, he wants to consistently administer the airport so that everyone knows what to expect and there are no surprises in conducting airport operations.

Art wants to maintain an open door policy and invites pilots to come up and visit with him. He plans to be a very visible manager and will frequently walk around the airport visiting with pilots at their hangars and getting acquainted.

In This Issue

- Art Fairbanks—New DVT Manager
- Brian Donnelly Leaving DVT
- Are Your Prepared?
- Infrastructure Improvements Coming Soon to Deer Valley Airport .
- Getting Enough... Sleep?
- Attention: All Pilots
- Roundup at the DVT Corral
- Logging Time vs Striving for Perfection
- DVPA's Summer Dinner
- Upcoming Events



Brian Donnelly Leaving DVT

Tower chief Brian Donnelly is leaving Deer Valley at the end of September. No replacement has been named as yet. Brian will be transferring to Washington D.C. to assume other duties there. He asked us to remind members of the change of phraseology from "position and hold" to "line up and wait" effective September 30, 2010.

DVPA wishes Brian well in his new position in D.C. and extends special thanks for his dedication to safety and his support of DVPA.



Are You Prepared?

By Carl Ulbrich, AGI, CP

Why do we fly? For me it is the joy and freedom that we experience while in the sky. To see God's creation from a birds eye perspective. To be able to share this experience with family and friends is just pure joy.

With this joy, just like anything in life, comes risk. Unlike an automobile, if you have an engine problem you cannot just pull over to the side of the road. When an issue arises it is never expected. And in many cases an unexpected engine failure, fire, loss of electrical becomes the "oh @#*&^, now what am I going to do?"

In preparation for our private certificate we learned how to fly and we also learned what to do in emergencies. We studied the emergency procedures and knew what to do in an instant. We knew that our instructor would at any-time do something to simulate an emergency. We would react with immediate, accurate decisions and actions for the situation.

So my question to all of us is, how sharp are we on those adverse conditions? When was the last time that we practiced emergency procedures? Do we do a pre-takeoff engine failure brief every time we takeoff? When was the last time we practiced power on, power off, and banking stalls?

Pre-takeoff Brief

After we have done our run up and prior to moving into the number 1 spot for takeoff do a pre-takeoff brief. (Below is an abbreviated check I do for my plane. Please refer to your POH/Owner's Manual for the proper procedures for your aircraft).

1. During the takeoff roll, while still on the ground what will I do if I lose an engine? Pull power immediately keep the plane on the ground and come to a stop.
2. What will I do if I lose an engine on takeoff but less than 700 feet AGL? Quickly look for a location to land straight ahead or within a 45 degree angle of my current heading and put it down. Make distress call if possible.
3. What would I do if I lost an engine on takeoff more than 700 feet AGL? Look for the best place to land, that possibility could be the opposite runway. Take the steps to position the airplane for and prep for an emergency landing, make distress call on the radio.

Emergency Procedures

When was the last time you reviewed the emergency procedures in the POH/Owner's Manual? Do you have the emergency checklist readily available in the cockpit? Do

- Continued on page 5 -

Infrastructure Improvements Coming Soon to Deer Valley Airport

By Art Fairbanks, Deer Valley Airport Manager

The City of Phoenix is expected to receive federal grants for major infrastructure work at Phoenix Deer Valley Airport. There are two grants pending: one to make airfield lighting more conspicuous to prevent runway incursions, and another to grade the entire Runway Safety Area to provide for an even surface and provide adequate drainage for the airfield.

A grant to enhance the lighting system at taxiway connectors by providing elevated guard lights, standardized hold bar markings, and in ground lights has been received and work may begin as early as November 2010. Work on this project will be provided by Royal Electric and will take place during daytime hours. Daytime work is necessary because the current configuration of the electrical system requires airfield lights to be de-energized during new construction for safety reasons.

Deer Valley Airport has reason to believe that the City of Phoenix may receive a substantial grant to regrade the entire surface of the Runway Safety Area. This project would provide proper drainage for hundreds of acres of airport property. The project will enhance safety by removing bumps, ruts, and drainage basins in the Runway Safety Area. When the project is complete, the airport will demonstrate improved drainage and will have stabilized infields that will require less maintenance. As a result of this improvement, the Airport is expecting less runway closures for maintenance such as mowing.

The projects will be funded through the Federal Aviation Administration's Airport Improvement Program which funds grants from 95% of the projects cost. This funding mechanism provides critical infrastructure improvements at a cost that minimizes the burden on the airport's capital program.

These projects will have some impact on the operations of the airport in the short term. We are often reminded of the impact of a short term pain for a long term gain. As of today, the specific dates and impacts to the airport are not known. The Deer Valley Airport will use the Pilot's Association and other methods to communicate with our customers.

Thank you in advance for your cooperation as we work together to make flying at Deer Valley even more safe.

DVPA Web Site

Don't forget to check the DVPA web site often for the latest updates concerning DVPA, DVT, FAA and safety issues.

www.dvtpilot.com



Getting Enough... Sleep?

By Chuck Crinnian MD, ATP, CFI and AME

The crew on the *Impact Airlines* flight was making their last approach of the day at 03:00 into their home airport. They had configured the aircraft and engaged the autopilot for a coupled ILS. When they flew over the outer marker, the beeping on the audio panel suddenly awakened the captain. He looked over at the co-pilot who was also asleep. A tragedy was avoided, by luck. The worst possible time for our bodies and their daily circadian rhythm is about 03:00.

Fatigue can be a major safety issue in aviation. In addition to circadian rhythm, travel across time zones, poor sleep, poor diet, and pushing the fatigue envelope all will catch up to you in time, with potentially deadly results. The FAA has drafted a notice of proposed rule making on pilot flight duty and rest. It is expected to come out later this year. For us flying under part 91, you need to set your own rest and sleep limits. Know that fatigue is cumulative and coupled with night time, poor nutrition, lack of exercise, and general state of health, the development of the spectrum of inattention to deep sleep can creep up on you. Flying an aircraft is not the time to be "Asleep at the Wheel".

Another well documented medical issue that we see in the pilot population is Obstructive Sleep Apnea (OSA). This affects 7-8% of the general population. It is most linked to body mass index, in other words, obesity. If you are male, the more obese you are, the higher chance for you to have OSA. A push by the FAA is underway for Aviation Medical Examiners to screen for this issue.

High risk criteria for OSA are new onset hypertension (high blood pressure) or hypertension that required two or more medications. Also type II diabetes. Loud snoring is an indicator for OSA. OSA is a major cause of fatigue and daytime sleepiness. It is also linked to heart attack and stroke.

OSA can be effectively treated. In addition to effective weight loss programs, special breathing apparatus can be employed at night. Also, there are some surgical procedures that modify the airway which may eliminate OSA.

Your AME will be screening for OSA in the near future. The FAA medical evaluation system will do so by utilizing a Body Mass Index calculator and asking screening questions to help identify high risk individuals. It is possible that identifying this sleeping killer will prevent the next accident.

Chuck Crinnian MD is a DVPA member, FAAST 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

What's New Around the Pattern ?

Starting next issue, the DVPA **Around the Pattern** will announce and broadcast *YOUR aviation* accomplishments. Examples are; new ratings, new aircraft, significant flights, anything in aviation you are proud of.

Please e-mail publications@dvt pilot.com and we will get you in the news.

ATTENTION: All Pilots

Effective September 30, 2010

The FAA (nationally) will be using different phraseology to instruct an aircraft to taxi onto the runway and hold, awaiting takeoff clearance.

OLD Phraseology: "N12345, DEER VALLEY TOWER, RUNWAY SEVEN RIGHT, POSITION AND HOLD" - This authorized an aircraft to taxi onto runway 7R, and wait for a takeoff clearance.

NEW Phraseology: "N12345, DEER VALLEY TOWER, RUNWAY SEVEN RIGHT, LINE UP AND WAIT". - This authorizes an aircraft to taxi onto runway 7R, and wait for a takeoff clearance.

This new phraseology mirrors the phraseology in use by other countries that use ICAO rules.

NOTE: The phraseology used by a controller to tell airborne aircraft that another aircraft is "HOLDING IN POSITION" does not change. Also, when an aircraft is holding on the runway, and the tower issues an amended clearance, but does not clear the aircraft for takeoff, the phraseology "HOLD IN POSITION" does not change.

Questions? Contact Deer Valley Tower at 623-581-1492.

Meet the Tower Staff

Get to know the staff of the DVT ATCT. Check out the DVPA web site at :

www.dvt pilot.com/meetthecontrollers.html



“Roundup at the DVT Corral” DVPA's Annual Membership Event

Calling all cowboys and cowgirls, your annual “picnic” is now an annual membership event. This year we have an Western theme. So dress up in your best western attire, spurs optional, and come enjoy the festivities Saturday, **November 6th from 10:00 am to 1:00pm.**



We plan on having a variety of vendor and organization displays. In addition, we will have static aircraft displays that will span the spectrum of flight. The list is still in formation, but expects to be able to get up close to flying machines that are unique and interesting.

As far as activities, this year will offer some unique interactive activities. For starters, we will have a fun fund raising activity using a “Dunk Tank”. Several celebrities from the Deer Valley airport and Air Traffic Control have stepped up to be the subjects. Additionally, we will have several interactive games whose winners will take home some cool prizes. Bring the kids, we will have a paper airplane construction and flight competition for them.

As far as grub, we will have a western fare. The Chuck Wagon will be staffed by the fine folks at the Deer Valley Airport Restaurant. The event is free. Come renew your membership, still only \$10. The meal is also \$10, \$5 for children under 10.

The event will be just west of the terminal building on the ramp. We will have shade under the two shade hangars and the aircraft on display will be in front. This hopefully will be the best event ever, so be sure to mark it on your calendar, plan on having a great time and meeting old and new friends.

Logging Time vs Striving for Perfection

By Chuck Grinnian MD, ATP CFI and AME

From your first intro flight, you have been logging time for your first rating. It's probably a habit now to log your flight time. The usual reasons are to document experience for an additional rating, document recent experience for 90 day currency requirements, IFR recency, or even

insurance requirements. But, does total flight time have a direct correlation to proficiency? Does it relate to skill level? Probably not exactly.

Would you feel comfortable putting your family in the hands of a pilot on a trip to Salt Lake City with a pilot that has spent a year of weekly trips to Payson on early morning CAVU days? This pilot has not had the exposure to cross country challenges in unfamiliar settings, weather challenges, obtaining assistance from flight watch, center, or flight service. Not to mention operations at new airports.

Alternatively, how proficient would a pilot be operating on a short field at high altitude if all operations for the past few years were performed at low altitude airports with long concrete runways? The point I am trying to make here is this; Doing the same flight operation repeatedly does not make a well rounded pilot.

Furthermore, unless each operation is performed perfectly, you are not practicing to perfection. Practice makes a proficient pilot, but only if you gain improvement each time. Aim to be the best. One should self assess each flight in a mental post-flight review. A technique for a post-flight assessment is:

1. *Replay* the flight in your mind, take note of what went well and what needs to be improved.
2. *Reconstruct* the maneuvers where mistakes were made, consider what could be done differently.
3. *Reflect* on the most important lesson(s) you learned from the flight.

Redirect those lessons to your flight planning and execution the next flight.

As always, persistent or mysterious mistakes should have intervention from a qualified flight instructor. Never settle for “good enough”.

Another way of expanding your piloting skills and expertise is to “branch out” into new areas. If you are a Private pilot, get training and practice commercial maneuvers to commercial standards. Get outside of your usual “space” and plan and take a trip to new environments.

- Continued on page 5 -

Advertise Here

DVPA welcomes companies or members to support our organization by placing their ad in our quarterly newsletter.

For details

Contact DVPA via email at

advertising@dvtpilot.com



Are You Prepared?

(Continued from page 2)

you have the emergency procedures memorized? As from the steps above with an engine failure on takeoff, you don't have time to find, and read the emergency checklist. Quiz yourself.

Stalls

Do you remember how to recognize a stall? When was the last time you practiced stalls?

As pilots we must recognize the flight conditions that are conducive to stalls and know how to apply the necessary corrective action. We should learn to recognize stalls by sight, sound, and feel. The following cues may be useful in recognizing stalls.

- Vision is useful in detecting a stall condition by noting the attitude of the airplane. This sense can only be relied on when the stall is the result of an unusual attitude of the airplane. The airplane can also be stalled from a normal attitude; vision in this instance would be of little help in detecting the approaching stall.
- Hearing is also helpful in sensing a stall condition: In the case of fixed-pitch propeller airplanes in a power-on condition, a change in sound due to loss of revolutions per minute (rpm) is particularly noticeable. The lessening of the noise made by the air flowing along the airplane structure as airspeed decreases is also quite noticeable, and when the stall is almost complete, vibration and incident noises often increase greatly.
- Kinesthesia, or the sensing of changes in direction or speed of motion, is probably the most important and the best indicator to the trained and experienced pilot. If this sensitivity is properly developed, it will warn of a decrease in speed or the beginning of a settling or mushing of the airplane.
- Feel is an important sense in recognizing the onset of a stall. The feeling of control pressures is very important as speed is reduced the resistance to pressures on the controls becomes progressively less. Pressures exerted on the controls tend to become movements of the control surfaces. The lag between these movements and the response of the airplane becomes greater, until in a complete stall of all controls can be moved with almost no resistance, and with little immediate effect on the airplane. Just before the stall occurs, buffeting, uncontrollable pitching, or vibrations may begin. *(From FAA Airplane Flying Handbook)*

Part of the joy of flying is knowing that in a "oh @#*&^,"

moment you know what to do.

Love what you do, know what to do.

Logging Time vs Striving for Perfection

- Continued from page 4 -

If you are always California bound, go to Colorado. Just make sure you are prepared with the skills that are needed in the new environment. Still another approach to expanding your skill set is to obtain a new endorsement such as a tail wheel qualification. Also, consider a few sessions of aerobatic training or upset/spin recovery training. A Glider rating would be give you better insight into aerodynamics and weather analysis. The possibilities are endless.

Finally, the new and improved FAA Wings program meets all the elements necessary to obtain and maintain proficiency as well as expand your skill sets. It is easy to get started, all you need is to make the time and effort. Furthermore, the Wings program should qualify you for reduced insurance rates. Go to www.faasafety.gov and check it out. Flying should be a safe, rewarding and fun experience. Practicing to perfection is a sure path to this goal.

Chuck Crinnian MD is a DVPA member, FAAST 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

DVPA's Summer Dinner - Safe and Secure

If you attended the last DVPA dinner seminar meeting, you should feel safer and more secure. Mark Hollingsworth from the TSA presented an enlightening discussion of the current threats to aviation and our nation's security from abroad and home grown. We gained insight into the complex threats to our security and what the TSA and other national security agencies are doing to keep a step ahead of terrorism and its impact to our way of life.

A superb discussion of southwest weather phenomena was presented by Leslie Wanek of the Phoenix NOAA office. We now know the science behind down bursts, thunderstorms, and Haboob's. Pictures of the weather events were awesome.

The evening ended with our multifaceted raffle of cash and several prizes of value donated by our friends at Atlantic Aviation. Thank you Atlantic!



Upcoming Events

Saturday, October 9th 2010

DVPA Hospitality Hangar - Old Fashioned Garage Sale

Location: Hangar 40-7 800am - 1100am

The theme is an "Old Fashioned Garage Sale". Bring any and all aviation stuff you wish to sell. Radios, engine parts, unused oil, headsets, tools, anything that is unused may be used by one of your neighbors. Buyers and sellers can agree on a fair sale price. DVPA takes no commission, but we request that the seller donate a fair percentage of the sale price to support DVPA programs.

Saturday, October 9th 2010

Wickenburg 16th Annual Aircraft Fly-In & Classic Car Show

The Wickenburg Chamber of Commerce, Town of Wickenburg, Wickenburg Airport Advisory Commission, Experimental Aircraft Association "Wickenburg Dust Devils" Chapter 883, and Master Aircraft Services, are proud to co-sponsor the 16th Annual Aircraft Fly-In & Classic Car Show on Saturday, October 9 at the Municipal Airport/Welik Field off Highway 60.

Starting at 7:30 a.m. through 12:30 p.m., an array of aircraft from all over Arizona will be flying into Wickenburg to participate. Pilots will be available to describe their aircraft throughout the day. The Classy Classic Car Club will display over 80 classic automobiles for spectators to view and learn from car owners. Valley Metro will also have their Wickenburg Connector bus on display with transportation information to hand out.

A pancake breakfast will be served from 7:30 a.m. to 10:30 a.m., followed by the Lions/Lioness Club "Lunch Stop" trailer with many more good things to eat. Throughout the morning, you'll have an opportunity to view the various aircraft flying into Wickenburg and learn of the services available at the airport.

Contact Phone: 928-684-5479

Contact Email: events@wickenburgchamber.com

Web Site: www.wickenburgchamber.com

Saturday, October 16th 2010

Cottonwood AirFest

The Cottonwood Airport is hosting its second annual "Cottonwood AirFest" on Saturday, October 16th from 6:30 a.m. to 7:00 p.m. We will be honoring our WWII Airmen. We will have vintage aircraft, hot air balloons, classic cars, hang gliders, food, a wine tent and other related vendors.

Event Contact: Casey Rooney

Contact Email: crooney@ci.cottonwood.az.us

Thursday, October 21st 2010 to Saturday, October 23rd 2010

Copperstate Regional Fly-In

Casa Grande Municipal Airport, Casa Grande, AZ Since its first event in 1973, the COPPERSTATE Fly-In has been bringing together aviation enthusiasts in the southwest United States.

COPPERSTATE Fly-In, Inc. is a totally volunteer, non-profit 501(c)(3) organization dedicated to promoting recreational and general aviation through events, scholarships and public education. Proceeds from the COPPERSTATE Fly-In help support scholarship programs for youth seeking careers in the aerospace industry.

COPPERSTATE is the largest Fly-In of its type in the western United States and the fourth largest Fly-In in the United States. It is held at the Casa Grande Municipal Airport (KCGZ) in Casa Grande, AZ. Casa Grande is located approximately halfway between Phoenix and Tucson.

Please visit our website for the latest information about our event. We'll see you at Copperstate 2010!

Web Site: www.copperstate.org/csj/

- Continued on page 7 -

ANNUAL INSPECTION = ANNUAL SAVINGS

Have Your Annual Inspection Completed by

Cutter Aviation DVT's Full-Service FAA Repair Station and enjoy an additional \$.10 per gallon discount on our full-service fuel at DVT for the next year -- an annual good for 12 months and a fuel discount too! This discount will be added on to our already great based customer fuel price at DVT if you call Deer Valley your home! Call us today!




PHOENIX DEER VALLEY (DVT)
WWW.CUTTERAVIATION.COM

Call: 623.581.1444 for info.
Cutter Aviation DVT - 530 W. Deer Valley Road - Phoenix, AZ 85027



DVPA Membership Status

As of September 2010

545 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 Merchandise

DVPA
Travel Mugs

DVPA
Shirts and Caps



Available at

**Deer Valley
Flightbag**

In the terminal building



Upcoming Events

- Continued from page 6 -

Saturday, November 6th 2010

DVPA Annual Membership Event

"Round-up at the DVT Corral"

Saturday, January 22nd 2011

DVPA Hospitality Hangar

Location and program to be announced

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.

Do you have questions, comments or suggestions for DVPA communications products? Send your message to:

communications@dvtpilot.com

DVPA would like to thank member Ed Miller for submitting the winning name "Around the Pattern" for the Quarterly Newsletter.

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.



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





www.dvtpilot.com

Deer Valley Pilots Association

A Chapter of the Arizona 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

Ken Cada

Ed Chauza

Michael Gibbs

Jerry Kapp

Dan Tollman

Bill Woods

Meet DVT's New Tower Manager Jim McMahon



Effective October 30, 2010, Jim McMahon became the new Air Traffic Manager for the DVT Tower. Jim has been a Phoenix resident for just over four years. His most recent position prior to DVT was the Operations Manager at Sky Harbor Tower. Before coming to Phoenix, he worked at Salt Lake City Approach, LAX tower and Bay Approach. He also spent time recently in Washington, D.C. where he was involved in the changes to Air Traffic Control Terminal Procedures including the terminology change from "position and hold" to "line up and wait." He said that working in Washington was a great experience, and he feels that it better prepared him for the challenges of the future.

Growing up in Kansas City, Jim lived next door to the local Air Traffic Manager. When his neighbor took him for a tour of the tower and radar room, he was hooked on ATC. He joined the Air Force and went directly into ATC, working at Buckley Air Force Base in Denver, CO. Jim said he seemed destined for a career in aviation since his father, mother and grandfather had a total of 137 years working for TWA. His grandfather was a Chief Mechanic, his father was the Director of Pilot Training and his mother was an Engineer. Jim's wife, Jennifer, is a Clinical Physician. They live in Scottsdale.

Jim stated that one of the main challenges for Deer Valley Airport is increasing safety awareness. He also stated that there have recently been spikes in incidents impacting safety at DVT. He feels that many of the improvements currently being implemented at the airport may help reduce the number of

(Continued on page 4)

A Pilot's Pride

By Art Fairbanks, DVT Airport Manager

I have enjoyed meeting hundreds of Deer Valley Pilots since I became Airport Manager. Thank you for sharing your history, your thoughts, and your hopes with me. In my visits with pilots and stakeholders, I have inevitably come across a common theme: Pride.

The pilots at Deer Valley are proud of many things. Pilots mention how they would like the world to know that we are the world's busiest general aviation airport. I hear tenants speak of how long they have been located at Deer Valley and what the airfield looked like when they first arrived. In one on one conversations, I hear about the extra steps pilots take to stay current and competent. A pilot's pride is evidenced in that many pilots are just as likely to have a picture of their airplane in their wallets as a picture of their spouse, pet, or grandchild.

You have probably noticed that part of the airport is under construction to provide runway lighting and signage improvements that will enhance the safety of the airfield even further. This project is being

(Continued on page 5)



In This Issue

- Meet DVT's New Tower Manager Jim McMahon
- A Pilot's Pride
- Owner Performed Aircraft Maintenance
- FAA-RSAT Visits DVT
- DVT Has New AOPA ASN Rep
- Deer Valley Flight Bag Has Owner Maintenance Items
- Deer Valley Airport TV Becoming a Reality
- Next Hospitality Hangar Event
- The FAA Wants Your Picture
- Reno Air Races



D.I.Y.-Owner Performed Aircraft Maintenance

Save \$\$ and become one with your airplane

By Dr. Chuck Crinnian, MD

Especially in today's economy, saving money is on everyone's mind. You, as an aircraft owner and certificated pilot can legally perform preventative maintenance as long as you only operate under FAR Part 91. However, the regulations are very specific as to the extent of the maintenance performed. Unless you are a certificated A & P, you can only perform certain items without supervision. You are allowed to perform other than stipulated repairs and alterations - but ONLY under direct supervision of an A & P.

To get started, you must have the approved maintenance or service manual in your possession. It is recommended that you actually review the section that applies to your preventative maintenance being performed and have the manual at the location for your review. Have a suitable working environment. Protect your work from dust, wind, and have sufficient lighting. Be sure to have the tools appropriate for the service being performed. This not only includes hand tools, but special tools, special compounds, etc.

Above all, have the ability to do the procedure. Changing the oil in your car is not the same as your aircraft. If you don't know exactly how to do a procedure, seek the assistance from a certified A & P and learn. In medicine, we have a slogan from internship years; "See one, Do one, Teach one". This is not the time for guess work or hoping for a good outcome. A lapse in technique can be costly and dangerous.

A short list of common owner performed preventative maintenance items are as follows. A complete listing and references can be found in CFR 14 FAR 43.

- Removal, installation, and repair of landing gear tires
- Servicing landing gear shock struts by adding oil, air, or both
- Servicing landing gear wheel bearings
- Replacing defective safety wire and cotter keys
- Lubrication not requiring disassembly (other than removing cover plates, cowling, etc.
- Replenishing hydraulic fluid
- Repairing upholstery and decorative furnishings-when this does not require disassembly of any primary structure or operating system
- Replacing side windows
- Replacing seat belts

(Continued on page 3)

FAA-RSAT Visits DVT

In an effort to improve airport operational safety, the FAA developed the "Runway Safety Action Team" aka: RSAT. Both George Zukauckas and Chuck Crinnian represented your DVPA at the daylong event held November 18th. The action team consisted of many FAA specialists from local, regional and national levels, as well as airport stakeholders from the FBOs and flight schools.

After an initial briefing, we toured the entire airfield in a 12 passenger van to find any deficiencies in signage or markings. We then visited the tower and viewed operations from the tower cab perspective. There were very few issues. We reviewed the plan that is now underway for in-pavement Guard lights and wig-wag Guard lighting for both the north and south runways. We should expect to have this improvement completed by end of the spring.

After lunch, the team discussed real life issues with our history of runway incursions. Pilot education at the flight school level as well as our based pilot community was highlighted. Challenges that are DVT specific are foreign language issues, peak traffic loads, and transient aircraft visiting this dynamic airfield environment.

Action plans were made to address the challenges to runway safety. DVPA will be hosting a runway safety event this spring. The local flight schools will be intensifying their efforts to get their foreign pilots more proficient in English and accustomed to our airfield operations. The airport management will be starting a "focus on safety" project in the near future. Progress along these lines will be monitored and another RSAT meeting will occur next year. We have a real "team effort" in place from the tower, the FAA, the airport management, the flight schools, and the based pilot population represented by DVPA.

Did You Know...

Did you know that Phoenix Deer Valley ranks as the 15th busiest FAA Air Traffic Control Tower nationally? We are between Newark International at #14 and San Francisco International at #16.

Phoenix Sky Harbor comes in at #10.

DVPA Web Site

Don't forget to check the DVPA web site often for the latest updates concerning DVPA, DVT, FAA and safety issues.

www.dvtpilot.com



Introducing DVT's new AOPA ASN Representative



My name is Bill Antonucci. I have been a Director with the Deer Valley Pilots' Association for two years and recently have accepted the position of AOPA's Airport Support Network representative. I have been flying since 1973. I moved to Arizona in 1992, where I learned there are mountains higher than I'd ever flown before. Being from New Jersey, I was used to flying at 2500' MSL and being safe above

the highest buildings.

My flying includes participation as a mission pilot for Flights for Life and Angel Flights West. I also serve as a member of the committee responsible for organizing the *Annual Aviation Day at the Capital* luncheon for the Governor and State Legislature. In my position as Director with DVPA and as the DVT ASN, I am committed to keeping DVT the best and safest place for all your flying, be it for business or pleasure. Toward that end, I solicit your comments and questions. You can send them to ArrowPilotBill@gmail.com.

Most recently, the new SATR at Luke AFB has generated a lot of rumor. More often than not, these rumors are just that, rumors! We all understand this is new and there will be some growing pains. If you have experienced what you perceive as a problem with ATC or Luke approach, let's clear it up. All I need to know is what happened, the date and time of the occurrence and your tail number.

Deer Valley Flight Bag Has Owner Maintenance Items



Deer Valley Flight Bag's (Pilot Shop) Mike Hosa announces he now has, in stock, a selection of aircraft preventative maintenance items for sale. This includes oil, filters, landing lights, tires, and more. If he doesn't have

it, he can get it next day. So, now Deer Valley Pilots have more options to keep their aircraft well maintained. Now is the time to become familiar with owner/pilot preventative maintenance skills and regulations.

D.I.Y.-Owner Performed Aircraft Maintenance

(Continued from page 2)

- Replacing seats or seat parts with replacement parts approved for the aircraft-when there is no disassembly of
- Replacing bulbs, reflectors, and lenses of position and landing lights
- Replacing or cleaning spark plugs
- Cleaning and replacing fuel and oil strainers or filters

That was a few of the popular items, there are 31 items that the owner/pilot can perform.

You are not done yet, the paperwork must be completed. See FAR 43.9, Content, Form, and Disposition of Maintenance, Preventive Maintenance, Rebuilding, and Alteration Records. Each person who performs preventive maintenance shall make an entry in the maintenance record of the following:

- A description of work performed
- The date of completion of work performed, aircraft time in service
- The name of the person performing the work
- The signature, certification number, and kind of certificate
- The signature constitutes the approval for return to service only for the work performed.

By gaining knowledge of how to service your aircraft, you will become "one with your aircraft" and really know your engine and aircraft systems. What a great opportunity to inspect your aircraft during oil changes for wires chafing, leaks, tightness of clamps, etc. Your preventative maintenance program will save you money and reduce the potential for inoperative components in the future by finding those loose wires, hoses, and the like. However, you've got to know your limitations.

Chuck Crinnian MD is a DVPA member, FAAST 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

Meet the Tower Staff

Get to know the staff of the DVT ATCT. Check out the DVPA web site at :

www.dvtpilot.com/meetthecontrollers.html



Deer Valley Airport TV Becoming a Reality



The Deer Valley Pilots Association and the City of Phoenix Airport Administration are collaborating on a joint venture to bring a video information system to our airport. The large screen monitor will be installed in the terminal lobby for all to view. The information system, dubbed KDVT-TV, will display current airport NOTAMS, construction updates, current safety issues, as well as our DVPA information, news and schedules.

The system will be managed by DVPA with input from the airport administration. Important time sensitive information can be up-linked into the system via the web access capability. This will be a significant asset to pilots based at DVT and transient pilots as well. Also, information of interest to the general population will be displayed. This will promote community understanding of the value of our airport and its flight operations. We want to communicate to our pilot "customers" and the general population that visits the airport, a positive message of safety, and the value of the airport to the community.

A work group comprised of several DVPA directors and City of Phoenix staff have begun the planning phase. Installation should be within 1-2 months.

Next Hospitality Hangar Event

“Keepin' You Safe”



Our winter Hospitality Hangar will be on **January 22nd** from **09:00 to 11:00** at **hangar 24-1** (north hangars-northwest side). Our educational theme is that of Runway Safety and you. The presentation will be delivered by your FAAST team and the FSDO and will cover the FAA Runway Safety Program, Wings Program and FAAST team.

Plan on attending this informative and valuable program, have some great DVPA coffee and doughnuts, get up to speed on the latest safety information, and receive Wings credit as well.

Advertise Here

DVPA welcomes companies or members to support our organization by placing their ad in our quarterly newsletter.

For details Contact DVPA via email at

advertising@dvt pilot.com

Jim McMahon

(Continued from page 1)

such incidents. A major project that is currently underway is the installation of the runway guard lights.

To raise awareness, he wants to stress outreach to the local tenants, not only by him, but by the controllers who interact with pilots on a daily basis. He feels that it is especially important to convey as much information as possible about procedures at DVT to all involved. This also includes transient aircraft pilots, who may be taken aback by the sheer volume of traffic at DVT. One item currently under consideration with the Office of Runway Safety is a video that would explain some of the pitfalls that may be encountered when flying into, and out of, DVT.

Jim stressed the importance for clear and concise communication between controllers and pilots. Most importantly, he emphasized the need for both parties in the communication process to ask for clarification if there is any doubt about what was said. He added that he is impressed with the professionalism of the airport users.

In conclusion, Jim said he was delighted to be in Phoenix and at DVT and is looking forward to working with DVPA and the commercial tenants to make airport operations as safe and efficient as possible.

The FAA Wants Your Picture

By Ed Chauza - DVPA Director

The FAA would like to change the FAA Airman Certificates and this time there is a cost to pilots. The NPRM (Notice of Proposed Rule Making) FAA-2010-1127 was issued **November 19, 2010** with a comment period open until **February 17, 2011**. The full NPRM text can be read at the following website and following the directions. - - www.regulations.gov



The FAA says your picture is now required on the new plastic Airman's Certificate (which we were required to obtain by March 2010) for both personal and public security reasons. Presently, FAA regulations (FAR 61.3) require you to have a picture ID in addition to your certificate to operate an aircraft. The new license fee will be \$22 (or could go as high as \$50) each time you need to have it reissued and the photo will have an 8 year expiration date after which your certificate is

(Continued on page 6)

Reno Air Races

By Bill Woods - DVPA Director

Fly low, fly fast, turn left has been the tag line of the Reno National Championship Air Races for more than forty years. Airplanes flying fifty feet above the high desert sage brush



sometimes exceeding 500 miles per hour is a heart pounding thrill and something that can be experienced every September at Stead Field, just north of America's biggest little city, Reno, Nevada.

Seven classes of aircraft take part in the

races including the very small formula ones, bi-planes such as Pitts and Christen Eagles, and the noisiest and most colorful class, T-6 / SNJs. There are two classes of home-builts, the fastest with speeds exceeding 400 mph, L-29s and L-39s make up the jet class and the unlimited class consisting mostly of highly modified WWII fighters. It's the unlimited class that really makes the races.

The race venue is a WWII training base perfectly situated on the edge of an open valley, affectionately known as the Valley of Speed. The setting allows for un-obscured visibility of the complete race course. The mid-September Reno sky is usually brilliant blue and forms the perfect backdrop. The "track" consists of six to twelve fifty foot pylons (telephone poles topped with red barrels) that mark the course. Each pylon has its own panel of judges to assure no one cuts a corner. The tracks vary in length from a little over 2 miles for the slower classes to almost nine miles for the unlimited and jet classes.

The two smallest classes have a race-horse start where seven or eight planes line up abreast on the runway and wait for the checkered flag. The heavier planes have an air start and begin via a pace plane and the very familiar "gentlemen, you have a race," which helps ensures that racers enter the track lined up properly. All the racers are seriously competitive and they and/or their mostly volunteer crew tweak their planes after each race to assure their plane is 100 percent for the next race. Every precaution is in place for safety and all pilots have to attend a daily safety briefing early each morning. No briefing, no flying is the rule. Most race pilots have day jobs involving aviation and have multiple thousands of hours in their logbooks. Several

(Continued on page 6)



ProAir

AVIATION MAINTENANCE

START YOUR NEW YEAR WITH GREAT SAVINGS!!

Schedule your maintenance for January-March 2011 and you will get your Maintenance labor for \$69.00/hr. That's a 20% savings on your labor rate!

Don't wait...slots are limited



Call now: 623.869.0866 Ask for Cheryl

A Pilot's Pride

(Continued from page 1)

funded by the FAA and will produce above-ground runway guard lights (also know as wigwags) at all entrances to the North Runway. The South Runway will get both above ground and in-ground Runway Guard Lights. This project is scheduled to be completed by June, 2011 and will require some daytime closures of the North Runway.

We would like to keep you informed of construction activity at the airport. Any time that there is an activity that could cause restrictions on any part of the airport; we generate an email to notify our customers. If you currently do not receive these emails, and would like to, please send an email request to leslie.henley@phoenix.gov. Leslie will be happy to add you to the distribution list.

Finally, each of us is probably aware that airports are like communities and have their own individual cultures. Everything including the professionalism of the air traffic controllers, the approachability of the airport operations staff, the accessibility of fuel, and the benefit of an on airport restaurant has an impact on visitors' feelings of Deer Valley Airport. I'd invite each of us to reach out to visitors, new hangar/shade tenants, and each other to promote a safe and friendly airport environment. This will help us enjoy an airport we deserve and can all be proud of.



Reno Air Races

(Continued from page 5)

racing pilots are NASA astronauts.

Between races while the planes are recovering there is often aerial entertainment. Usually at least one of the three military flying groups, Thunderbirds, Blue Angels or Canadian Snow Birds, is featured each year as well as highly entertaining aerobatic pilots like Wayne Handle, Kent Peitch and Patti Wagstaff. The Air Force Reserve jet car is an annual fixture. There is also a large collection of active duty military aircraft on display as well as fifteen or twenty immaculately restored antique aircraft to review. All air race fans should spend several hours in the pits to get a close-up view of the race planes, meet the pilots and learn the obstacles that had to be overcome to qualify for the races. The personal contacts with people involved in the races often leads to a greater appreciation of the annual event.

The National Championship Air Races take place the third weekend of September and last five days, Wednesday through Sunday. Unlike Airventure where any day is a good day to attend, the Air Races build on the previous day's results until Sunday when the prize money is awarded. If your schedule allows time to attend only a few days, make sure one of the days is Sunday. The previous four day's races are simply jockeying for position for the Sunday races when the pilots push their planes to and past the limit, frequently shattering records.

Flying in privately is the best way to get to Reno. The commercial airport, Reno-Tahoe International, is conveniently located near downtown Reno and tie-down reservations are highly recommended. While Reno-Tahoe is convenient, choosing a nearby reliever airport may be an attractive alternative with lower tie-down fees, much cheaper gas, you can drive your rental car to your plane to pick up the luggage and the Monday following the races you won't be number 50 for takeoff. Stead Field is not an option, as it is closed to all transients during race week.

Anyone interested in airplanes should attend the National Championship Air Races at least once. It's great family entertainment or make it a romantic weekend and bring your significant other. The Air Races should definitely be on every pilot's bucket list. When you attend I'm sure you'll agree with me that "fly low, fly fast, turn left" is indeed the correct tag line.



The FAA Wants Your Picture

(Continued from page 4)

no longer valid and will require another fee and picture from you. Included is language for future adjustments per the Consumer Price Index.

The FAA states this action is in response to section 4022 of the Intelligence Reform and Terrorism Prevention Act of 2004 (IRTPA). This is the legislation that authorizes the Department of Homeland Security to be involved with aviation related security.

Historically, pilot certificates didn't expire and remained valid unless surrendered, suspended, or revoked. There was a \$2 fee to replace a lost or destroyed airman certificate and no charge for issuing, upgrading, or adding ratings to an airman certificate.

The NPRM comments from pilots are largely in opposition but it is early in the response period. I encourage you to speak up and let your voice be heard on this and other issues. Visit - www.regulations.gov.

ANNUAL INSPECTION = ANNUAL SAVINGS

Have Your Annual Inspection Completed by

SAVINGS

Cutter Aviation DVT's Full-Service FAA Repair Station and enjoy an additional \$.10 per gallon discount on our full-service fuel at DVT for the next year -- an annual good for 12 months and a fuel discount too! This discount will be added on to our already great based customer fuel price at DVT if you call Deer Valley your home! Call us today!




PHOENIX DEER VALLEY (DVT)
WWW.CUTTERAVIATION.COM

Call: 623.581.1444 for info.
Cutter Aviation DVT - 530 W Deer Valley Road - Phoenix, AZ 85027



DVPA Membership Status

As of December 2010

603 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 Merchandise

DVPA
Travel Mugs

DVPA
Shirts and Caps



Available at

Deer Valley
Flightbag

In the terminal building



DVPA Membership Renewals

The DVPA membership year is from **November 1st** through **October 31st**. If you haven't renewed your DVPA membership, please fill out the membership application form using the "Join Us" link on the website and return it to DVPA with your dues. Please include your email address.

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.

Do you have questions, comments or suggestions for DVPA communications products? Send your message to:

communications@dvtpilot.com

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.



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

