



Arizona Pilots Association

<http://www.azpilots.org>



NEWSLETTER

2010 Jul - Aug

Asa Dean, Editor

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President's Report

Nancy Benscoter



The old saying of “time fly’s when your having fun” has held true for the month of July. Especially for those of us who were able to escape the desert heat at the end of the month by playing in the cool weather of Oshkosh, WI at the EAA Airventure 2010. There was plenty to see, from the new flying cars to the classic war birds and everything in between. I have included a few pictures from my trip. I hope you enjoy them. New to the newsletter this month is a couple of reports from airports around the state that I have solicited to help you stay in touch with what’s going on. If there is something going on at an airport near you, let us know or have your local airport manager contact us so we can help get the word out and promote your airports event(s). Note that this is not intended to replace any NOTAMS or replace gathering information at your airport of destination.

Fly Safe, Nancy Benscoter, APA President

Executive Director's Report

2010 August - Jim Timm, Executive Director

The hot, humid monsoon summer weather is upon us and as a result there has been a corresponding slow down in aviation activity. Fortunately I was able to get away and take in the entire week of the EAA AirVenture in Oshkosh. If you haven't attended this event you have to place it on your must do list. This is a place where you may see an airplane that you thought was extinct has been restored to better than new condition or a new cutting edge technology airplane or concept on display. Also, with all the aviation vendors there, it's a great place to be able to see what is new, ask questions and examine a product before buying it. There are informative forums running all day every day on any aviation subject you could possibly imagine.



Days before the event they had a LOT of rain and everything was rather soggy for opening day. The airport was closed Sunday and airplanes were diverted to nearby Fond Du Lac and Appleton airports until some of the parking areas could dry out. By Tuesday most of the aircraft parking areas had sufficiently dried and planes came in. For the entire week of the event the weather was outstanding. In spite of the damp start it turned out great. Attendance may have been down a bit because of the preceding wet weather and the down economy, but there were still a lot of neat airplanes to see.

FAA Administrator Randy Babbitt spoke at a Meet-the-Administrator forum before a standing room only crowd. Babbitt expressed strong support for the continued availability of avgas. The availability of avgas or an equivalent fuel is an issue of concern because of efforts to eliminate leaded fuels, according to Babbitt. He assured everyone, the FAA has a good working relationship with the EPA in dealing with the avgas issue.

Babbitt returned to the theme again this year of professionalism among general aviation pilots and it was his opinion everyone responded to last years call as statistics showed that fatal accidents were down 13% in 2010 over the equivalent period last year. Among the accident causes, Babbitt cited accidents in amateur built high performance aircraft the pilot was not adequately trained to fly. He suggested, "We should all ask ourselves, every single flight, am I prepared today?" Babbitt strongly advocates recurrent training. This is part of flying like a professional.

In discussing NextGen, whose rules will require GA aircraft to be equipped with ADS-B-out capability by 2020, Babbitt commented that we need to realize that we are moving into the digital age and how the FAA handles aircraft surveillance and communications will be changing and more airports will be available with precision instrument approaches or non-precision approaches where none presently exist.

Fortunately, at AirVenture, many of the FAA divisions are present. Thru a contact I have in the AeroNav Services (charting) office, two members from the Arizona Safety Advisory Group and I sat down with FAA representatives to discuss possible revisions to the PHX Terminal Chart to more clearly define the boundaries of the Luke SATR and the contact information. With luck, we may see the changes in the next charting cycle. Also discussed were ways restricted areas could be depicted to make them more easily identified. This item is more of a nation wide issue and will require a more formal rigorous approach and was beyond the scope of our small meeting.

Once again, Let us know how the Luke SATR is working. If you encounter problems using the SATR please let us know, noting the date, time of day and the problem encountered. With the contacts we have

with Luke AFB we can try to get the problems worked out and make things work more smoothly and safely for all of us.

It was interesting to see some military UAVs on display and personal available to discuss their operation. I was advised that Predator UAVs in Arizona have only been operating within the Ft Hachuca restricted area and within the Class A airspace above it. Sensor technology has developed sufficiently to permit monitoring border activity from Class A airspace. What we do have to be careful of is remaining clear of the R2310 near Florence Junction. There is intensive small (2-1/2 ft to 4 ft span) tactical Army UAV training going on within that area on a daily basis.

Next month I would like to touch on information gathered at AirVenture concerning the new 406MHz ELTs and ADS-B-out equipment.

We continue to be involved with several airports in the state in the process of updating their Airport Master Plans representing the general aviation user and their needs in this process.

Please try to fly friendly and follow the noise abatement procedures at the airports you fly out of. Noise issues continue to be a “hot issue” at many of the airports around the state.

For places to fly for breakfast, the fly in breakfast at Casa Grande Municipal Airport is the fourth Saturday of the month. Something to note, the breakfast is served in the air conditioned terminal.

Also important to note: All FUEL PRICES DURING THE CASA GRANDE BREAKFAST will be reduced by 10 cents below their already low posted prices.

It's summer, so please watch the density altitude.

Fly Safe.

Jim Timm

Executive Director

Runway Incursions & Other Stuff

by Howard Deevers, CFII

This past month the FAA Runway Safety Team made rounds in Arizona. First in Prescott, then Phoenix, and finally in Tucson. In Tucson we had about 50 people attend and I understand that there were more at the other locations. The FAA continues to try to educate pilots to avoid runway incursions. The Team had a very informative presentation with the title of: IF YOU HAVE CROSSED THE LINE, YOU HAVE CROSSED THE LINE.

From the title you might think this would be a silly presentation. It was not. Runway incursions continue to be a problem at control tower airports. The FAA Runway Safety Team is doing all it can to reduce these incidents. The FAAS team is also being asked to discuss this at every seminar we have. I can't think of anything more embarrassing than to have an incident with my airplane while still on the ground. You would think that just paying attention would be enough, but there are a lot of distractions as we taxi out for take off.

One of the big distractions comes from setting up you radios or GPS during taxi. Almost like doing text messaging while driving your car. That seems to get a lot of publicity these days, and some places are



making it illegal to text message while driving. Since the FAR/AIM already weighs 2 pounds, we don't need to add any more to it, so set your GPS before you taxi or after your run-up to avoid any conflicts on the ground.

There will be new terminology at your airport from now on. You will not hear: "Taxi to _____" in your instructions from the ground control any more. When you tell them you are ready to taxi, they will respond with: "Runway _____, taxi via, Alpha, Delta, and hold short of all runways." You can no longer cross ANY runways without permission from the tower. So, when you approach any runway, hold short of it, and wait for, or ask for permission to cross it, if necessary. As always, if not sure about anything, ask. You can also request progressive taxi instructions on a field that you are not familiar with.

The OTHER STUFF:

Pilots continue to play a "guessing game" with ground control, tower control, or approach control. We hear pilots call ground: "Tucson Ground, Cessna 123AB." The ground control has to respond. Then the pilot will make a request without providing information to the ground control. "Cessna 123AB ready to taxi." The ground control has to ask where the plane is and where do you want to go? Does that seem silly to you. It happens every day. This happens in the air also, and even calling Flight Service.

When you make a call to ground, tower, or ATC, or FSS, give them at least some basic information; like who you are, where you are, what you want to do, and that you have the ATIS information. I have listened to pilots try to get a briefing from FSS and I know that the briefer has to play "20 questions" with the pilot before he can help him. All of these un-necessary exchanges tie up the frequencies needlessly. Know what you want to say in advance and say it.

One of the best ways to learn how to communicate is to listen to the "pros." They make mistakes too, but for the most part they keep the call up and responses to a minimum. Listen to them and learn. Fly like a pro!

Check the ARIZONA PILOTS ASSOCIATION web site: www.azpilots.org for seminars coming in your area. Attend when you can and work on your WINGS!!

Howard Deevers CFII
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520-877-3201

The Next Revolution in Training Technology

by Bob Littlefield

In my new book "Glass Cockpit Flying" (which, I am pleased to report, is "taking off") I talk about how the personal computer and the Internet have revolutionized the way academic information (ground school) is delivered to flight students. We are poised to experience another revolution in training technology, this time brought to us by the introduction of the smartphone and the tablet computer.

When I started learning to fly in 1973 ground school was conducted via classroom training supplemented by individual study of printed documents. The next improvement to be introduced was the video tape based ground school. These courses had two big advantages over classroom training. One advantage was the ability for the student to watch the sessions at times and places which were convenient to the student instead of having to attend classroom session held at fixed places and times. The other advantage was the ability of the student to



replay and review whatever sections of the course he desired, again at times and places which were convenient to him. Video tape based ground schools did have one big disadvantage relative to classroom training, which was the inability of the student to interact with the instructor to ask questions or clarify lessons.

The next step in the evolution of ground school training was the introduction of computer-based courses. Originally these courses ran on terminals connected to mainframes or minicomputers, but with the introduction of personal computers these courses became available to general aviation pilots. Usually distributed via CDs and supplemented by printed materials, these computer-based courses had all the advantages of video tape based courses plus they offered some limited level of interactivity. With the introduction of the Internet and email it became possible to incorporate some level of limited interaction between student and instructor.

The general availability of broadband Internet access has allowed the introduction of the latest step in the evolution of ground school training, the online training course. Online training courses offer all of the advantages of earlier computer based courses, plus they can be accessed anywhere, anytime, and on any computer where broadband Internet access is available.

The latest step in this process is the evolution of the mobile phone into a small, portable, always-connected computer. The technology of their processors, screens and input devices has improved to the point where users can perform useful work on them. And, with the advances in wireless and cellular service, these devices can be connected to the Internet anywhere and anytime.

Of course, these devices are revolutionizing more than just how pilots access training. But for those of us in the aviation training business these developments offer powerful new tools to keep our students better trained, better informed and more current. And they offer pilots powerful new tools for keeping on top of the ever-increasing amounts of information required to fly safely in an era where everything about flying is becoming more complex.

Bob Littlefield
CFI, CFII, MEI, AIGI, A&P
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Safety Seminars

by Fred Gibbs

[Click this link to see the seminars on the website.](#)

APA Membership

If you are not a member of APA you are encouraged to join and help us keep General Aviation available, safe and fun for all. Your support is very much appreciated. For details and to sign up, please visit our website

(http://www.azpilots.org/how_to_join.htm) where you can use PayPal. The dues are \$25.00 per year, per member with additional household members for \$5.00 each, per member per year. Save with the 2-year rate which is \$45.00 or the 3-year rate is \$68.00. If you have questions, contact Nancy Benscoter at nanbabi@aol.com or call 480-580-0974. Please send your application and check to:

APA SAFETY PROGRAMS 2010 SCHEDULE				
DATE	LOCATION	SPONSOR/LOCATOR	TOPIC	INSTRUCTOR
Saturday morning APRIL 24, 2010 10:00AM	WILMINGTON	Being worked on		HUMAN FACTORS Jeff Krasner
Saturday morning MAY 22, 2010 9:00AM to 1:00PM	CHANDLER		ANNUAL BUSINESS MEETING CRANDLER AVIATION HANGAR 3375 S. Wilson Way Chandler Airport .. GUEST SPEAKER .. Sergei I. Shvachky	
Saturday morning JUNE 12, 2010 10:00AM	BILLINGS MONTANA			IDENTIFY AIRCRAFT, TOWNS & RUNWAY SAFETY
Saturday morning JULY 10, 2010 10:00AM	PATSON			TBD
Saturday morning AUG 14, 2010 10:00AM	PHOENIX			TBD
Saturday morning SEPT. 18, 2010 10:00AM	MOHA			WEATHER WISE Part 2 - WEATHER WATERS
Saturday morning OCT 3, 2010 10:00AM	TUMACACI			WEATHER WISE Part 1 - BASICS
Nov. 21 - 22, 2010	CASA GRANDE	COPPERSTATE FLY-IN		Medical Considerations for sport Pilots
Saturday morning NOV. 14, 2010 10:00AM	TUCSON ARIZONA			TBD

Arizona Pilots Association, P.O. Box 61242, Phoenix, AZ 85082. You can also help APA by purchasing some of our logo items, **Caps, T-Shirts and Patches.**

Caps, T-Shirts and Patches



These t-shirts are soft & comfortable. Perfect for your next fly-in. They are available in large or extra large. Only \$18.00. Caps \$12.00. Patches \$3.00. Contact Nancy Benscoter at nanbabi@aol.com or call 480-580-0974 to order your caps and t-shirts. You may also contact any APA board member if you have questions or need additional information concerning caps and shirts.

APA Website

Nancy Rogers

Please visit our website for the latest information.

<http://www.azpilots.org>

Newsletter Authors

Monthly Deadlines

- 13th Authors submit articles & advertisements to the editor
- 19th Deliver to Mass Mail Coordinator



Arizona GA Airport News

Springerville Municipal Airport D68 Update 08/09/2010

The Main Runway 3/21 will remain closed until mid-September 2010 due to the continuing paving project. However the Crosswind Runway 11/29 is open.

We do anticipate a closure of the airport as the project crosses the runway intersection and will provide those dates via our website www.springervilleair.com and NOTAM as they become available.

Current fuel prices: 100LL \$3.88 Self Serve - \$3.99 Full Service
Jet A \$3.48 Self Serve - \$3.55 Full Service

Springerville Municipal Airport
905 W. Airport Road
Springerville, AZ 85938
Phone: (928) 333-5746
Hours: Mon - Sun 8:00AM – 4:00PM
After Hours on Call 365 24/7 : (928) 245-0151
<http://springervilleair.com/>
AWOS: 928-333-5716

Sedona Airport (SEZ)

The Sedona Airport (SEZ) Restaurant is now closed. The Sedona Airport Authority has plans to build a new facility and restaurant on the site. Read about the ground breaking of the new Sedona restaurant and see an artist sketch at <http://www.sedona.biz/ground-breaking-sedona-airport-restaurant061610.php>

Advertisements

Policy

As a benefit to **current members** you may advertise **aviation related items** that are **owned by you** in the APA Newsletter. Maximum size of the ad is to be 80% of the page. Resizing is at the discretion of the editor. We can now extend this to our members since we no longer have the magazine, America Flyways. The following copy-ready formats are acceptable: PDF, JPG, Word document (DOC) or Open Office Writer (ODT). Please email your ad to our membership coordinator at apamembers@yahoo.com.

FOR SALE (OR PREFERABLY PARTNERSHIP)

Diamond DA-40 180 Star (built 2006, matriculated 2007)

- TT 1000 hours; TBO 2000
- Garmin G1000 glass cockpit with SafeTaxi, XM weather and radio, airways
- integrated Garmin gfc700 autopilot!
- low wing; composite airframe
- 50 gal tanks, Avgas 100LL
- cruise 130 – 140 KTAS; avg consumption <8 gal/hour
- based KSDL but willing to move to another airport in Valley
- owners (instrument rated) hoping to share in partnership or sell.
- Blonde not for sale...



Please inquire at renzocataldo@cox.net or call 480.563.8566

Powered Parachute

Turner <info@PrescottShedandGarage.com>

Prescott, Az. 86304
Phone: 928-308-2228
Fax: 928-778-9524

Powered Parachute For Sale Or Parted Out. Pictures And Info. At This Link:
www.PrescottShedandGarage.com/ppc

