



Arizona Pilot's Association

<http://www.azpilots.org>



NEWSLETTER

2008 November

Asa Dean, Editor

Membership rates

Board of Directors

Note to our members – The Arizona Pilots Association Board of Directors recently voted to change our membership rates. Please note that the new rates will be as follows when you receive your renewal letter. \$35 (1 yr), \$65 (2 yrs), \$90 (3 yrs)

Back Country Update

Bob Carter

Tuweep (Reference the e-mail from Arv)

Mike Ebersole (Chief Pilot for Grand Canyon National Parks and the US Forest Service) has forwarded the Special Use Permit/Agreement and the APA Maintenance Agreement to the Department of Interior Solicitor's Field Office in Santa Fe. The Solicitor has reviewed the documents and will forward their comments to Mike who will advise on how they plan to proceed.

Chapman Ranch Airstrip

The rains last spring created an abundance of grass on the airstrip. Thanks to Jerry Sherrill, who had the grass mowed, the airstrip is in great shape. Also, thanks to Jim Schumacher and his wife for airstrip maintenance, including painting the segmented circle and furnishing a beautiful picnic table for visitors use.

Copperstate Fly-in Back Country Forum

The APA Back country Forum was well attended and we had a special guest, Dan Prill, Director for the Recreational Aviation Foundation, who offered some encouraging words in our continuing attempts to access the back country airstrips. The RAF has devoted countless hours to supporting and guiding the efforts to reopen Tuweep. To help accomplish that goal, the RAF funded the archaeological study and secured an insurance underwriter to provide the \$5M liability insurance, both items required by the State of Arizona who owns the property.

Dan suggested that the APA inventory the back country airstrips in Arizona similar to the airstrip data base developed by the Utah Back country Pilots Association. Anyone who wants to share information on back country airstrips can forward the information to Bob Carter who is compiling the data.

An MFD on your knee Garmin's 696

Read about it here:

<http://blog.aopa.org/blog/?p=588>

Baja Alert! - ELT Requirement Baja Bush Pilots

Mexico has further defined their requirements for the 406 MHz ELT that is required for aircraft operation in Mexico after July 1, 2009 or earlier if your 121.5 ELT has its battery changed. Per our interpretation, they are allowing four classes or "types" of 406 ELT.

Visit the Baja Bush Pilots Web Site at www.bajabushpilots.com for the full story.

Tucson International Airport Howard Deevers

October 11, 2008, Tucson International Airport celebrated their 60th anniversary. It was also the 50th anniversary of the Tucson Control Tower. The Tucson Control Tower is so distinctive because it has TUCSON in neon lights on two sides of the tower.



The day was very windy, and had a little rain. That may have kept some people home, but a good number did come out to see the events. The Air National Guard presented an honor guard and an F16 Fly over at 10:00am. There were static displays of aircraft by the Civil Air Patrol, and Wright Flight, along with an F-16 and a DHS helicopter for people to walk around and speak to pilots about. The fire department also had equipment on display.

Inside the Executive Terminal, Barbara Harper had a Film Festival with old movies about flying. To make it even better, she arrived in costume. She collected donations for the Arizona Pilots Association at the shows.

In the main terminal building there was live entertainment at 3 different times of the day, and a cake cutting, with free cake, coffee, tea, and other gifts. At 1:00pm Patrick Woida, Optics Engineer for the Phoenix Mars Mission, from the U of A, gave a very nice presentation on the Mars Mission, and what has been learned, and what the future holds.

The APA members that stayed overnight went to dinner with the local members at Pinnacle Peak, a favorite Tucson steak house. Patrick Woida joined us for dinner too, and we were able to get even more information from him on the Mars Mission.

In spite of the wind and weather, it was a good event.

Howard Deevers CFII
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The Breakfast Club

December 13

Seligman, 122 miles from Phoenix. For more, see the website: www.ScottsdaleBreakfastClub.org

Lost in Bravo Space

Checkout this story

Last week a friend and I decided to fly down to the Copper State Fly In. He'd not flown through class Bravo over Phoenix, so we used this opportunity to gain that experience. Click here for more: <http://www.flyprescott.com/news>

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 Bencoter 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.

WX Forecasters love PIREPS

Ed Chauza

This past month, Phoenix, AZ was the host to the annual Southwest Aviation Weather Safety Workshop (SAWS). This is a workshop drawing aviation meteorologists, from all over the nation, together for a two day workshop of mini-seminars and discussions. I attended this year after seeing the event advertising for several years. The first day is advertised for the General Aviation (GA) pilot



It was an excellent event and I would encourage every GA pilot to seriously consider it if you have a penchant for increasing your aviation weather knowledge. You will hear directly from forecast originators, the National Weather Service, about forecasts we as pilots trust and follow. I

attended thinking one can never become "too educated" on weather. With the National Weather Service providing the majority of seminars, I knew they would talk about technology well beyond the "Rock on a rope" weather forecasting system "you know if the rock is wet, it is raining or if it is white, it is snowing".

The seminar was advertised for GA pilots, but unfortunately very few were in attendance. I heard several presenters say forecasters needed more "Pilot Reports" (PIREPS). There was one statistic that stood out and that was for a typical day, forecasters may receive <100 PIREPS and they said this is low compared to the number of pilots flying. I just had to ask, "What are you guys doing with the PIREPS? - - they said, well they use them to cross check their forecasts and use them to adjust or correct them. An example, is an icing forecast. Forecasters will release it for a length of time and if they hear no responses then it stays. If they get a PIREP showing something different they may amend it and if no icing is present may cancel it allowing pilots to legally fly into the airspace. Without this information, they have no factual feedback other than the weather soundings conducted at designated locations in the US. PIREPS are not the only form of feedback to forecasters as many air carriers have technology that

automatically reports in flight weather data. Sometimes these are proprietary systems and the data cannot be shared across the system like a pilot PIREP can be.

I said that to my knowledge, many GA pilots provide PIREPS only during adverse weather and that is to alert other pilots in the area about what they are experiencing. My understanding is they go to ATC Center and then grade off into the ether with time and went no further. (Understand, most of these guys have no idea about GA and think all aircraft have deicing, radar and fly in the flight levels.) The question was asked, do you want PIREPS when the weather is good and it was a resounding YES.

Bottom line, the forecasters are looking for PIREPS as a quality check to tune and adjust their forecasts. We as GA pilots, for the most part, are unaware PIREPS are an integral part to weather forecasting. Therefore, GA pilots through PIREPS provide a valuable service and should be encouraged to submit them. There is the standard salutation to your FSS briefing "to file a PIREP". I think most pilots treat that as a "Have a nice day." If you have a chance to attend the SAWS workshop, I recommend it highly- -you won't be disappointed.

Ed Chauza
Vice President-Arizona Pilots Association
President-Deer Valley Pilots Association

Executive Director's Report

November, 2008

The problem of proposed tall buildings near airports continues. Per information we have received, there is a proposal to build four tall buildings, one of which would be 492 feet tall immediately South of the Cardinal Stadium. It appears the Glendale City Council may be in favor of the project. The FAA has already determined the proposed buildings would be a hazard to air navigation. The City council will be acting on the proposal in the very near future and we can only hope the council will listen to the FAA and the concerns of the pilots. To move this proposal forward would most certainly be to the detriment of the airport in it's future development.

The dead line is rapidly approaching for comments on the Luke AFB Special Air Traffic Rules (SATR) proposal. APA is working on a response to the proposal and we are questioning if the proposal is the best response to a reported problem of near misses between general aviation aircraft and military aircraft landing at LAFB.

We are still actively involved with the State Airport System Plan study. We are continuing to work with several airports in the state that are in the process of updating their Airport Master Plans, by representing the general aviation users needs. We attempt to make certain that these needs will be met in the course of the airport's development. The latest airport master plan update we will be working on is for the Eric Marcus Municipal Airport in Ajo, Arizona.

APA will continue to work with a committee providing assistance to the consulting firm performing an FAR Part 150 Noise Study for the Chandler Municipal Airport and we also represent the users on a noise committee for Falcon Field.

Lets all fly safe and enjoy the cooler weather.

Jim Timm
Executive Director

APA Website

Nancy Rogers

Please visit our website for the latest information. <http://www.azpilots.org>

Upcoming Safety Seminars

SATURDAY

November 21, 2008

9:00AM RYN

ASOS vs. Thunderstorm reporting

SATURDAY

December 12, 2008

9:00AM CHANDLER

FAA RUNWAY INCURSION

Newsletter Authors

Monthly Deadlines

- 13th Authors submit articles to the editor
- 17th Editor submits draft for approval
- 19th Final approval from President
- 20th Publisher delivers email to membership