Arizona Pilots Association

http://www.azpilots.org

NEWSLETTER

2009 May

Asa Dean, Editor

Executive Director's Report

May, 2009 - Jim Timm, Executive Director

For those of you who missed the APA Annual Meeting, you missed a good one. Howard Deevers, Fred Gibbs and the Tucson group put together an excellent meeting. While it may have been a warm day, the Pima Community College Hangar in Tucson was cooled and exceptionally comfortable. The Continental Breakfast provided by AOPA was a great way to kick things off. The featured speaker, AOPA Vice President Melissa Rudinger, provided some eye opening insight into what was going on in Washington and information on the continuing fight against user fees.

The Annual APA Directors election process was started with the nomination of candidates for the open Board of Director positions. Three positions are open and the candidates nominated for these positions are, Dr David Bryman, Fred Gibbs and Tommy Thomason. To simplify future elections. a motion was made and passed to change the APA By Laws to nominate directors before the Annual meeting and conduct the election of directors at the annual meeting, beginning with the 2010 Annual Meeting.

We are continuing to be active in working with several airports in the state updating their Airport Master Plans and represent the general aviation users needs in this process. We attempt to make certain that these needs are met in the course of the airport's development. Currently in process is an update for the Ajo Eric Marcus Municipal Airport, Winslow - Lindbergh Regional Airport, and the Coolidge Municipal Airport.

Have fun and Fly Safe.

Maximum Performance Takeoffs And Landings...

Bob Littlefield

Maximum Performance Takeoffs And Landings In Glass Cockpit Airplanes. One of the challenges of instructing in glass cockpit airplanes is insuring that my students remember that there is an airplane underneath all of that glass. The most advanced Cirrus SR22 or Columbia 400 is more than a collection of cool hardware and software. It is still an airplane that obeys the same laws of physics as the most basic Light Sport Aircraft. In addition to pushing all of those buttons, pilots of glass cockpit airplanes still must be proficient at their stick-and-rudder skills in order to fly safely and efficiently.

One challenge that is a particular issue with glass cockpit airplanes is maximum performance takeoffs and landings. Most pilots of glass cockpit airplanes do almost all of their flying from airports with long, wide, flat, paved runways. There is a good reason for this, which is

that airplanes like the Cirrus and Columbia (now the Cessna Corvalis) are not well suited for operating out of short, narrow runways. Their high wing loadings and sleek aerodynamics give them fast approach speeds and high sink rates. In addition, their fast cruise speeds and sleek aerodynamics require precise planning from their pilots in order to transition these airplanes from fast, high cruise flight down to the appropriate altitudes and airspeeds for traffic patterns and landings. When I transition pilots into these airplanes I make it a point to stress these characteristics, especially with pilots who are transitioning from more conventional general aviation airplanes.

This is not to suggest that pilots of glass cockpit airplanes can simply ignore developing the skills for successfully executing maximum performance takeoffs and landings. In an emergency that requires an off-airport landing, not having these skills can make the difference between a merely scary experience and disaster. And in Arizona, the summer heat and the high elevations of some of our airports (especially $100-hamburger favorites such as Sedona and Payson) can turn what would be a normal takeoff or landing in December into a maximum performance takeoff or landing in July.

That's why I include maximum performance takeoffs and landings not just in my transition training but in the on-going training I give to my students. I have many pilots who fly with me regularly in order to keep their skills current. I try to present them with a variety of scenarios that both keep the training interesting and also enhance their flying skills. With the Arizona summer upon us (the mercury has already climbed above the century mark in the Phoenix area) I am working with these pilots on their maximum performance takeoffs and landings skills.

A good example of how I accomplish this goal was the training flight I recently took with one of my clients who flies a Cirrus SR22. Typically she flies IFR cross country, and we maintain her proficiency by flying on IFR flight plans to a variety of airports with different types of approaches. For this flight I had her plan a round-robin VFR cross country flight starting at Phoenix Deer Valley (DVT) with landings at Bagdad (E51) and Seligman (P23) and then return. E51 and P23 are perfect for practicing maximum performance takeoffs and landings since they both have short, narrow sloping (in the case of E51 almost undulating) runways. The icing on the instructional cake is that they also are both surrounded by challenging terrain. This is especially true of Bagdad which, in addition to having mountains in all quadrants, has a huge, deep open-pit copper mine just west of the airfield.

The flight went well and accomplished the goals I had set. The student had the opportunity to apply her academic knowledge of maximum performance takeoffs and landings in controlled but real-life situations. I also gave the student the opportunity to refine her judgment skills by putting her in situations where the correct decision was not how best to make a takeoff or landing but whether or not to attempt the maneuver at all.

I must admit that I have a personal interest in emphasizing maximum performance takeoff and landing skills in glass cockpit airplanes. In my 4200+ hours of instructing the only student I trained who ever went on to have an accident was a pilot who purchased a used Cirrus SR22 and came to me for transition training. As I do with all of my students I asked him what kind of flying he planned to do with this airplane. He told me that most of his flying would be IFR cross country, but that occasionally he would be flying to a short grass strip in a rural area of the Midwest (surrounded by trees, no less!). I told him bluntly that his new SR22 was not suited to that type of operation and that he should not use it for that purpose. During his transition training I showed him how to best perform maximum performance takeoffs and landings in his SR22 while strenuously emphasizing the limitations of his airplane in this respect.

Sadly, he did not heed my advice and a few months later tried to land his SR22 on that grass strip, right after a rainstorm no less! Predictably the SR22 touched down on the short and now rain-slicked grass strip and went off the end of the runway into the trees. Fortunately no one was injured, but the airplane sustained substantial damage.

Of course, the mistake this pilot made was not a lack of proficiency in executing maximum performance takeoffs and landings but a lack of judgment as to when not to attempt such a maneuver. Proving once again that, while knowledge and skill are important, good judgment is still the most important characteristic of a safe pilot.

Instrument Pilot Written Exam Prep

APA member and Gold Seal CFII Bob Littlefield will be holding an Instrument Pilot written exam prep session at Scottsdale Airport on Saturday and Sunday, June 27th and 28th, 8:30 A.M. to 5:30 P.M. each day. The cost is $300, which includes all of the materials needed for the course. For more info or to register, contact Bob by email at bob@flightskills.com or by phone at 602-228-9145.

First Time Into Chapman Ranch

Dr. Andy Elliott, Mesa, AZ

I made it to Chapman Ranch for the first time in my Zodiac 601XL taildragger for the APA fly-in on April 25th. Here are a few comments about the strip. Please note that conditions on unpaved strips can change significantly with time, weather and occasional maintenance! You should always make a low pass over the strip to make you own assessment before landing.

I found the Chapman Ranch airstrip right at the coordinates listed on the APA web site. The runway is listed at 3086' x 50', at 5115' MSL. The runway directions are 01/19 and patterns are flown on the East side (left traffic for 19, right traffic for 01). The approaches are wide open for 19, while they are slightly less so for 01, but still I would say there are no approach or takeoff flight restrictions.

The surface is listed as "gravel", but in reality was medium soft red dirt with a lot of small-to-medium (2-4") rocks mainly embedded in the surface, but some loose. The center part of the strip is much nicer than the ends, and the West side is much nicer than the East. It is significantly rougher than some of the other private dirt runways in the state, which are really smooth, flat and clear. The strip slopes slightly up (~1°?) for landing in either direction, with the center being more flat. There is a very slight downward grade across the strip, East to West, which is not really noticeable. You definitely do not want to go off the sides, as they are very rough.

The day of the fly-in, we had everything from an RV-6A, with 5.00x5 main tires and wheel pants (!), through more or less stock Cessnas and on up to more standard "bush" planes with large tires and lots of prop clearance. So, clearly the strip is usable by nearly all aircraft. However, I would recommend that planes with smaller tires, and especially those with wheel pants, definitely avoid the first 500' on both ends and stay on the west side. Regardless, a reduction in tire pressure is probably in order unless you have stroking gear.

Parts of the parking area near the center of the strip are quite rough and there are hard-to-see tie-down tires, so until you have been there once and know where to go, or unless there is someone there to direct

you, I'd recommend clearing the runway on the "taxiway" and getting out to choose a taxi path and tie-down location. Of course, this might not be necessary if you have a plane really set up for back country flying.

All in all, a big thank-you to the APA for opening this strip in some of the prettiest country in Arizona.

Andy Elliott, Mesa, AZ
N601GE, 601XL/TD, Corvair

AEROZONA PARTS AND AIRCRAFT MAINTENANCE

Annual Inspections – Modifications – Repairs – Avionics Installations – Electrical Installations

Mobile aircraft maintenance, we come to your airport. Full Annual Inspections and Owner assisted Annual Inspections. 30 Years of experience in General Aviation Maintenance and Modifications. Licensed and Insured. Bill Cassels A&P Inspection Authorization. Maintenance scheduling 602-314-7443. Please visit our store located at 21629 N. 9th Ave Suite A across from KDVT or call Karen Cassels at 623-5871-6190.

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

APA in ePilot

Arizona pilots get word on GA Serves America

By Thomas A. Horne

AOPA Vice President and Assistant to the President Melissa Rudinger with Arizona Pilot Association President Tommy Thomason.

More than 100 pilots attended the Arizona Pilot's Association annual meeting May 10 at the Pima Community College's aviation hangar at Tucson International Airport. Melissa Rudinger, AOPA vice president and assistant to the president, delivered the keynote speech about the association's GA Serves America Campaign. GA Serves America was established to educate lawmakers, opinion leaders, and the media about general aviation's central role in the air transportation network and its economic asset to the nation.

The Arizona event kicked off a national GA Serves America speaking tour that will continue through the year. The outreach also involves distributing DVDs and brochures to counter the negative image of private aircraft as "toys for the rich," to counter arguments for user fees and tax increases, and to fight onerous security regulations and urban pressures on small airports.

Rudinger also spoke about GA Serves America in California at the Transportation Research Board's Seventh Annual Aviation Symposium in Monterey and at Oakland's Air Route Traffic Control Center.

May 13, 2009

Tracon Traffic Tip

Phoenix Gateway Airport (IWA)

Please see this link on the APA Website for an important safety tip regarding IWA traffic and how traffic mixes with other airports nearby.

http://www.azpilots.org/traffic_patterns_at_iwa.htm

The Arizona Pilot's Association

The Voice of General Aviation for Arizona

TRACON TRAFFIC TIP

PHOENIX GATEWAY AIRPORT (IWA)

To All,

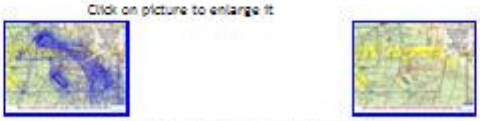
Attached below are graphics showing an area where extra traffic vigilance is recommended.

Background: Large Turbojet traffic is increasing at IWA. These aircraft, when departing RWY 30, are initially assigned a right turn to heading 090° and a climb to 4,000MSL. The reason for this is the proximity to PHX traffic. When PHX is landing to the west, PHX arrivals from the south and on extended downwind are assigned 5,000 MSL to be retained in the Class B Airspace over IWA. Therefore it is not uncommon for Large Turbojet aircraft departing IWA to level at 4,000 MSL until beyond the PXR 20 DME arc before continuing climb.

Aircraft operating in the area within the circled area below 5,000 MSL on the attached graphics should exercise extra vigilance for traffic conflicts. When the hot weather returns, climb rates will be reduced and departure traffic at lower altitudes can be reasonably expected.

The TRACON frequency for the airspace east of IWA is 124.9. However this sector is frequently combined to the 123.7 sector until traffic requires it being split. Initial contact on 124.9 will put you in contact with the controller that has responsibility for that airspace.

Click on picture to enlarge it



Large Jet Departures off rwy 30

Curtis Strickland
PHX TRACON
Airspace and Procedures
602-306-2519 desk
602-220-1716 fax
curtis.strickland@faa.gov

Fly Friendly Zone (FFZ) around Falcon Field (FFZ)

Submitted by Nancy Rogers

See the high quality PDF on the website's Latest News page:
http://www.azpilots.org/Latest_News.htm or click this direct link:
http://www.azpilots.org/PDF%20Files/Fly%20Friendly%20Brochure_REV%204.09.pdf

Falcon Field Airport (FFZ)

www.mesaaz.gov/falcon_field
Field Elevation 1,394 ft MSL
Location: N 33°27.65' W 111°43.70'

Falcon Field Noise Abatement Program

It is an important goal of the City of Mesa to be sensitive to the concerns of residents living near the airport. Your compliance with our noise abatement practices is extremely important in maintaining goodwill between the airport and its neighbors. Thank you for your cooperation.

2009 PILOT GUIDE AIRPORT LAYOUT MAP
FALCON FIELD AIRPORT (FFZ) MESA, ARIZONA

FALCON FIELD NUMBERS (Area Code 480)

Airport Administration	644-2444
Falcon Executive Aviation	832-0704
Heliponents	981-8300
Tango One Aviation	641-5000

Falcon Field Airport "FLY FRIENDLY ZONE (FFZ)" Practices

GENERAL PRACTICES

- *Flight safety is our #1 priority.*
- *No noise abatement practice should ever compromise safety.*
- Heavy residential development surrounds the airport
- Rising terrain northeast of the airport - please be altitude sensitive
- When Class G airspace is in effect (2100L-0600L) use RIGHT traffic for RWY 22, LEFT traffic for RWY 4
- Avoid flying between 9 p.m. and 6 a.m. whenever possible
- Traffic Pattern Altitudes:
  - Light Aircraft: 2,400 Ft (MSL); 1,006 Ft (AGL)
  - High Performance Aircraft: 2,900 Ft (MSL); 1,506 Ft (AGL)
  - Helicopters 1,900 Ft (MSL); 506 Ft (AGL)
- Use appropriate Aircraft Owners and Pilots Association Noise Awareness Steps *www.aopa.org*
- Use appropriate National Business Aviation Association, Noise Abatement procedures *www.nbaa.org*

ARRIVALS

- Use Runway 4 whenever possible.
- Avoid low-level, high-power approaches.
- Fly high and tight patterns. Follow the PAPI.

DEPARTURES

- Use Runway 4 whenever possible.
- Climb as high as possible before leaving the airport boundaries; then accelerate to best rate of climb airspeed.
- If consistent with safety, make the first power reduction at 500 ft.
- Avoid early turnouts when departing on Runway 4R.
- Avoid low-level, high-power departures.

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Falcon Field & Vicinity

CONTACT TOWER PRIOR TO ENTERING CLASS "D" AIRSPACE

TWR (S & E)	124.60	ATIS	118.25
TWR (N & W)	119.70	CTAF	124.60
GRD	121.30	NDB	281 FFZ
PHX APP/DEP	119.20	UNICOM	122.95

CAUTION: FREQUENCIES SUBJECT TO CHANGE. NOT FOR NAVIGATIONAL USE!

A.O.P.A. NOISE AWARENESS STEPS

1. If practical, avoid noise sensitive areas such as residential areas, current assemblies (e.g., sporting events and concerts), and national park areas. Make every effort to fly at or above 2,000 feet over the surface of such areas when overflight cannot be avoided.
2. Consider using a reduced power setting if flight must be low because of cloud cover or overflying controlled airspace or when approaching the airport of destination. Propellers generate more noise than engines. Flying with the lowest practical rpm setting will reduce the aircraft's noise level substantially.
3. Perform climbs, spins, and other practice maneuvers over uninhabited terrain.
4. Many airports have established specific noise abatement procedures. Familiarize yourself and comply with these procedures.
5. Work with airport managers and fixed base operators to develop procedures to reduce the impact on noise-sensitive areas.
6. To maintain aircraft noise within airport boundaries, avoid performing engine runups at the ends of runways near housing developments. Instead, select a location for engine runup closer to the center of the field.
7. On takeoff, gain altitude as quickly as possible without compromising safety. Begin takeoffs at the start of a runway, not an intersection.
8. Reduce the landing gear either as soon as the landing straight ahead on the runway can no longer be accomplished or a soon as the aircraft achieves a positive rate of climb. If practical, maintain best angle of climb airspeed until reaching 50 feet or an altitude that provides clearance from terrain or obstacles. Then accelerate to best rate of climb airspeed. If consistent with safety, make the first power reduction at 500 feet.
9. Fly a tight landing pattern to keep noise as close to the airport as possible. Practice descent to the runway at low power settings and with as few power changes as possible.
10. If a VASI or other visual approach guidance system is available, use it. These devices will indicate a safe glidepath and allow a smooth, quiet descent to the runway.
11. If possible, do not adjust the propeller control for flat pitch on the downwind leg; instead wait until short final. This practice not only provides a quieter approach, but also reduces stress on the engine and propeller governor.
12. Avoid low level, high power approaches, which not only create high noise impacts, but also limit options in the event of engine failure.

NOTE: These recommendations are general in nature; some may not be advisable for every aircraft in every situation. No noise reduction procedure should be allowed to compromise flight safety.