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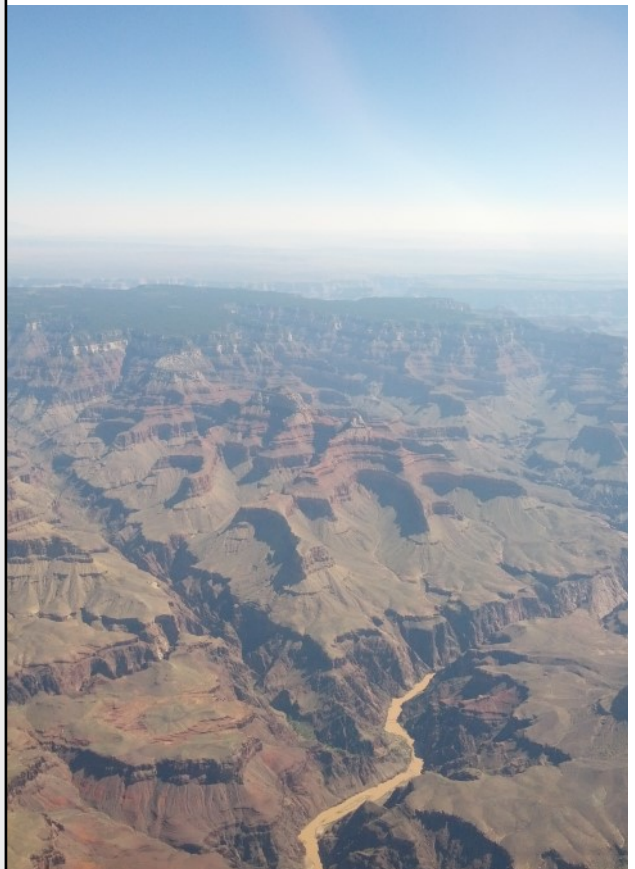
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President's Report

Greetings,

A couple of newsletters ago, I mentioned the Navigation Challenge that APA helped sponsor where pilots flew a fun route around the valley and captured photos of landmarks from clues given. I've thought about the multiple levels of safety something like this can provide pilots. Yeah, it's an excuse to fly where you won't find pancakes or hamburgers, but there's so much more.

I learned to fly with paper charts, pencils, plotters, and the venerable E6-B. On my initial cross-country flights, I was intimately aware of my position over the ground as I methodically plotted my actual course as compared to my planned course. I was in tune with my plan, my plane, wind conditions, and my surroundings. The challenge here was that no GPS was to be used during the flight - this was strictly chart-based flying. Yes, you could use an EFB for the charts, but no GPS input was allowed. Back to PPL days, right? On every one of my flights today, I have at least four GPS devices providing input to my charting tools. It's important to remember how to navigate when GPS isn't available. Yes, it does happen.

This exercise also required pilots to transition through multiple controlled airspaces and communicate with towers along the way. This helps stretch radio skills of pilots who may typically fly in uncontrolled airspace to become comfortable on the radio again. While this could have been planned outside of the Class B airspace, communications requirements were intentional.

Perhaps the biggest benefit this challenge provided was a chance to get out of a comfort zone. Many of us go flying once a week to one of a handful of airports with a regular group of pilot friends. While this helps keep us current, it doesn't do much for competency. This challenge was a different mission type. Different waypoints, locations, airspaces, etc... It highlighted the importance of mixing things up in your flying routine.

Find some new airports. Plan and execute a long cross-country flight. There are festivals, landmarks, and gatherings around the country that our planes and licenses were built to take us to. Take advantage of the amazing destinations that are within a fuel stop or two, and remember why you learned to fly in the first place. Have fun!

Blue Skies,

Brian



Executive Director's Report

Jim Timm — May 2022

It does appear that the summer season is almost upon us. While the flying weather is still pretty good with the cool mornings, I fear that will be changing all too soon. I guess it won't be too long, and we'll be having to get up early to take advantage of a cool smooth flight. So, let's have fun and go flying.

This month's Accident Summary is a bit unusual in that the final item in it isn't really an accident, but an aviation "stunt" gone awry. Perhaps some of you may have seen the coverage of it on the evening TV news. It was the case of two pilots taking off in two airplanes, climbing to altitude, jumping out of them, and attempting to swap airplanes in flight. Well, it appears that all didn't go according to plan. One pilot did make the swap, but the other didn't make it, and his plane bit the dust without him, and he wound up with just a parachute ride. It certainly will be interesting to see how the FAA will react to all this. I wonder if it will wind up in my next Pilot Deviation Report from the FAA. The Aviation Safety Network reported it as an accident, that's why it's in this month's Safety Summary. Next month we'll see if the FAA reports it as an accident also. See my Accident/Incident Summary in the newsletter for more details.



MISCELLANEOUS ITEMS

FAA

As a result of the advocacy efforts by user groups, the FAA announced in April that they will be withdrawing a notice of Proposed Rule Making (NPRM) that would have proposed the adoption of an Airworthiness Directive (AD) that would have been applicable to Grumman American AA-5A and AA5B aircraft. The proposed AD would have required a labor intensive process to inspect for specific delamination beyond what is currently required. Existing maintenance requirements currently require inspection for this delamination, and a Special Airworthiness Information Bulletin may be published, emphasizing the need to "complete these required inspections during the annual inspection."



The Federal Aviation Administration has opened the application process for funding to modernize air traffic control towers at many small municipal airports. The FAA will fund projects that will sustain, construct, repair, improve, modernize, replace, or relocate airport-owned towers and install communications equipment. This funding will help ensure that air traffic is safe and reliable in communities across America. The program provides \$20 million annually for five years within the newly established Airport In-



frastructure Grant program. The grants awarded under this program are at a 100 percent federal participation level, and no airport match is required.

AIRSPACE

In the past reporting period, there haven't been any changes, or proposed changes, that I'm aware of that could possibly impact our flying activity. Let's hope that it stays that way for a while.

Last January the Department of the Air Force (DAF) was preparing an Environmental Impact Statement (EIS) to evaluate the potential environmental impacts of optimizing the special use airspace that is available to support the Air Force missions in Arizona. They explained that they would like to plan on modifying the size and use of their MOAs, and associated Air Traffic Control Assigned Airspace in Arizona, and asked for our specific comments on the impact of these proposed changes. I was advised that the DAF is still in the initial phases of reviewing, and evaluating the comments received, and because several departments of the Air Force are involved in the process, progress will be slow, and we should not be looking for any action on the subject *for at least two years*.

SAFETY

The number of pilot deviations are again up from the last reporting period. It is hard to believe what some pilots will do, and you have to ask yourself why. In some cases, it seems that they may not know what type of airspace they are flying in, or they may be about to enter. In some of the cases it appeared that the pilot didn't know, or understand, what some of the airport markings meant, and what their action should be.

In the past reporting period, which ran from March 12 through April 14, there were twenty-eight pilot deviations recorded by the FAA Scottsdale Flight Standards District Office. These deviations were committed by the full range of airman certificate holders, from private through ATPs, and one case it also included a military pilot. It's surprising that some of these deviations didn't result in an accident. Of the twenty-eight deviations, seven of them were serious enough for air traffic control to issue a Brasher notice to the pilot. When an ATC facility issues a Brasher Notification, future FAA action will be taken, and the controller is giving the airman the opportunity to make note of the occurrence and collect their thoughts for future interaction with Flight Standards.

The summary of the general aviation deviations committed this reporting period are as follows:

Nine IFR Deviations	Five Brashers
Six Class Bravo Airspace Deviations	No Brashers
Four Class Delta Airspace Deviations	No Brashers
One Restricted Airspace Deviation	No Brasher
Seven Runway Incursions	Two Brashers



One Movement Area Deviation

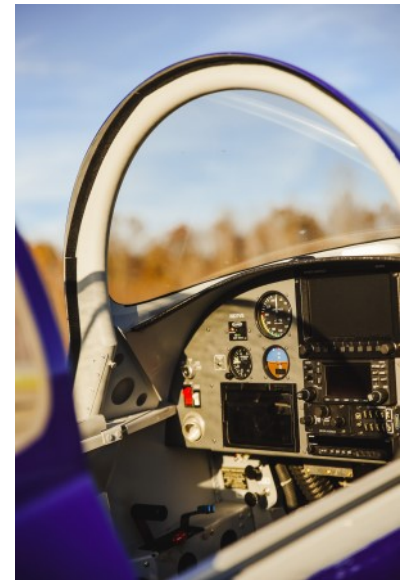
No Brasher

Pilots need to be aware of what they are doing, where they are, and what type of airspace they are in, or may be entering, and always establish the radio communications as required. Pilots should take some time to review the Airman's Information Manual (AIM) and refresh their memory on what the airport signs and runway markings mean, and be prepared to recognize and comply with them. Don't be the pilot that commits a deviation. For the details of this month's deviations, see my Pilot Deviations Report at the end of this newsletter.

Unfortunately, Aviation Safety wasn't the best this past reporting period because of the number of incidents and accidents that had occurred, and that one of them involved a fatality. The rest of the accidents in the reporting period either didn't result in injuries or the injuries were minor in nature. We really need to get the number of incidents/accidents down.

For a detailed report of the accidents and incidents that have occurred, see my Accident & Incident Summary report located elsewhere in this newsletter.

Members, please do continue to send accident information to jtimmm@azpilots.org with the date, location, aircraft make, and type, if anyone got hurt, and with as much detail as possible. Thank You.



CONSTRUCTION

The weather has been warming up, and delayed projects will be starting. As we get back into the consistent warmer summer type temperatures, airport projects will be starting with funding that is available from the FAA and State. Unfortunately, we don't have the latest details on all these projects, so always check for NOTAMs at your destination airport to determine what may be happening. Getting a surprise when you arrive isn't necessary, so be cautious and fly informed.

APA is continuing to work with airports around the state assisting with the updating of their Airport Master Plans by providing the pilot, and aircraft owner's perspective in the process. The FAA wants to see airports update their master plans approximately every five or so years and incorporate a twenty year outlook in the process. Assistance with the funding for these master plans is available from the Arizona State Aeronautics and the FAA.



Casa Grande Municipal airport (CGZ) Municipal Airport is the only Arizona airport currently in the Master Plan update process.

THINGS TO DO - PLACES TO FLY FOR BREAKFAST:

The fly-in breakfast at Coolidge Municipal Airport (P08) was on the first Saturday of the month, but has ceased for the summer months.

On the second Saturday consider flying down to Ryan

Field (RYN) near Tucson for breakfast or lunch at Ritchie's Restaurant. They are open from 6 am to 2 pm to serve you.

The Falcon Field Warbirds Squadron fly-in breakfast, which was on the third weekend of the month has also ceased for the summer months.

Grapevine is open full time, but the dinner camp-outs have ceased for the summer months. *Grapevine, which lies within a National Forest, is heavily used by the Forest Service for fighting wildfires and the Military for Special Training.*

On the last Saturday of the month a fly-in breakfast is continuing to be put on by the Casa Grande Masonic Lodge in the air-conditioned Terminal of the Casa Grande Airport. Hopefully it shouldn't be much longer before a permanent cafe tenant is in place.

Check with the APA Getaway Flights program and online [calendar](#) for fun weekend places to fly.

Check with the APA Getaway Flights program and online [calendar](#) for fun weekend places to fly.

Jim





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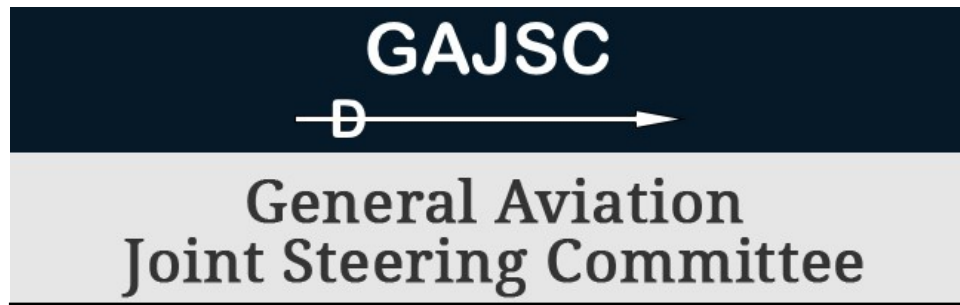
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Managing Component Failures

This outreach guidance is provided to all FAA and aviation industry groups that are participating in outreach efforts sponsored by the General Aviation Joint Steering Committee (GAJSC). It is important that all outreach on a given topic is coordinated and is free of conflicts. Therefore, all outreach products should be in alignment with the outline and concepts listed below for this topic.

Outreach Month: May 2022

Topic: Managing Component Failures (SCF-SE-28)

The FAA and industry will conduct a public education campaign emphasizing the safety benefits of Managing Component Failures.

Background:

This Safety Enhancement will be used to educate flight instructors and pilots on the need for preparing for unexpected events in the cockpit, focusing on: the importance of briefing for emergencies; recognition and management of “startle response”. This work will also better prepare pilots for engine failure after takeoff. Work will include developing best practices, refining the takeoff pre-brief to emphasize what action will be taken dependent on current situation (altitude, airspeed, terrain, etc.) and recommend training/practicing the developed best practices on a regular basis.

Teaching Points:

- Discuss the Pilot in Command responsibility for managing system and component failures.
- Discuss the safety benefits of scenario based training, reviewing, developing strategies, training and reviewing common in flight failures to reduce response human factors and outcomes.
- Acquaint pilots to the process of working with a CFI in practicing these scenarios.

References:

- [Managing Component Failures Power Point](#)
- [FAA Safety Briefing, “When the Best Made Plans Go Awry,” Nov/Dec 2010](#)
- [FAA Safety Briefing, “Between a Rock and Hard Spot—Handling a Partial-Power Takeoff,” Nov/Dec 2010](#)
- [FAA Safety Briefing, “When the Lights Go Out—What You Should Know About Aircraft Electrical Systems,” Nov/Dec 2010](#)
- [FAA Risk Management Handbook, chapter 5: ADM; and chapter 6: Single Pilot Resource Management](#)
- [Pilot Response to Unexpected Events – GAJSC Safety Enhancements - Loss of Control](#)

DOWNLOADS: [PowerPoint Presentation Slides...](#)



Grapevine Gets Volunteer Attention

By Mark Spencer

You may have noticed our temporary closure of the Grapevine 88AZ airstrip last month. One of the benefits of the Grapevine is its asphalt surface that allows pretty much any kind of aircraft to visit its quintessential Sonoran Desert environment and backcountry charm, but with that has come a lot of upkeep.



Grapevine's asphalt was laid down roughly 30 years ago and after 26 years of abandonment, it's taken a lot of work from APA and RAF volunteers to restore, not to mention their generous donations.

The US Forest Service fire crews also joined us at the airstrip to help cut out and replace areas of asphalt that were seriously compromised from heavy firefighting equipment supporting the fire crews utilizing this great asset over several fires of the last three years. Six firefighters and a like number of our volunteers used a diamond saw to cut around the perimeter of these areas and our APA member Tracy Hardy showed up from Tucson with his excavator to assist the other volunteers in removing crumbling asphalt. While this was going on, Mike Andresen and his crew loaded the debris into a dump trailer and then filled additional gabion baskets near the drainage erosion at the northwest

edge of the strip.



A few days later, 15 tons of hot asphalt mix was delivered, and volunteers again put their shoulders to the load spreading and compacting the mix into the areas that had been cleared. Yet a few days later, Tommy Thomason returned with another crew to back seal the end cuts from the diamond saw.

Grapevine and other backcountry airstrips only exist because of the volunteers that regularly give of their time, and we are grateful for this, and this recent show of dedication and sacrifice from a relatively few pilots in keeping Grapevine up to par for the rest of us! Thank you all sincerely for this!!

If you are able and willing, we could sure use a fresh crew of volunteers from time to time. Let us know by sending an email to info@AZPilots.org, or Grapevine@AZpilots.org

Mark



US Forest Service Crew Below



April Accident & Incident Summary

by Jim Timm

The following are the reports of aviation accidents and incidents that have occurred in Arizona from March through late April. We hope to use the following detailed accident information to develop safety programs, briefings, and posters/flyers that would help pilots learn from the mistakes being made by others and take the action necessary to prevent them from having similar accidents.

This reporting period, aviation safety is not really the greatest because of the number of accidents reported and at the very end of the reporting period there was a fatal accident, claiming the life of the pilot. I would like to hope pilots would fly more carefully and get the number of accidents/incidents and incidents down.

In continuing with the expanded scope of the report, using information from the ASN, FAA, NTSB, and APA members, I hope this more all-inclusive information better suits our purposes of trying to get an idea of what is happening out there, so we can use this information to help make flying safer.

In the meantime, here are the results from the ASN, NTSB, APA Members, and FAA notes.

Date: **March 30, 2022**
Info. Source: ASN, FAA
Location: Tucson (RYN)
Type: Cozy Mark IV
Injuries: 1 Minor Injury

POWER LOSS ON LANDING

The pilot suffered minor injuries when the plane he was flying crashed at Ryan Field when the engine failed while the pilot was turning onto final to land. Fire crews found the single engine plane in a desert area near the runway at Ryan Field. They said the pilot was able to free himself

from the wreckage. The pilot received minor injuries, and the airplane was substantially damaged.

Date: **April 3, 2022**
Info. Source: FAA
Location: Eloy (E60)
Type: DHC-6 Twin Otter
Injuries: See Notes

HARD LANDING

In this incident report from the FAA, the parachutist fatality was a result of injuries sustained from a hard landing. No aircraft damage was noted. The report also noted: "Parachute fatality is an 'incident' by definition if the aircraft had no role."

Date: **April 4, 2022**
Info. Source: FAA
Location: Maricopa (A39)
Type: Piper PA28-160
Injuries: 2 Uninjured

ROUGH RUNNING ENGINE



Photo by Drexel Heights Fire Department

The Piper declared an emergency due to a rough running engine, and the aircraft made a safe landing at A39. There were no injuries or aircraft damage.

Date: **April 6, 2022**

Info. Source: FAA

Location: Mesa (FFZ)

Type: Piper PA24-260 Comanche

Injuries: 2 Uninjured

GEAR UP LANDING

The aircraft was NORDO, and after landing, the pilot reported that an electrical failure inbound to runway 4L at Falcon Field required a gear up landing. The aircraft performed several go-arounds prior to landing gear up.

Date: **April 6, 2022**

Info. Source: FAA

Location: Phoenix (IWA)

Type: Robinson R22 Beta

Injuries: 1 Uninjured

LOSS OF CONTROL LANDING

The student pilot rolled the helicopter over during the landing on taxiway C, between C2 & C3. While there was no pilot injury, the helicopter was substantially damaged.

Date: **April 6, 2022**

Info. Source: FAA, NTSB

Location: Tucson (RYN)

Type: Cessna 172N

Injuries: 2 Uninjured

LOSS OF CONTROL LANDING

The aircraft landed on RWY 33 and veered to the left, and off the runway into a ditch, and flipped over. The NTSB assessment of the damage was that the damage was substantial.

Date: **April 10, 2022**

Info. Source: FAA

Location: Safford

Type: Balloon - A55S

Injuries: 3 Uninjured

INFLIGHT ENGINE FAILURE

The balloon departed Lafe Nelson Elementary School in Safford for an approximate one-hour flight with a "planned" landing in a field near Thatcher. About 20-30 minutes into the flight the pilot reported a loss of power to both burners, as a "Low Pressure Failure." The burner pilot lights remained lit, and the pilot tried to glide over the power lines, but the balloon cables struck the power lines, causing one cable to break. The envelope of the balloon partially covered the power lines. The city of Thatcher Power Company cleared the power lines, and no ground damage was reported.

Date: **April 15, 2022**

Info. Source: ASN

Location: Gila Bend (E63)

Type: Robinson R22

Injuries: 1 Fatal

LOSS OF CONTROL LANDING

The Robinson R22 crashed short of the runway at Gila Bend Municipal Airport. The sole pilot onboard was fatally injured. The FAA and NTSB are investigating the cause of the crash.

Date: **April 17, 2022**

Info. Source: ASN, NTSB

Location: Phoenix (DVT)

Type: Eurocopter AS 350B3

Injuries: 1 Serious Injury

GROUND HANDLING ISSUE, NOT INFLIGHT

The helicopter had departed from Phoenix Children's Hospital Heliport with a destination of

Phoenix Deer Valley airport. The helicopter had landed for hot refueling, and while the FBO attendant was pulling the grounding cable from the fuel truck, the cable was struck by the main rotor. One person sustained serious injuries as a result.

Date: **April 24, 2022**
Info. Source: ASN, NTSB
Location: Eloy
Type: Cessna 182G
Injuries: 1 Uninjured

RED BULL - MIDAIR PLANE SWAP

Per the ASN, An experimental Cessna 182G Skylane, N3694U, was destroyed when it was involved in an "airshow" accident near Eloy, Arizona. The sole pilot onboard was not injured.

The aircraft was part of the Red Bull Plane Swap and unmanned at the time, the aircraft entered an inverted spin and impacted desert terrain. The pilot had jumped out prior to the sequence and entered another aircraft involved in the demonstration, in which he landed safely. The pilot of the other aircraft had jumped out prior to the sequence and parachuted down to the ground safely.

The FAA had Denied the request for an exemption to § 91.105(a) [Flight crew members at sta-



Photo by DJ Vegh

tions] for this "stunt" on 04/22/2022.

Only data provided by the NTSB was information containing Date, Location, Aircraft, and stated damage was substantial to one aircraft.

At 14,000 feet, the plane engines were stopped as custom-made airbrakes "held the planes in a controlled descent" at 140 mph. During the descent, each pilot was to eject and skydive into the other's plane, gaining control before landing safely. The plan was for all of it to happen in about 40 seconds. Only one of the pilots made the transfer successfully, while the other made a safe parachute landing. A video of the "stunt" is available on the following website.

<https://eu.usatoday.com/story/news/nation/2022/04/24/plane-swap-stunt-unsuccessful-arizona/7434361001/>

A Few Words About Safety

Denny Granquist

“

“Safety is a way of life, not something you practice only when flying.”

“Pilots who make mistakes in bad weather are buried on nice days.”

”

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~ Scholarship Corner ~

by Chris Nugent

First, I want to apologize for an error in the last Scholarship Corner article. I mixed up the information for two of our 2021 scholarship recipients, Mark Nowak from University of North Dakota, and Justin O'Reilly from East Valley Institute of Technology. So, to correct that “editorial deviation” and give them the credit they are due, I’ve included an overview for both in this installment.

Mark Nowak – University of North Dakota



I am extremely grateful for the opportunity to receive the scholarship from the Arizona Pilot's Association. As I finish the current CFI course here at UND I'm looking forward to using the scholarship funds to assist in paying for the CFI-I course at UND this spring.

Once I complete CFI-I I look forward to instructing and introducing new coming pilots to the wonderful world of aviation. I will also be looking forward to returning to the Civil Air Patrol, Willie Squadron, and use these new certificates and ratings to assist the air crew and cadets where needed.

Moving into the future I will be working towards an airline career starting at the regionals, and then onto a main line carrier. My goal is to fly wide body aircraft on international flights. I do plan to always stay involved in general aviation and continue to fly the beautiful skies of Arizona!

Justin O'Reilly – East Valley Institute of Technology (EVIT)

Hello, my name is Justin O'Reilly, I am 17 years old, and I am a senior who is also attending the East Valley Institute of Technology's aviation program. When I first received news about being awarded this scholarship, I was over the moon, and months later I am still so grateful. I have been saving for my private pilot's license for about a year and a half now, and because of this scholarship I was able to begin flight training more than three months earlier than my original plan.

With this earlier start, I will be able to finish training before I go to college, allowing me to focus more on my classes in



the fall. My plan is to become an Air Traffic Controller, and I have already been accepted into ASU's Polytechnic campus ATC program, which I will attend until I get accepted into the ATC academy in Oklahoma.

I am earning my private pilot's license to allow me to better understand what is going through the minds of the pilots I am directing, and once I have the money, I plan to earn my instrument rating as well to make myself a better controller. I am training with Simplify flight school at Falcon Field, and flying has been one of the best experiences in my life. Once again, thank you APA for helping me financially to get here!

Kaylah Yazzie – East Valley Institute of Technology (EVIT)



My name is Kaylah Yazzie. I am a senior at Chandler High School and attending the aviation program at the East Valley Institute of Technology. I am currently training at Chandler Gilbert Community College and the University of North Dakota to obtain my private pilot's license.

This scholarship will help me gain my private pilot's license while still in high school and give me an advantage when I start college by already having college credits toward my aviation career. I am motivated and determined to reach my aviation goals and know aviation is where I belong, because I get excited and enthusiastic about learning all I can about the industry. My short-term goals after high school are to continue to gain flight hours while attending college to obtain either an engineering or business degree. My long-term goal is to fly as an ATP commercial airline pilot while giving back to the industry and my Native American communities as a positive role model for minority women.

I appreciated the support from current and retired pilots in the industry as they would come to our classrooms to talk with us and offer to take us up in their personal planes. This kept me motivated and focused on my aviation goals.

Thank you for the opportunity and for the support as I am dedicated to fulfilling my short and long-term goals in becoming a Native American female pilot. This means a lot to me because I would be blazing a trail that hasn't been taken by anyone before me and I would have the knowledge to pass down to others after me so more Native American girls can follow.

As we wrap this look at our 2021 scholarship recipients, we are already preparing for the next application cycle with information sessions at schools such as EVIT. We've seen a steady increase in interest in our program over the last several years and I expect 2022 to be no different based on the renewed growth in the aviation industry.

However, none of this would be possible without your support of the program. Thank you again for helping APA continue to build the next generation of Arizona aviation professionals.

Chris



AFTW

ARIZONA FLIGHT TRAINING WORKGROUP

WE ARE A SAFETY-FOCUSED GROUP OF AVIATION TRAINING PROFESSIONALS WHO RECOMMEND BEST PRACTICES FOR UTILIZING AIRSPACE IN ARIZONA WITH THE ULTIMATE GOAL OF REDUCING ACCIDENTS, INCIDENTS AND PILOT DEVIATIONS.

We make an effort to:

- **Facilitate communication and address safety concerns between flight schools, flight instructors, the FAA and other airspace users**
- **Share training tools, concepts, and ideas**
- **Improve understanding among operators**

On our website you can find:

- **Practice area charts and information**
- **Stanfield VOR procedures**
- **Safety Topics of the Month from the GAJSC**
- **Meeting minutes and events**
- **Flight training resources, news and more!**

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AFTW.ORG**



A FLIGHT INSTRUCTOR CHECK LIST, DO YOU HAVE ONE?

By Barbara Harper and Howard Deevers

In the late 1970's and early 1980's the FAA published a monthly "Flight Instruction Bulletin" and mailed it to all CFIs. It was designed to pass along new and relevant information and review old and forgotten information important to instructors.

Mail has been replaced with e-mail Bulletins.

You can print out these Bulletins, but we doubt that very many CFI's do that. Does that mean that the information is lost or perhaps, not even read by the CFI's? Of course, there was no way to guarantee that a CFI would even read a Bulletin sent through the mail. Some of us do have binders full of those "Flight Instructor Bulletins," and find them refreshing to read from time to time.

Just like getting your Private Pilot Certificate, the DPE says, "Here is your license to learn." The CFI Certificate is also a "license to learn." Your home computer can be a window to a vast amount of information on just about any subject in aviation. Are instructors more likely to read information sent by the FAA now that it is online? We don't really know, but our best guess is that those Bulletins are just another part of the mail in the box. Some will read it, some will not.

The conscientious flight instructor remembers the tremendous burden accepted when they agree to discharge the duties of a CFI. Before signing their name to any endorsement or flight test recommendation, the CFI must adhere to serious standards. Also, a flight lesson must be in 3 parts: pre-flight briefing, instruction, and post flight debriefing.

Many prospective pilots do not understand that a flying lesson has 3 parts. Most want a one hour flying lesson, and "see ya next week." Most want to do ground school online, but the only way to be

sure they have actually studied is to ask questions. We believe that online ground schools are a great way to learn, but we must test that.

After reading accident reports, we see that there have been several gear-up accidents with General Aviation aircraft, even with a CFI on board, some doing initial check outs. When we read about such incidents, we have to wonder how does that happen? Ultimately, the CFI must take responsibility for that incident.





Instructing in complex, technically advanced, or high-performance aircraft can be a very busy time, and possibly the CFI should develop a checklist and use it. The FAA provides us with a checklist for the basics of instructing, called "The Airman Certification Standards" (ACS). If you follow the ACS you will cover all of the tasks, skills, and risks that need to be mastered for the applicant. For advanced ratings and type specific aircraft ratings, much of the instructing is left to discretion of the instructor, although checklists do exist for the aircraft.

Some suggestions for a personal checklist might include:

GUMPS - for landings that might prevent a gear up landing

Pre-Flight inspections that include fuel and oil quantity for that flight

Weather briefing - there are so many ways to get weather now that it should not be missed

Does the PIC (not the CFI) give a safety briefing before each flight?

Visual collision avoidance by all on board

Every CFI should habitually observe regulations, safety precautions, and always be courteous. Ask questions as you fly without distracting the applicant.

I knew a flight instructor in Pittsburgh that would not break the rules, but would see just how close he could come to the edge of breaking the rule. That kind of instructing does not produce the safest pilots.

Remember that Safety is everyone's business, and the CFI must lead the way. Here in Arizona we have many Safety programs offered free by your ARIZONA PILOTS ASSOCIATION, and the FAA Wings programs. Check the website for times and locations, and don't forget to "Bring your wing man."

Barbara & Howard



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Email: kacorbin@post.harvard.edu

Fly Loops and Rolls!

Price: \$ 220.00

Contact: Glenn Roberts

(602) 463-5528

Email: glennsroberts@icloud.com



CLASSIFIEDS

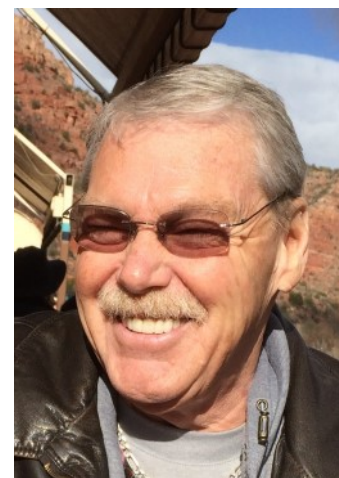


GAARMS

REPORT

MAY 2022

By Fred Gibbs



Well, again this month, according to the latest NTSB report I was able to pull down, there has been only one fatal accident here in Arizona since the beginning of the year. That was the Van's RV-7A that crashed under unknown circumstances near the Triangle Airpark (AZ50), White Hills, Mohave County, Arizona. The pilot, the sole occupant, was fatally injured. No other information was available from the NTSB website.

The fact that we are now 4 months into 2022 with only one fatal accident so far is encouraging, and I certainly hope we can keep that safety record going. It has certainly been a wild season up here in northern Arizona. We have been dealing with very strong winds, with wind advisories many days this month. We have suffered through strong winds (up to 30-40+kts), strong crosswinds (20-30 or more knots), and lots of Low Level Wind Shear (LLWS) alerts here at the Flagstaff airport. Fortunately, there have been no incidents, no runway excursions, or anything close to an accident.

An added benefit to all this wind and wind shear issues is that our student population is learning all about how to deal with and handle crosswinds. There are the demonstrated crosswind component values within the POH, crosswind/headwind calculations, crosswind control surface settings/requirements, crosswind takeoff and landing techniques and practice, setting and observing personal minimums for such occurrences, and risk management, starting with preflight actions, to takeoff and landings, and right down to the GO/NO GO decision. Hmmm, let's see here, our students must learn how to handle strong crosswinds and low-level wind shear during the spring, density altitude and the associated aircraft performance issues all summer, thunderstorms and microbursts through monsoon season, and winter flying conditions, including FICON's and TALPA on runway conditions, come November through March/April. I think it is safe to say that we turn out some pretty well rounded and experienced new private pilots...

PS – If you don't know what FICON and/or TALPA stands for, maybe a little extra training might be in order...

**FOR INFORMATION ON ALL ACCIDENTS/
INCIDENTS THAT OCCURRED LAST MONTH,
REFER TO JIM TIMM'S ACCIDENT SUMMARY
HEREIN.**



FRED'S PERSPECTIVE: SAFETY PILOT REQUIREMENTS –

Well, I am pleased to report that someone actually read my article in the April newsletter and caught a mistreak, oops, I mean a mistake, and sent me some information on the FAA's interpretation on the issue of safety pilots. The FAA's letter of interpretation says:

Regarding your question (reference safety pilot requirements - sic), our opinion is that the safety pilot would need only a private pilot certificate with an airplane category and single engine land class ratings. While our opinion is that there is no regulatory requirement that a safety pilot have a high-performance endorsement to act as safety pilot, we are advised by the General Aviation & Commercial Division of the Flight Standards Service that they have always encouraged those pilots who act as safety pilots to be thoroughly familiar and current in the aircraft that is used. We are also advised by the General Aviation and Commercial Division that the FAA is currently in the process of reviewing the appropriate parts of the FAR to determine, among other things, if a safety pilot should be required to have a high-performance endorsement.

This interpretation has been prepared by David Metzbower, Staff Attorney, Operations Law Branch, Regulations and Enforcement Division; Richard C. Beitel, Manager. This interpretation has (also) been coordinated with the Manager, General Aviation and Commercial Division, Flight Standards Service.

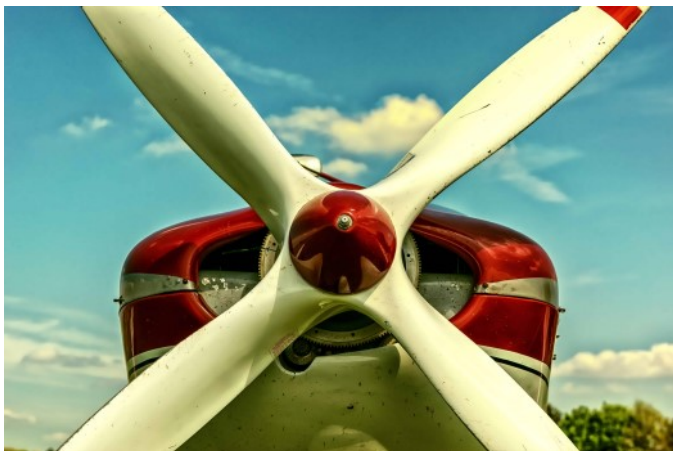
Therefore, if the flight is done under VFR conditions, the safety pilot DOES NOT need to be instrument qualified, DOES NOT need to meet the recency experience of three takeoff and landings in the previous 90 days OR EVEN HAVE A CURRENT BFR! As long as the safety pilot acts only in the role as a safety pilot (in accordance with FAR 61.3(c) and FAR 91.109), *(and never touches the controls)* none of those requirements apply to you as the safety pilot. However, if you assume the role as the PIC at any time, those rules NOW APPLY to you, so beware...

In summary, as a private pilot with a current FAA medical and the appropriate category and class ratings (***but not necessarily a high performance, complex or TAA endorsement – my interpretation***), you can act as a safety pilot for your friend doing practice instrument approaches under VFR conditions. Notice that it says a current medical is also required: FAR 91.109 says a safety pilot is a

required crew member, and FAR 61.3(c) says all required crew members need a current medical certificate. So, you need, at a minimum, an FAA class III medical.

(NOTE: a basic Med apparently does NOT qualify – again, my interpretation.)

But what are the requirements or qualifications needed to actually be a legal safety pilot for doing practice instrument approaches in a SR-22T with a





G1000 instrument suite? Well, FAR91.109 (c)(1) says the safety pilot must (**only**) hold at least a private pilot certificate for the same category and class ratings that you are flying in. (*I stated in last month's article that I believe that it should also include complex and/or high-performance ratings if flying in one of those, and you should be TAA rated (sic) if the aircraft is*

a TAA certificated aircraft – but that was only my interpretation and certainly remains my requirement for a safety pilot in my aircraft.)

So, it leaves me, and you, with this question:

Would you want a non-instrument-rated pilot to act as your safety pilot doing an approach under the hood down to minimums who does NOT have a clue what a satisfactory instrument approach should look like relative to accuracy in tracking, descents (MDA, DH, glide slope and/or localizer deviation parameters), or missed approach procedures?? Or the appropriate aircraft configuration for approach or especially missed approach/go around procedures? If the safety pilot is not high performance, complex or TAA trained, how would they know what you are doing is correct, safe or as specified by your POH? How would a non-instrument rated safety pilot know if you executed the missed approach procedure correctly? Or would know to ensure you take the GPS out of the suspend mode? Or remembered to put the gear down (what the heck is that irritating sound?) during a hurried approach?

I guess all I am saying is if you want a safety pilot to just ride along, that is all you get. Why would you want a safety pilot in your Bonanza or your Cirrus who is not qualified to fly that caliber of aircraft to act as a safety pilot if something goes wrong? However, if you want a safety pilot to both ensure safety as well as critique your flying skill, he/she needs to know what the correct aircraft configuration/set-up for the approach is, what a satisfactory approach should be, i.e., CDI and/or glide slope deviation allowances, what a satisfactory missed approach should be as well as knowing what an acceptable holding pattern entry and hold should be. After all, currency is to ensure proficiency, not to just check off a box! Three crappy, sloppy approaches and a blown holding pattern may make you legal logbook-wise, but certainly not proficient. The day you need that proficiency could turn out ugly!

PS – MY CORRECTION TO LAST MONTH'S ARTICLE:

If you go beyond the 6 months requirement without having done 6 approaches, the only way to get current is to do an Instrument Proficiency Check (IPC) with your local CFII. It is like an instrument check ride, but you can't fail. However, like a BFR, you can also not pass if you are not up to snuff on your approaches and flying skills. Your CFII may want better performance from you before he/she will sign you off.



ANOTHER PS – It is not easy to tell a friend that their flying skills have deteriorated, and they need to be better. It is even harder to tell a friend it may be time to hang it up. We all get there sooner or later, either physically or mentally, and flying is a passion none of us ever want to give up! It is like admitting defeat, accepting the fact that we have gotten old! I have old friends, several whom have passed away now, whose lives were crushed (not literally) by the loss of their medical and facing the heartbreak of no longer being allowed to fly after a lifetime of flying...

Why is 'dark' spelled with a k and not c? . . . Because you can't "c" in the dark. 🙄

Hi. I'm from the FAA and here to help you – and remember, we are not happy until you are not happy... so please read the following:

New FAA Proposed Rule 1000...

1000.1A No pilot (mechanic) or pilots (mechanics), or person or persons acting on the direction or suggestion or supervision of the pilot (mechanic) or pilots (mechanics) may try, or attempt to try or make or make attempt to try to comprehend or understand any or all, in whole or in part of the herein mentioned Federal Aviation Regulations, except as authorized by the Administrator or an agent appointed by, or inspected by the Administrator.

1000.1B If the pilot, or group of associated pilots becomes aware of, or realizes, or detects, or discovers or finds that he, or she, or they, are or have been beginning to understand the Federal Aviation Regulations, they must immediately, within three (3) days notify, in writing, the Administrator.

1000.1C Upon receipt of the above mentioned notice of impending comprehension, the Administrator will immediately rewrite the Federal Aviation Regulations in such manner as to eliminate any further comprehension.

1000.1D The Administrator may, at his or her option, require the offending pilot (mechanic) or pilots (mechanics) to attend remedial instruction in Federal Aviation Regulations until such time that the pilot (mechanic) is too confused to be capable of understanding anything.

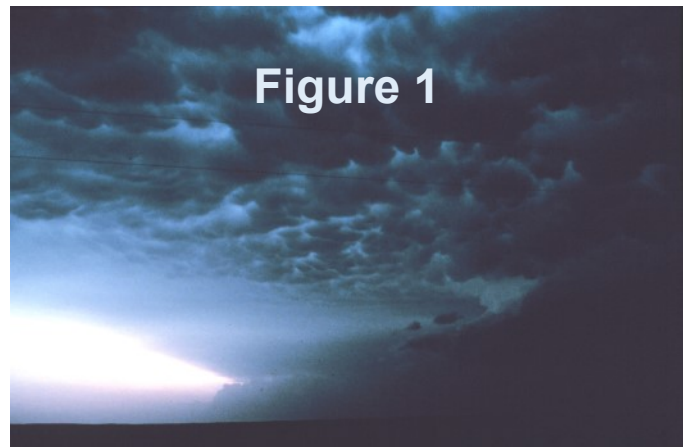
QUIZ TIME -

1. The POH for my airplane states that the demonstrated crosswind value is only 15 knots. My crosswind calculation shows the crosswind value for takeoff right now is 18 knots, can I legally take off?
 - a. Sure, why not? It is only a demonstrated value...
 - b. Nope, it exceeds the POH's limit.
 - c. Well, yes, but if I have an issue and damage the aircraft, my insurance won't pay for the damages because I was careless and reckless (FAR91.13).
 - d. Well, yes, but if I have an issue and damage the aircraft, the FAA could accuse me of being careless and reckless (FAR91.13).


2. My route of flight takes me over top of a class C airport. The top of the class C airspace is at 7600 feet, and I intend to cruise at 9500 feet, just below 10000 feet where a transponder is required, but high enough to not penetrate the class C airspace. Can I do this legally without ADS-B "OUT"?
 - a. YUP, only need ADS-B "OUT" if above 10,000 feet.
 - b. YUP, as long as I stay out of the Class C airspace.
 - c. YUP, as long as I stay above the Class C airspace.
 - d. NOPE, ADS-B "OUT" required if overflying Class C
 - e. Airspace, even if below 10,000 feet.

3. What kind of clouds are depicted in figure 1?
 - a. Ugly nasty looking
 - b. Cirrocumulous
 - c. AltoCumulous
 - d. Cumulonimbus mammatus

4. Looking at the winds aloft forecast for tomorrow For a flight in my Lear jet out of Flagstaff heading to Poughkeepsie, NY (the home of IBM), I notice the winds at FL 410 reads as follows – **759961** - What is that telling me?
 - a. It must be a typo!
 - b. I have no clue.
 - c. The wind at FL410 is 61kts.
 - d. The winds at FL410 are southwesterly in excess of 199kts.



5. What does this symbol (A4) denote?

RNAV (GPS) RWY 22L			
AL EDWARD LAWRENCE LOGAN INTL (BOS)			
ats C and D west of at D visibility to d Baro-VNAV). .	MALSF 	MISSED APPROACH: Climb to 3000 direct WINNI and hold.	
GND CON 121.9	CLNC DEL 121.65 257.8	CPDLC	

- This is some kind of light system, right?
- This is a pilot-controlled approach lighting system.
- This is only a tower-controlled lighting system.
- This approach lighting system only has 4 lights.

(Answers at bottom of Safety Programs)

I've started telling pilots about the benefits of eating dried grapes. . . .

It's all about raisin awareness! (Go ahead with the groans!!)

SAFETY PROGRAMS

There are NOT a lot of FAASafety programs on the schedule over the next couple of months around the state, but hopefully that will change in the near future. Simply log on to the Internet and go to WWW.FAASAFETY.GOV, click on "Seminars" and start checking for any upcoming seminars, but don't expect a lot during the Covid-19 pandemic. However, there are a lot of great webinars online, each about an hour long, and worth credits towards your WINGS participation. You might find one that is really right up your alley or "tickles yer fancy"!!

Should you desire a particular safety or educational program at your local airport or pilot meeting in the future (post COVID-19), like the BasicMed program, our "Winter Wonderland" snow season special, or my newest one on LIFR approaches discussing the how's and pitfalls of shooting an approach all the way down to minimums and missed approaches, simply contact me directly at fredgibbs@azpilots.org, or call me at 410-206-3753. The Arizona Pilots Association provides the safety programs at no charge. We can also help you organize a program of your choice, and we can recommend programs that your pilot community might really like.

Quiz answers: 1.a, but c & d are good risk factors to really take into consideration...

2.d 3.d 4.d and 5. is – c (with explanation)

c. This represents the type of approach lighting configuration for the runway. In this example, "A4" means the lighting is a medium intensity or simplified short ap-

proach light system, which can be a MALS, MALSF, SSALS, or SSALF. In this case, it's a MALSF, which is labeled at the top of the box. If the symbol is white with black letters, it is only tower controlled: if the box is black with white letters, it is pilot controlled, necessary when the tower is closed at night.

Fred



Don't come to a safety program by yourself, but don't just bring your old buddy who always comes with you. Bring someone new, and get your BFF to also bring someone new.

We need you to help us expand our audience, to expand our reach, and to expand that ocean of faces.

Statistics show that the folks having accidents are the ones who don't participate in the WINGS or safety programs, so help us reach out to those folks and pull them in.

We never complain when a program runs out of chairs!!!

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(480) 737-5999

Email: pwilliamsaz@gmail.com



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Email: learaviator@yahoo.com

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Email: bob@flightskills.com

ISO Partnership Tucson Area

Looking for a Partnership in Columbia/Cirrus

Contact: Michael Hutchinson

(831) 776-2210

Email: hutchinson93922@gmail.com

CLASSIFIEDS

March-April Pilot Deviations

by Jim Timm

These pilot deviations need to be examined to determine if a common threat exists that should be addressed to help reduce the number of deviations that occur, and enhance aviation safety.

In the time period from March 12 through April 14 there were twenty-eight pilot deviations recorded by the FAA SDL FSDO. These deviations were committed by private, commercial, CFIs, ATPs, and a military pilot. Of the twenty-eight deviations made, unfortunately, there was a need to issue seven Brashers. It's interesting to note that five of the Brashers issued were for IFR deviations, and also of note, there were a large number of deviations committed by out of state pilots.

A controller issues a Brasher notification when further FAA action will be taken, and the controller is giving the airman the opportunity to make note of the occurrence, and collect their thoughts for future interaction with Flight Standards.

The number of pilot deviations are up again this month, and as usual, many of these deviations didn't need to happen. Pay attention to ATC instructions and follow them, and if you can't comply, tell ATC why you can't. Just don't do something without advising them. Always know what type of airspace you are flying in, or may be about to enter, and please fly with more care and forethought.

In summary, the general aviation deviations this reporting period are:

- Nine IFR Deviations

- Six Class Bravo Airspace Deviations

- Four Class Delta Airspace Deviations

- One Restricted Airspace Deviation

- Seven Runway Incursions

- One Movement Area Deviation

The details of the deviations this month are as follows:

IFR DEVIATIONS

3/9 Route, Altitude, and Void Time
 Commercial/CFI
 Albuquerque Center (ZAB)

The aircraft had been cleared direct to Safford (SAD). At 0247z, the Albuquerque Center controller observed the aircraft make a 65 degree right turn. The aircraft called ZAB after making the turn, and stated they were going direct to the San Simon VOR. The ZAB controller advised the aircraft to call ATC before making an unexpected turn. The aircraft had made an unauthorized turn of approximately 65 degrees. The air-

craft was then cleared for the RNAV RWY 30 approach to Safford. The missed approach for that runway was to climb to 10,000 feet, and proceed direct to intersection ARUJU, then to CBBI. At 0318z, the aircraft called the ZAB controller that they were on a missed approach west of the airport, and west of ARUJU at 7,500 and were climbing. When asked if they were flying the missed approach, the aircraft responded, "no, they were looking for their next clearance." The aircraft did not fly the published missed approach which resulted in the aircraft violating a 9,400 MVA, entering it at 8,500 feet. Later, after the aircraft had made a full stop at Casa Grande (CGZ), the ZAB controller, through Flight Data,

cleared the aircraft to Tucson (TUS) with a void time of 0520z. At 0528z, the aircraft called the ZAB controller that they were off of CGZ. The aircraft did not comply with the clearance restriction, departing after the clearance void time. A **Brasher** had been issued at 0330z by the ZAB controller.

3/10 Altitude Deviation
UNK Certification
Texas Pilot
Los Angeles Center (ZLA)

The aircraft was with a Los Angeles Center (ZLA) controller and was instructed to maintain FL300, and the read back was correct, but the aircraft descended to below FL300. When ATC observed an altitude of FL294, the aircraft was climbed back to FL300. There was no loss of separation, and the pilot was issued a **Brasher** by the ZLA controller.

3/10 IFR - NORDO
Private
Florida Pilot
Albuquerque Center (ZAB)

The aircraft was handed off from the Los Angeles Center (ZLA) to the Albuquerque Center (ZAB) NORDO. Attempts were made to establish contact on the previous frequency, ARINC, and over the ABQ VOR without success. ZLA confirmed a good read back from the aircraft on 133.92. When communications were re-established with the aircraft, the pilot said they were on 132.92.

3/12 IFR Route
ATP/CFI
Missouri Pilot
Deer Valley (DVT)

The pilot deviation was reported by the Phoenix TRACON when the aircraft did not fly the DVT-1 procedure as published.

3/16 IFR Altitude
Commercial

New York Pilot
Phoenix (PHX)

The pilot deviation was reported by the Phoenix TRACON when altitude separation was lost between the pilot's aircraft and an air carrier aircraft.

3/18 IFR Route
Private
Albuquerque Center (ZAB)

The aircraft had been cleared via VICKO on airway V16. The Albuquerque Center controller observed the aircraft south of course and turning away from V16, and asked the aircraft to verify they were on V16. The aircraft responded, "we were off course so I am making a 360 degree turn to get back". The aircraft had made an unauthorized 360 degree turn. The event occurred near Branda, AZ in Yuma County.

A **Brasher** issued. When the pilot called the facility he stated that he is a student pilot (???) and he was flying the aircraft by hand and missed the turn. He thought it would be easiest to make a 360 turn to get back on course.

3/26 IFR Route
Private
Oregon Pilot
Chandler Tower (CHD)

The pilot deviation was reported by the Chandler Tower when the aircraft did not fly the assigned departure heading.

3/31 IFR - NORDO
ATP
Texas Pilot
Albuquerque Center (ZAB)

At 2335z the Albuquerque Center controller cleared the aircraft to contact Albuquerque Center on 135.15. Aircraft read back the clearance correctly, however, the aircraft did not check back in on the new frequency, and remained out of contact with ATC until 0031z, when the Los Angeles Center controller established communications. The event originated near Tucson, and

a **Brasher** was issued. The pilot called the facility and stated that he could not remember what frequency he was on just prior to the LA Center reaching him on guard, but he believed that it was 135.15. He was concerned that there was a transmitter/ receiver problem on ATC's end because he heard LA Center trying to reach several aircraft on the guard frequency.

4/5 IFR - RVSM
ATP
Nevada Pilot
Albuquerque Center (ZAB)

The CRJ aircraft filed a flight plan requesting FL290. Upon reaching FL290, the pilot indicated they are negative RVSM and requested higher. The aircraft was already less than 5nm from an air carrier at FL300. Pilot indicated they thought FL290 was ok. The Albuquerque Center controller called the Denver Center controller and asks them to **BRASHER** the CRJ. The closest proximity between the aircraft was 1.81nm and 1300ft vertically.

CLASS BRAVO AIRSPACE DEVIATIONS

3/16 Entering Class Bravo Airspace Without
Obtaining Prior Authorization
Private
Texas Pilot
Phoenix (PHX)

A Pilot deviation was reported by the Phoenix TRACON when the aircraft entered the Phoenix Class Bravo Airspace without authorization.

3/22 Entering Class Bravo Airspace Without
Obtaining Prior Authorization
Private
California Pilot
Glendale (GEU)

The pilot deviation was reported by the Phoenix TRACON when the aircraft entered the Phoenix Class Bravo Airspace without authorization.

3/26 Entering Class Bravo Airspace Without
Obtaining Prior Authorization
Private
Missouri Pilot
Phoenix (IWA)

The pilot deviation was reported by the Phoenix TRACON when the aircraft entered the PHX Class Bravo Airspace without authorization.

3/27 Entering Class Bravo Airspace Without
Obtaining Prior Authorization
UNK Certification
Military Pilot
Scottsdale (SDL)

The pilot Deviation was reported by the Phoenix TRACON when the Military aircraft entered the PHX Class Bravo airspace without authorization, which resulted in a loss of separation with another aircraft which was northbound, and climbing in the Bravo airspace.

4/1 Entering Class Bravo Airspace Without
Obtaining Prior Authorization
UNK Certification
Phoenix (PHX)

A pilot deviation was reported by the Phoenix TRACON when the helicopter entered the PHX Class Bravo Airspace without authorization.

4/3 Entering Class Bravo Airspace Without
Obtaining Prior Authorization
Private
Phoenix (PHX)

The pilot deviation was reported by the Phoenix TRACON (P50), when an aircraft entered the PHX Class Bravo Airspace without authorization.

CLASS DELTA AIRSPACE DEVIATIONS

3/20 Entering The Class Delta Airspace Without
First Establishing Two Way Communica-
tions.
UNK Certification

Kansas Pilot
Phoenix (DVT)

The pilot deviation was reported by the Deer Valley (DVT) tower when the aircraft was observed entering the DVT Class Delta Airspace from the southeast flying northwest bound at approximately 3,200 feet. The local control attempted to establish contact with the pilot, but was unsuccessful. The aircraft was observed continuing northwest bound and exited the DVT Class Delta Airspace.

3/25 Entering The Class Delta Airspace Without First Establishing Two Way Communications.

Private
North Dakota Pilot
Mesa (FFZ)

The pilot deviation was reported by the FFZ tower when the aircraft entered the FFZ Class Delta Airspace without establishing two way radio communications.

4/2 Entering The Class Delta Airspace Without First Establishing Two Way Communications.

Private
Phoenix (DVT)

The pilot deviation was reported by the DVT tower when the aircraft entered the DVT Class Delta Airspace without establishing two way radio communications.

4/5 Entering The Class Delta Airspace Without First Establishing Two Way Communications.

Private
Mesa (FFZ)

The pilot deviation was reported by the FFZ tower when the aircraft entered the FFZ Class Delta Airspace without establishing two way radio communications.

RESTRICTED AIRSPACE DEVIATION

3/16 Entering Restricted Airspace Without Authorization

Private
Kansas Pilot
Phoenix (PHX)

The pilot deviation was reported by the Phoenix TRACON when the aircraft entered Restricted Airspace without authorization.

RUNWAY INCURSIONS

3/3 Using The Wrong Runway
ATP/CFI
Phoenix (IWA)

The pilot deviation was reported by the Williams Gateway Tower when the aircraft departed on Runway 30L, when they were cleared for takeoff on Runway 12R

3/14 Departed On Runway Without Authorization

Private
Texas Pilot
Tucson (TUS)

The pilot deviation was reported by the Tucson Tower when the aircraft departed on RWY11L without ATC authorization.

3/15 Movement Surface Deviation
ATP/CFI
Mesa (FFZ)

A pilot deviation on a controlled movement surface was reported by the Falcon Field tower when the aircraft entered a RWY/Taxiway area without a clearance.

3/20 Movement On A Controlled Surface Without Authorization
Commercial
California Pilot
Scottsdale (SDL)

The pilot deviation was reported by the Scottsdale Tower when the aircraft entered the RWY/

Taxiway area without a clearance.

3/23 Landing Without A Clearance

Private

Arkansas Pilot

Tucson (TUS)

The aircraft was on final for runway 29R, and the controller tried to clear him to land on 29R with no acknowledgement, and the controller tried issuing a Green Light Gun signal. The aircraft landed on RWY 29R, and the controller needed to have the aircraft exit the runway as soon as able due to traffic behind him. The controller tried multiple times on multiple frequencies, including 121.5, to reach the pilot without success. The aircraft decided to taxi all the way down the runway to A3 to exit the runway. The controller called Tucson Airport Authority (TAA) to have an officer meet the aircraft at taxiway A3, and have him contact ground control. Ground Control issued a **Brasher** to the Pilot.

Later, when the pilot called, he stated, "He had been cleared to land, to follow the Citation, and no one talked to him after that." He was asked, "Are you sure you are not confusing the cleared visual approach clearance with what you thought was the landing clearance?" The pilot was adamant he was cleared to land, and the frequency was 118.43. He was advised the correct TUS frequency is 118.3. When asked if he had seen the green light gun, his response was, "Nope."

After reviewing the tapes, it was verified that the TUS controller had never received a transmission or acknowledgment from the aircraft. There was

no loss of separation, and succeeding traffic was changed to the parallel runway.

3/30 Taking Off Without A Clearance

Private

Texas Pilot

Scottsdale (SDL)

The aircraft called that they were ready for departure, and they were instructed to hold short of RWY 21. The aircraft read back "hold short RWY 21". The aircraft then lined up and waited on the runway. An aircraft that was on short final was sent around. A **Brasher** was issued.

3/31 Crossed The Runway Hold Short Line

Private

Iowa Pilot

Mesa (FFZ)

The pilot deviation was reported by Mesa Falcon Field when the aircraft crossed the hold short line of Runway 4L without ATC authorization.

MOVEMENT AREA VIOLATION

3/31 Moving Into A Movement Area Without Authorization

ATP/CFI

Kansas Pilot

Scottsdale (SDL)

The pilot deviation was reported by the Scottsdale Tower when the aircraft entered the taxiway Alpha without ATC authorization.



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CLASSIFIEDS

AIRPARK NAME / CONTACT	CITY	Homes / sites	REALTOR
Big Springs Airpark	Prescott	12	
Mgr: Peter Hartman (928) 626-7207			
Castle Well	Morristown	8/11	
Mgr: Gerald DaFoe (810) 516-9122			
Eagle Roost Airpark	Aguila	85 / 115 (5 acre lots)	
Mgr: John Greissing (928) 685-3433			
Flying Diamond Airpark	Tucson	20/97	
Mgr: Lou Cook (520) 399-3879			
Flying J Ranch	Pima	2/ 28	
Mgr: Howard Jenkins (928) 485-9201			
Hangar Haciendas	Laveen	39 lots w/sep taxi ways	
Mgr: Scott Johnson (602) 320-2382			
High Mesa Air Park	Safford	/19 (2.5 acre lots)	
Mgr: Phil DiBartola 928-428-6811			
Inde Motorsports Ranch Airport	Wilcox	4/9 (1 acre lots) on 100 acres w/race track	
Mgr: Britney Kirk (520) 384-0796			
Indian Hills Airpark	Salome	75	
Mgr: Gerry Breeyear (928) 916-0608			
La Cholla Airpark	Oro Valley	122	
Mgr: Larry Newman (520) 297-8096			
Mogollon Airpark	Overgaard	60	
Mgr: Sherry admin@mogollonairpark.com			
Montezuma Heights Airpark	Camp Verde	43/44	
Dr. Dana Myatt (602) 888-1287			
Moreton Airpark	Wickenburg	2	
Mgr: Daniel Kropp (602) 315-0323			
Pegasus Airpark	Queen Creek	15/40	Erik McCormick - Choice One Properties 480 888 6380 Erik@Pilotexpeditions.com
Mgr: Jack @ 1st Svc Res (480) 987-9348			
Pilot's Rest Airpark	Paulden	4/25	
Resident: Dave Mansker 818-237-0008			
Ruby Star Airpark	Green Valley	13 / 74	
Mgr: Wendy Magras (520) 477-1534			
Valley of the Eagle (Sampley's) Airpark	Aguila	30	
Mgr: Jerry Witsken (928) 685-4859			
Skyranch at Carefree	Carefree	20	Erik McCormick - Choice One Properties 480 888 6380 Erik@Pilotexpeditions.com
Mgr: Tommy Thomason (480) 488-3571			
Stellar Air Park	Chandler	95/105	Erik McCormick - Choice One Properties 480 888 6380 Erik@Pilotexpeditions.com
Mgr: SRUA, Inc. (480) 295-2683			
Sun Valley Airpark	Fort Mohave	55/107	
Mgr: Jim Lambert (928) 768-5096			
Thunder Ridge Airpark	Morristown	9/14 (on 160 acres)	
John Anderson janderson72j@gmail.com			
Triangle Airpark	White Hills	115 acres	
Mgr: Walt Stout (702) 202-9851			
Twin Hawks	Marana	2/40 (4 acre lots) on 155 acres	
Mgr: Tim Blowers (520) 349-7677			
Western Sky	Salome	all 200 acres for sale	
Mgr: Mr. Hauer (877) 285-0662			
Whetstone Airpark	Whetstone	5 / 12	
Mgr: Brian Ulmer (520) 456-0483			

APA Website

Please visit our website for the latest information.

www.azpilots.org A great resource for APA's work in the state, archived newsletters, current events, APA's continuous work with legislators, a calendar of activities, and more.

APA is a volunteer run organization. It survives on membership dues and sponsor revenue. Stefanie Spencer manages the website on a continuous basis.

Email Stefanie at:

Webmaster@AZPilots.org

Newsletter Contributors

Article Deadline

20th Editor reminds the Team to submit articles

25th Authors submit articles and advertisements

Contact the newsletter editor, Cathy Paradee:

newsletter@AZPilots.org

For anyone wanting to contribute to this newsletter please submit your writing in an email file along with photos and captions (separate files). The APA would like to publish information about what's happening in your area of Arizona. Subject matter could range from regulatory issues to new places to eat (or old places) to airport management to safety. Of course, the APA would like to know about any political activities that could potentially compromise Arizona's pilots or its airports.



Stefanie Spencer— Webmaster



New pilots welcomed!



Writers welcomed!



APA Clothing

The online store is currently on the [Square Market, click here](#).

Advertisements

As a benefit to current members, you may advertise aviation related items in the APA Newsletter and online. Classified ads for items that you own are completely free, just send those requests to our webmaster [Stefanie](#). Photographic ads range from business card size to full page. Please contact our sponsorship and advertising chairman [Rick](#) for more information on advertising.

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. Please visit our website for details and where you can [join APA](#). If you have questions, please go to our website's contacts web page where you can send an email, see our mailing address or contact us by telephone. You can also help APA by purchasing some of our logo items, Caps & T-Shirts.

Volunteer 501 (c) (3) Organization

The Arizona Pilots Association (APA) is an all volunteer 501 (c) (3) organization. The articles you find in our newsletter are written by volunteers and do not necessarily reflect the opinions or position of the APA, nor have they been vetted for technical accuracy.

