ARIZONA Pilots Association

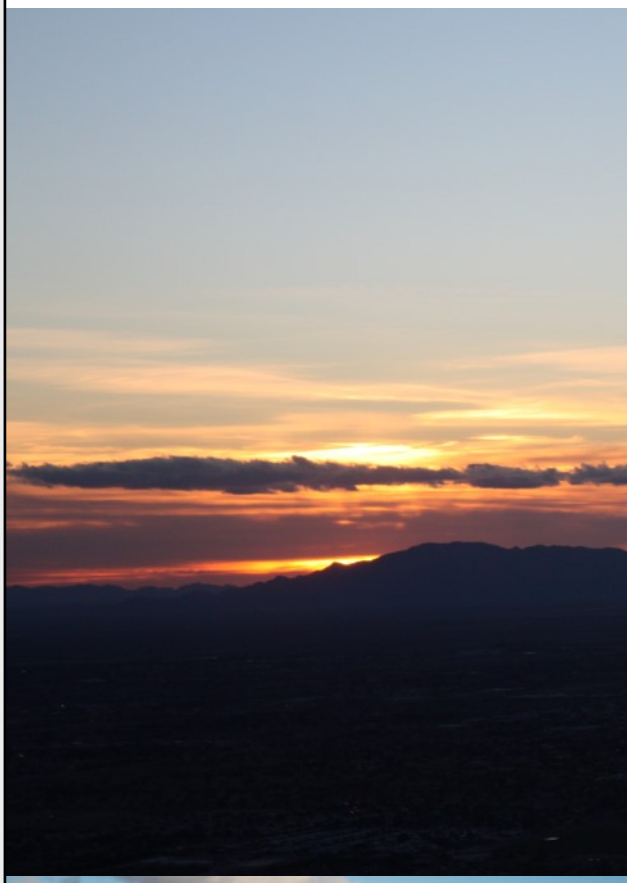
June 2022 *APA NEWSLETTER*

In this issue:

Accelerate Stop for Single Engine Airplanes

GAARMS: BasicMed and Safety Pilot

Teaching and "Unteaching"



President's Report

Greetings,

We've just completed the election for our Board of Directors for this year. Stefanie Spencer, Chris Nugent, and Mike Andresen were re-elected to the board and Trent Heidtke was elected to the board for the first time. We thank you for your participation in the election and I personally thank each of the serving directors for the leadership of your APA. As a reminder, the board is 100% volunteer. Their volunteer service ensures APA continues to meet the needs of Arizona pilots across the state. From local legislative challenges that threaten airport access or funding, to managing and maintaining public-user airstrips for the Forest Service, to coordinating destination fly-out events, this dedicated group of volunteers remains ready to serve the membership. Thank you for your support!

I've briefly mentioned it before and I'll tease it again here, but APA partnered with Embry Riddle Aeronautical University last semester to develop a custom app. Computer Science students and Project Management students teamed together to create The FlyAZ Passport app that will soon be available to Arizona pilots. The app will allow pilots to simply scan a QR code at any public use airport in Arizona, or at participating airport restaurants or aviation-themed attractions, and track progress towards prizes. While several states have passport programs, ours is the first that is app-based. The primary purposes are to give pilots a reason to fly to airports they may not normally fly, to attract pilots to the scenic sights, or small businesses surrounding even some of our most remote airports. Pay attention here for more information as we roll this program out in the next few months.

Lastly, we are planning an in-person membership meeting in July. After being postponed for the past two years, we are sincerely looking forward to meeting with you. While the venue has not been established at the time of this writing, we will provide plenty of notice via email and our Facebook/ Instagram pages. We look forward to sharing our progress, sharing our plans, and listening to a great guest speaker. Details will follow as they become available, so please stay tuned.

Blue Skies,

Brian

Executive Director's Report

Jim Timm — June 2022

Summer is here, it's hot, and the bugs are out in force. This reporting period has ended with some pretty windy weekends. I think it has been the first time in my flying career that, even after I noted the wind was blowing a bit while getting ready to go, when I got to the run-up area it did seem to be a bit brisk out, but when I got the ATIS information, I discovered that the wind was actually greater than the airplane's capability, or my capability to cope with. With this information I thought, "this is supposed to be fun," so I turned the airplane around and taxied back to the hangar and put the airplane away 'till another time. Short-coupled tail draggers and crosswinds are not very compatible. A couple of days later I had a great flight. Let's go flying, but let's make it an early, calm start!

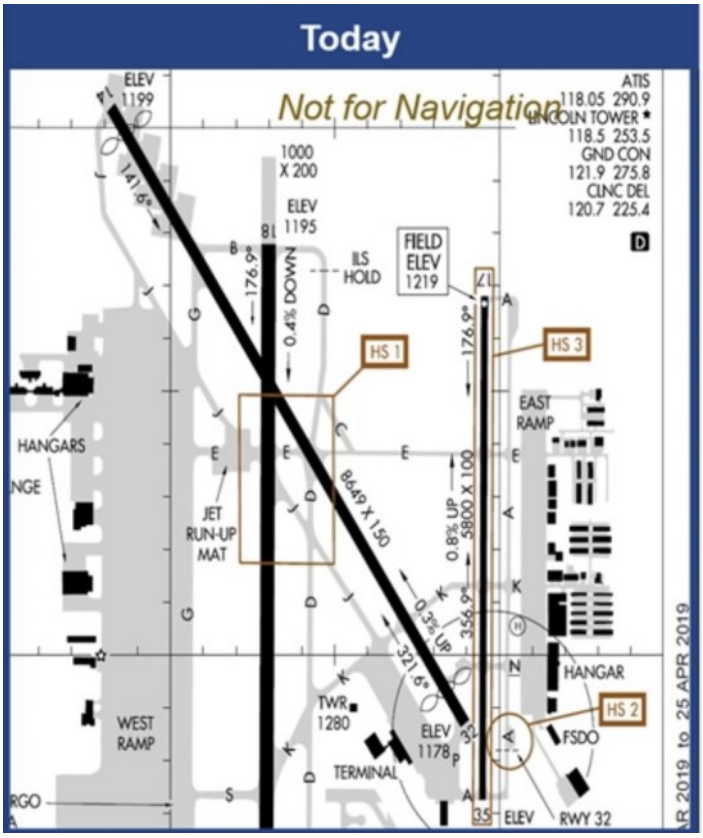
Something to note, nearly 100 organizations representing multiple industries are renewing appeals for the Federal Communications Commission to set aside its order that would enable Ligado to access a part of the spectrum in the L-band adjacent to the frequencies used for GPS and satellite communications. This would mark the two-year anniversary of the Ligado order that the organizations, including many major aviation groups, sent letters to congressional leaders and President Biden, urging them to work with the FCC to ensure the order is halted.

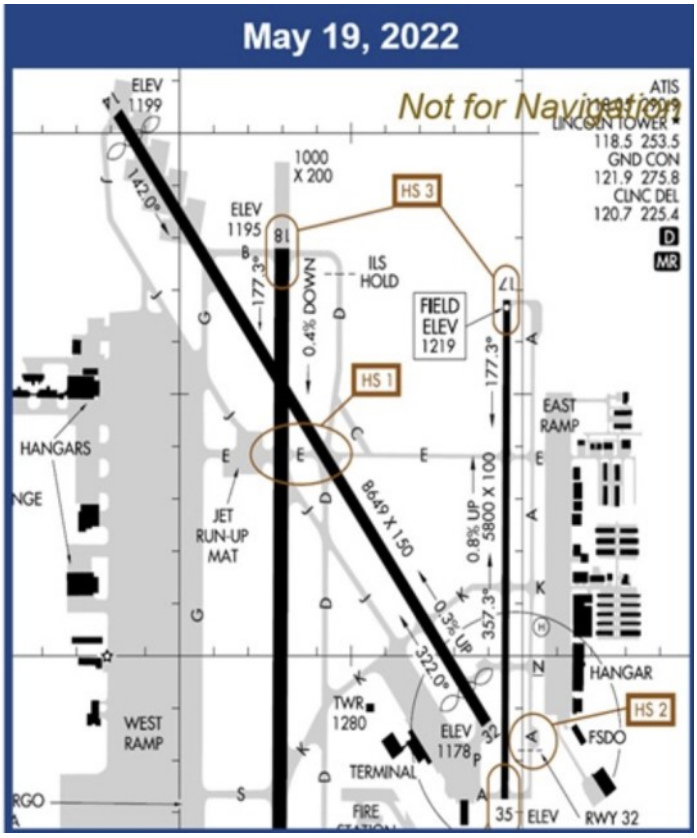
The groups expressed concern about Ligado's recent announcement that it would deploy its network as soon as September 30, which would probably be well before the FCC might address the petitions. "The record convincingly demonstrates that the order is legally and factually deficient, and the potential for harm grows closer on a daily basis, but the FCC may not have the additional information regarding the full extent of harmful interference in advance of Ligado's planned launch," according to the letters.

MISCELLANEOUS ITEMS

FAA

The FAA has announced it is standardizing hot spot symbology, as well as verbiage, on airport diagrams within the chart supplements and the Terminal Procedures Publications starting May 19 per the example.





Hot spots are complex or confusing taxiway and/or runway intersections with a history or potential risk of collision or runway incursion. They require increased attention by pilots. The FAA is making the change because “wrong surface events continue to be a focus area for the FAA because they do present a significant safety risk.”

The FAA is releasing Arrival Alert Notices (AAN) for several airports around the country, and the AAN’s are graphics visually depicting the approach to a particular airport with a history of misalignment occurrences. These AAN’s are being published in the FAA Chart Supplement (Green Book) in the Special Notices section.

The Phoenix TRACON is preparing Letters to Airmen (LTA) for separation services during VFR Practice Approaches at: FLG, PRC, DVT, SDL, FFZ, IWA, and CHD. Use this website for a NOTAM, and LTA search: https://pilotweb.nas.faa.gov/PilotWeb/

The Phoenix TRACON, the FAA, and Contract Towers in the Phoenix area are starting to formulate plans for handling the anticipated influx of air-traffic for the NFL Super Bowl in February of 2023. Be sure to mark your calendar to not plan on doing any flying around the valley that weekend because it will be very busy, air-traffic-wise.

AIRSPACE

Last January the Department of the Air Force (DAF) was preparing an Environmental Impact Statement (EIS) to evaluate the potential environmental im-

pacts of optimizing their MOAs and associated Air Traffic Control Assigned Airspace to support the Air Force mission in Arizona. In an attempt to obtain additional information, the Air Force had reopened the comment period until June 3, 2022. I hope you got your comments in. The DAF will be reviewing and evaluating all the comments received, and because so many departments of the Air Force are involved in the process, progress will likely be slow, and we shouldn't be looking for any action on the subject very soon.

Bishop (1AZ0, formerly Mobile Airport) will be ramping up their contract parachute operations. They will be dropping both people & equipment, so be aware, and give them a wide berth.

The Marines have announced they will have significant helicopter activity on the evening of June 10 between GBN, GYR, and GEU. There was no information on what they will be doing, other than there will be significant helicopter activity between these airports that evening.

To avoid having another mid-air collision like they recently experienced, Chandler Airport (CHD) is making changes to the traffic patterns for RWY 4R/22L to mitigate helicopter and fixed wing traffic pattern conflict. By the time you get this newsletter, the changes will probably be in effect, so be prepared for something slightly different when you make your next arrival to the south runway at Chandler.

Cottonwood Airport (P52) has raised their traffic pattern altitude to 1,000 ft. AGL. Most, if not all airports around the state have now revised their traffic pattern to 1,000 ft AGL.

Gateway Airport (IWA) announced that RWY 30C will be closed for several weeks this summer for the construction of a taxiway connector, and the ILS for 30C will not be available. The exact timing of this activity was not available.

SAFETY

In a recent meeting, it was announced that pilots in the area will have the opportunity to participate in a hypoxia recognition program. You don't have to be a corporate jet pilot or routinely fly at flight levels to encounter hypoxia issues. If there are enough pilots and students in flight training schools that would like to participate in going through a hypoxia (Nitrogen) chamber to recognize the effects of hypoxia, the Scottsdale FSDO would like to bring a mobile simulator to Phoenix. The cost would be free, and it would be here for approximately one week. A class would run one hour per group. To make it worthwhile, many of the flight schools in the area would need to participate. The earliest this would happen would be in January 2023. If you

might be interested, email Ernie Copeland at the Scottsdale FSDO (ernest.r.copeland@faa.gov).

SR22T Warning issued by the FAA. If you fly or instruct in a Cirrus SR-22T, you should be aware that six recent SR-22T accidents have shown fuel flows of as much as 50 gallons per hour just before loss of engine power. The NTSB is warning pilots and asking the FAA and Cirrus Aircraft to investigate the unexplained loss of power during takeoff climb in an SR-22T. "We encourage all pilots and operators with Cirrus Aircraft to read this AIR and review the circumstances of the six accidents investigated by the NTSB," said an agency release.

Fortunately, the number of pilot deviations were down from last reporting period. Sometimes it's hard to believe what some pilots will do, and when you see some of the deviations being made, it makes you wonder why we don't have more accidents reported than we actually do. It seems to be apparent that there are many pilots that have forgotten some of the information they were given during their pilot instruction… or have they have gotten to the point they just don't care what they are doing? Pilots do need to know what type of airspace they are flying in, or may be about to enter, and be knowledgeable about what they may need to do to comply with the applicable requirements. It would also be good to pick up the Airman's Information Manual (AIM), brush up on the airport markings, and know what they mean.

In this past reporting period, which ran from April 15 through May 12 there were nineteen pilot deviations recorded by the FAA Scottsdale Flight Standards District Office. These deviations were committed by the full range of airman certificate holders, from student through ATPs. It's lucky that some of these deviations didn't result in an accident. Of the nineteen deviations, it was surprising that in only two cases a Brasher notice was given to the pilot, and they were both were given for Runway Incursions.

When an ATC facility issues a Brasher Notification, future FAA action will be taken, and the controller is thus 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:

Five IFR Deviations

Three Class Delta Airspace Deviations

Three Air Traffic Control Instruction Deviations

One Wrong Surface alignment Deviation

Seven Runway Incursions

Pilots need to remain aware of what they are doing, where they are, and what type of airspace they are

in, or are about to enter. For the details of this month's deviations, see my Pilot Deviations Report elsewhere in this newsletter.

Unfortunately, Aviation Safety wasn't the best this past reporting period because of the number of incidents and accidents that occurred, and also that the last accident in the report involved two fatalities. The rest of the accidents in the reporting period didn't result in any injuries. We all really need to do what we can to get the number of incidents and 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 jtimm@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 warmed up and delayed projects have been starting. Because we are back into the warmer summer temperatures, airport projects are starting with funding that is available from the FAA and State.

Mesa Falcon Field (FFZ) announced they are re-starting some delayed paving projects, and the construction of a major hangar complex is progressing on the northwest corner of the airport. Much of this project is being planned for corporate jets. The airport has a growing waiting list for its open tie down spots, in-addition to the covered tie downs and small hangars.

The Chandler Municipal Airport has some new paving projects to come online this summer, and, in spite of the encroachment of population around them, they are also planning on getting a wildlife (animal) management project started.

Gateway Airport (IWA) has the construction of several new large hangars is underway, and there are numerous construction cranes on the airport. The construction of the new tower is nearing completion and planned to be operational in August of this year.

Unfortunately, we don't have all the latest details on all of 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 group dinner and camping weekends 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.

Jim

GAJSC

General Aviation
Joint Steering Committee

After-market Safety Equipment

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: June 2022

Topic: After-market Safety Equipment

The FAA and industry will conduct a public education campaign emphasizing the value of and streamlined process for equipage with after-market safety equipment.

Background:

The GAJSC feels that installation and use of after-market safety equipment can significantly reduce the likelihood of some general aviation accidents. The committee is particularly interested in angle of attack indicators, engine monitoring equipment, enhanced and synthetic vision systems. They also support reducing regulatory burdens on installation and certification of safety equipment installations.

Teaching Points:

- A number of technologies have proven useful in reducing the likelihood of general aviation accidents.
- As with all technologies, pilots must be thoroughly familiar with limitations and proper operation of the equipment.
- FAA recognizes that reducing regulatory burden can result in increased safety equipment installation and use.
- Pilot proficiency is still the most profound influence on flight safety.

References:

- After-market Safety Equipment Power Point
- Press Release – *FAA Clears Path for Installation of Angle of Attack Indicators in Small Aircraft*

DOWNLOADS: PowerPoint Presentation Slides...

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May Accident & Incident Summary

by Jim Timm

The following are the reports of aviation accidents and incidents that have occurred in Arizona from April through late May. 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 lives of two people. I wish pilots could fly more carefully, and we would be able to get the number of accidents 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: **April 14, 2022**
Info. Source: FAA
Location: Mesa (FFZ)
Type: Piper PA29-181
Injuries: 2 Uninjured

LOSS OF CONTROL LANDING

The aircraft veered off runway 22L at Falcon Field under unknown circumstances and came to rest on the apron. There was no damage to the airport property, but the aircraft did sustain minor damage.

Date: **April 14, 2022**
Info. Source: FAA
Location: Wickenburg (E25)
Type: Cessna 210
Injuries: 3 Uninjured

GEAR UP LANDING

The Cessna 210 made a gear-up landing after several attempts to lower the landing gear failed. The extent of the damage was undetermined.

Date: **April 15, 2022**
Info. Source: FAA
Location: Benson (E95)
Type: Piper PA24-400
Injuries: 1 Uninjured

GEAR UP LANDING

The Cessna PA24-400 Comanche landed gear up on runway 10 at Benson. The assessment of damage was that it was substantial.

Date: **April 30, 2022**
Info. Source: FAA
Location: Mesa (FFZ)
Type: Cessna 172
Injuries: Unknown Number Uninjured

LOSS OF CONTROL LANDING

The Cessna 172 attempted to land on runway 22R at Falcon Field, veered off the runway, and went into the grass area between the runways. The aircraft was able to get back onto the runway and exit at taxiway Alpha. No damage was reported to the aircraft or runway lights or signs.

Date: **May 1, 2022**
Info. Source: FAA
Location: Tucson (TUS)
Type: Cessna 550 Citation
Injuries: 4 Uninjured

CRACKED WINDSHIELD

A Cessna 550 Citation diverted to Tucson (TUS) after declaring an emergency due to a cracked windshield. Supplemental Oxygen was not used, and the aircraft landed on TUS runway 11R without further incident and taxied to the FBO. The extent of damage was unknown.

Date: **May 1, 2022**
Info. Source: FAA
Location: Phoenix (IWA)
Type: Cessna 525 Citation
Injuries: Unknown Number Uninjured

ENCOUNTERED AERODYNAMIC FLUTTER

The Cessna 525 Citation was enroute from Las Vegas to Tucson and advised the Phoenix TRACON they were declaring an Emergency due to an aerodynamic flutter. They diverted to Phoenix Gateway Airport (IWA) and landed without further incident.

Date: **May 2, 2022**
Info. Source: ASN, NTSB, FAA
Location: Phoenix (IWA)
Type: Piper PA22-135 Pacer
Injuries: 2 Uninjured

LOSS OF CONTROL LANDING

The Piper PA22 Pacer ground looped while landing on Runway 12L at Gateway Airport (IWA). Aircraft damage was substantial.

Date: **May 10, 2022**
Info. Source: FAA
Location: Tucson Ryan Field
Type: Piper PA18 Super Cub
Injuries: 2 Uninjured

RUNWAY EXCURSION

The Piper PA18 Super Cub, which was used for Aerial Advertising, unintentionally maneuvered off RWY 06L after landing at Ryan Field causing damage to a Taxiway Directional Sign. Aircraft and sign damage was substantial.

Date: **May 12, 2022**
Info. Source: FAA
Location: Chandler (CHD)
Type: Piper PA28-160
Injuries: 2 Uninjured

LOSS OF OIL PRESSURE

The Piper aircraft landed 5 miles short of the runway at Chandler Municipal Airport (CHD) after losing oil pressure. No injuries or aircraft damage was noted.

Date: **May 22, 2022**
Info. Source: ASN
Location: Prescott (PRC)
Type: Cessna 172
Injuries: 1 Uninjured

INFLIGHT LOSS OF POWER

A Cessna 172 Skyhawk sustained substantial damage subsequent to the forced landing follow-

Photo by Prescott Regional Airport

ing a loss of engine power while attempting to return to the airport after takeoff from Prescott Regional Airport/Ernest A Love Field (PRC). The engine failure occurred shortly after takeoff.

Date: **May 25, 2022**
Info. Source: ASN

Location: Show Low (SOW)
Type: Cessna 172
Injuries: 2 Fatalities

INFLIGHT LOSS OF POWER

After takeoff from RWY 25, a Cessna 172F Skyhawk sustained substantial damage subsequent to an impact with terrain just after departure from Show Low Regional Airport (SOW).

A Few Words About Safety

Denny Granquist

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Accelerate Stop for Single Engine Airplanes

by Paul Wiley

This article discusses the concept of Accelerate Stop (and briefly the associated Accelerate Go) for pilots flying single engine land airplanes under FAR part 91 General and Operating Flight Rules.

The concept of Accelerate Stop/Accelerate Go is usually thought of as applicable only to multi-engine airplanes; normally, a pilot is first introduced to this concept during multi-engine training. However, I believe pilots flying single engine airplanes can also benefit from understanding Accelerate Stop/Accelerate Go. The distance you calculate to accelerate to liftoff speed and then stop is useful in determining how much runway you may need for the airplane you are flying, i.e., helpful in making the Go/No Go decision. Knowing this distance is also important for other reasons as explained further in the article.

Accelerate Stop Distance - The distance required to accelerate an airplane to a specified speed and, assuming failure of an engine at that instant that speed is attained, to bring the airplane to a stop.

Accelerate Go Distance - The distance required to accelerate an airplane to a specified speed and, assuming failure of an engine at that instant that speed is attained, to continue the take-off and climb over a 50-foot obstacle. Obviously, Accelerate Go does not apply to a single engine airplane. Since Accelerate Go does not apply to single engine airplanes, it will not be discussed further in this article.

The Scenario:

Let's assume you own a Cessna Turbo Centurion Model 210. You want to fly into an airport with a well-maintained level grass runway that is 3,000 feet long and at an elevation of 2,500 feet above sea level. There are 50-foot-high trees on each end of this runway. On the day and time you wish to fly into this airport, the temperature is 70 degrees Fahrenheit and there is no wind. Your gross weight for both take-off and landing will be 3,400 pounds. You will use the manufacturer's recommended

short field procedures for both take-off and landing. The technique you use will be as specified by the airplane manufacturer for short field operations.

In this Accelerate Stop scenario, 1) the airplane will be accelerated to lift-off airspeed, 2) a decision will be made to abort the take-off and 3) the airplane will be brought to a stop straight ahead as quickly as possible using proper technique. In a “real life” situation, this can be necessary for several reasons such as 1) a suddenly rough running engine during the take-off ground run, 2) a door or window that pops open, 3) bird strike or 4) some other distraction that happens at just the wrong time.

<u>Take-off Performance Calculations</u>:

Referring to the definition of Accelerate Stop, we see that the airplane is accelerated to a “specified speed” and then brought to a stop as quickly as possible. What is this specified speed? In our case, with a single engine airplane, it will be the rotation speed (V_R) which for a short field take-off is just slightly less than the Best Angle of Climb Speed (V_X)

The Take-Off Data table (Figure 6-3), which was taken from the Cessna Centurion Owner’s Manual, specifies that at a gross weight of 3,400 pounds V_X is 77 MPH indicated airspeed (IAS) shown in the

TAKE-OFF DATA

TAKE-OFF DISTANCE WITH 10° FLAPS FROM HARD SURFACE RUNWAY

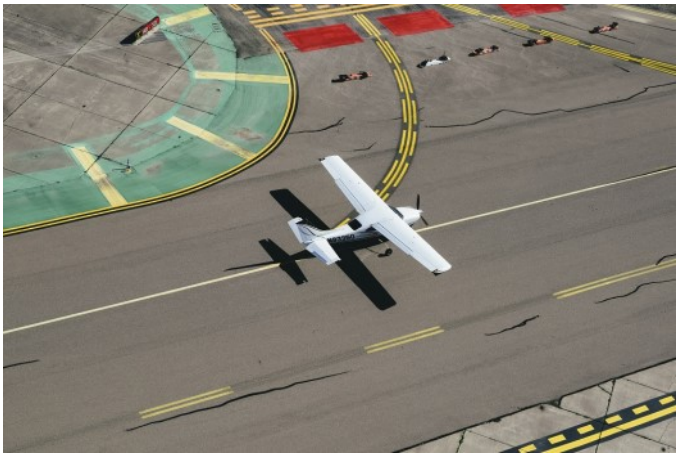
GROSS WEIGHT POUNDS	IAS @ 50 FT.	HEAD WIND KNOTS	@ SEA LEVEL & 59° F.		@ 2500 FT. & 50°F.		@ 5000 FT. & 41°F		@ 7500 FT. & 32°F	
			GROUND RUN	TOTAL TO CLEAR 50. FT. OBS.	GROUND RUN	TOTAL TO CLEAR 50 FT. OBS.	GROUND RUN	TOTAL TO CLEAR 50 FT. OBS.	GROUND RUN	TOTAL TO CLEAR 50 FT. OBS.
3800	82	0	1170	2030	1305	2210	1465	2425	1645	2665
		10	870	1610	985	1765	1115	1950	1270	2155
		20	615	1225	705	1360	810	1515	935	1695
3400	77	0	905	1605	1010	1745	1135	1905	1275	2085
		10	660	1255	745	1375	850	1510	965	1670
		20	455	945	520	1040	600	1160	695	1290
3000	72	0	680	1270	760	1375	850	1495	960	1635
		10	485	985	550	1070	625	1175	715	1290
		20	325	725	370	795	430	885	500	980

NOTES: 1. Increase distance 10% for each 20°F above standard temperature for particular altitude.
2. For operation on a dry, grass runway, increase distances (both "ground run" and "total to clear 50 ft. obstacle") by 5% of the "total to clear 50 ft. obstacle" figure.

6-3

Figure 6-3.

table as IAS @ 50 ft. Here is where the NOTES are important. Note 1) states: Increase distance 10% for each 20 degrees above standard temperature for a particular altitude. Standard temperature is 50 degrees F at 2,500 feet MSL. Note 2) states: For operation on a dry, grass runway increase distances (both “ground run” and “total to clear 50 ft.



Take-off Performance Calculations - continued:

obstacle”) by 5% of the “total to clear 50 ft. obstacle” figure. Applying the Notes to the figures in the table we get: 1,198 feet of ground run. That is: 1,010 ft ground run from the table * 1.1 (+10% to account for the +20

degrees above standard temperature) = 1,111 + 87 ft. (+5% of the total to clear 50 Ft. obstacle figure to account for the grass runway) = **1,198 Ft.** total ground run to reach V_R, and the decision point.

The “Decision Period” Calculations:

Now you are traveling at 77 MPH IAS, and you decide to abort the take-off. The period of time it takes a pilot to realize he needs to abort take-off and actually start the process of reducing power and to initiate braking is called, appropriately enough, the decision period. While studies have shown the time to make this decision can range from 2 up to 8 seconds, most manufacturers allow for a period of 3 seconds to make the decision to abort the take-off and start taking action to stop the plane. At 77 MPH (approximately 107 feet per second), the plane will travel a total of approximately **321** feet in the 3 seconds of the decision period. The decision to abort take-off having been made, we now turn our attention to stopping the plane.

6-12

LANDING DISTANCE TABLE

LANDING DISTANCE WITH 30° FLAPS ON HARD SURFACED RUNWAY

GROSS WEIGHT POUNDS	APPROACH IAS MPH	@ SEA LEVEL & 59°F		@ 2500 FEET & 50°F		@ 5000 FEET & 41°F		@ 7500 FEET & 32°F	
		GROUND ROLL	TOTAL TO CLEAR 50 FT. OBS.	GROUND ROLL	TOTAL TO CLEAR 50 FT. OBS.	GROUND ROLL	TOTAL TO CLEAR 50 FT. OBS.	GROUND ROLL	TOTAL TO CLEAR 50 FT. OBS.
3800	82	765	1500	815	1595	865	1695	920	1805

NOTES:
1. Distances shown are based on zero wind, power off, and heavy braking.
2. Reduce landing distances 10% for each 5 knots headwind.
3. For operation on a dry, grass runway, increase distances (both "ground roll" and "total to clear 50 ft. obstacle") by 20% of the "total to clear 50 ft. obstacle" figure.

Figure 6-7.

Landing Distance Calculations:

The Landing Distance Table (Figure 6-7), which was also taken from the Cessna Centurion Owner's Manual, specifies that at a gross weight of 3,800 pounds and an approach speed of 82 MPH IAS, the landing distance at 2,500 feet elevation and 50 degrees F is 815 feet of ground roll. Again, the NOTES are important. The only Note applicable to our scenario here is Note 3) which states: For operation on a dry, grass runway, increase distances (both "ground roll" and "total to clear 50 ft. obstacle") by 20% of the "total to clear 50 ft. obstacle" figure. Applying the notes to the figures in the table we get: **1,134** feet of ground roll. That is 815 ft ground roll from the table + 319 ft. (+20% of the total to clear 50 ft. obstacle figure) to account for the grass runway) = 1,134 feet of total ground roll from the decision point to a full stop. Proper technique means flaps retracted and heavy braking. Note that the airspeed should be slightly less than the 82 MPH speed used to calculate landing distance and the 3,800 pounds gross landing weight is the only option given in the table. The heavier gross weight means a "worse case" situation for landing. That is a slightly slower speed and lighter landing weight equates to a better situation since landing at a lighter weight and slower speed would take less distance to stop. However, we will use the figures based upon a 3,800 pound gross landing weight and 82 MPH because this is the only reliable information we have and it is conservative.

Putting It All Together:

The total distance to accelerate to liftoff airspeed, decide to abort the take-off and then stop the plane is the sum of these 3 factors:

Take-off distance = **1,198** feet of ground run

Travel during the decision period = **321** feet

Landing distance = **1,134** feet of ground roll

Summing these 3 factors equates to a total distance of **2,653 feet** of runway required as calculated from the Owner's Manual in this scenario for accelerate stop. This seems OK because our intended runway is 3,000 feet long.

However, we are not quite finished with our calculations. The AOPA Air Safety Institute recommends adding 50% to these calculations derived from the Airplane's Owner's Manual or Approved Flight Manual as a "safety factor". Adding 50 % to our calculations of 2,653 feet of runway required means that to be conservatively safe

Putting It All Together - continued:

we need **3,980** feet of runway. Not good because

this exceeds the 3,000 feet of runway we intend to use by a significant amount.

But, if we use just the Take-off and Landing distance calculations separately, i.e., with no "decision period", we can see that the numbers are more favorable. Effectively, this means we will consider the distance we need to take-off and the distance we need to land separately and NOT the 'decision period", which by the way could be more than the 3 seconds in this scenario depending upon the pilot's reaction time. We will not consider the scenario where the take-off is aborted at or near liftoff. This could potentially be a problem if the take-off does need to be aborted and a prudent pilot would not take such a chance. So, let's look at the take-off and landing distances required with the 50% safety factor added to the manufacturer's data.

Take-off and Landing distances computed with 50% Safety Factor:

- Take-off distance = 1,198 feet of ground run. With 50% safety factor = **1,797** feet
- Take-off distance total to clear 50 ft. obstacle = 2,007 feet. With 50% safety factor = **3,011** feet
- Landing distance total to clear 50 ft. obstacle = 1,914 feet. With 50% safety factor = **2,871** feet
- Landing distance = 1,134 feet of ground roll. With 50% safety factor = **1,701** feet

Some Other Factors affecting Take-off and Landing distances:

Wind:

Of all the factors affecting take-off and landing distances, a headwind is the most common factor working for the pilot and having an appreciable positive impact on take-off and landing distances. With just 10 knots of headwind, the take-off ground run in the table decreases from 1,010 feet to 745 feet, or approximately a 26% decrease in distance required. Likewise, a tailwind will dramatically increase take-off and landing distances. Remember that landing distance is a function of ground speed, not airspeed. A tailwind will increase the groundspeed (perhaps dramatically if strong enough), thus requiring more runway to stop. Additionally, a combination of crosswind and tailwind when taking off or landing can make directional control difficult and hinder good technique. A quartering tailwind is generally considered to be the most problematic to deal with when landing or taking off as it negatively affects both distance required and controllability.

Airplane Weight:

Takeoff distance varies as the square of the gross weight. As shown in table, notice that as the gross weight increases (approximately 10%) from 3,400 to 3,800 lbs. the takeoff distance increases approximately 30% from a ground run of 1,010 to 1,305. Distance to clear a 50 ft. obstacle and climb performance will also be similarly affected. Landing distance will also be longer for increased weight and shorter for decreased weight.

Runway Slope:

A runway that has an appreciable upslope or downslope will also decrease the take-off distance when taking off downhill and decrease landing distance when landing uphill. A good "rule of thumb" to use is when the wind (headwind component) is less than 10 knots take off downhill and land uphill.

Runway condition:

A wet or (especially) a contaminated runway can have a very negative effect on landing distance mainly due to the effect upon braking action. A grass runway that is wet or has not been mowed recently can also have a negative effect on take-off (tall grass) or landing (wet or contaminated).

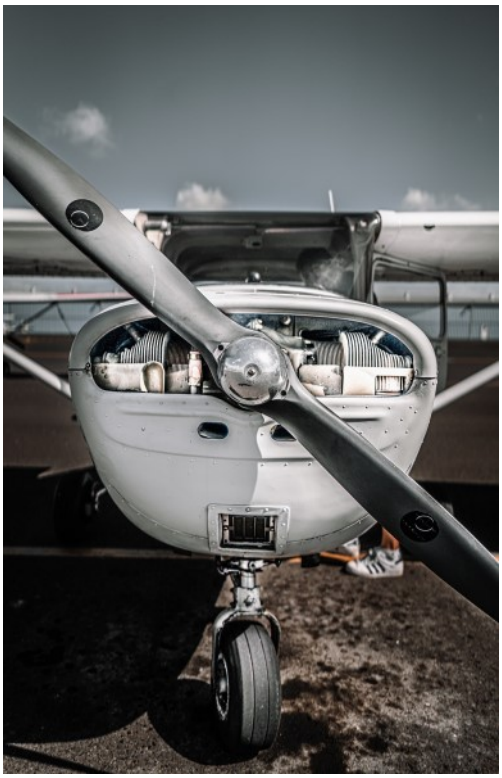
Some Other Factors affecting Take-off and Landing distances - continued:

Note that some of these factors can be additive in a way to further impact performance, e.g., landing downhill with a tailwind, or taking off uphill with a tailwind.

Pilot Technique:

All the calculations made regarding take-off and landing distances provided by the airplane manufacturer are predicated upon the pilot using proper technique. Usually, factory pilots will test fly the airplane and confirm the distances and performance stated in the manual are accurate. You can be assured that these factory test pilots are using proper technique when flying these airplanes, which are new planes in excellent condition. Therefore, the distances and other data provided in the airplane manuals (either Owner's Manual or Approved Flight Manual) should be considered "best case". As a skilled and proficient pilot, you may be able to achieve these same numbers when you are flying, but you probably won't do better. Unfortunately,

poor technique during either take-off or landing can wreck your most careful calculations and lead to significantly worse performance. Example: Landing too fast and/or downwind or using improper technique when braking will definitely increase landing distance required. The best way to fix poor technique is to fly occasionally with an instructor and to understand all the variables that can affect the airplane's performance. WINGS, the FAA's Pilot Proficiency Program, is an excellent way to stay proficient and to improve your piloting technique.



Conclusions:

Should a prudent pilot in this scenario go ahead and fly into and out of this runway? In my opinion, the answer is: "it depends". It depends upon several factors including, but not limited to 1) the pilot's skill, 2) total experience, 3) recent experience, 4) proficiency with this particular type of airplane, 5) knowledge of the weather and 6) exact runway and airplane condition. A skilled, proficient and high-time pilot with extensive total and recent experience in this airplane should be able to fly into and out of this airport safely in this scenario. A low-time pilot who has just been checked out in a complex and high-performance airplane should most likely not attempt to fly into this airport under these circumstances. The low-time or rusty pilot is the one who should especially pay close attention to the manufacturer's recommendations and add the recommended 50% safety factor to his/her take-off and landing calculations. Also, remember that the figures manufacturers use in their aircraft manuals are usually measured under "ideal" (and as documented) conditions including a new airplane being flown by a factory test pilot using proper technique, i.e., a very skillful pilot. There is risk involved in "eating into" the recommended 50% safety margin. This risk can be either mitigated or aggravated by the pilot's skill, experience and proficiency as well as the airplane condition.

References:

On Landings Parts I, II, III FAA-P-8740-48, 49 and 50 respectively. Very informative and entertaining as well!

The Advanced Pilot's Flight Manual, 9th Edition by William K. Kershner

Paul

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AFTW

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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
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The following articles contain content that is not necessarily the opinion of the APA.

TEACHING AND "UNTEACHING"

By Barbara Harper and Howard Deevers

The Airman Certification Standards (ACS) are what we are required to teach for a prospective pilot to pass a check ride for Private Pilot and other ratings. The ACS and the FAR part 61 are very specific about the tasks that must be mastered to pass a check ride: Take offs, landings, maneuvers, emergency procedures, stalls and recovery, and more items must be taught to new prospective pilots.
Every instructor has his/her own style of teaching. New students will believe almost anything that an instructor says or demonstrates. If the instructor said it, or did it, then it must be right.

Recently, while approaching Marana Airport (KAVQ) to meet a friend, a student pilot on a solo flight was also approaching the airport. Coming from the Phoenix region, he was following the I-10 route to the "Cement plant." His radio calls were quite good, but very lengthy: "Marana traffic, Cessna 1234, at the Cement Plant, student pilot solo. Planning a 45 entry to downwind for runway one-two, full stop, taxi back on taxiway A, Marana Traffic." Then when on the 45 entry we got the same information again, and again on downwind, and on base, and on final.

The good thing is that his instructor did a good job of teaching him to communicate. The problem was that he was transmitting *too much* information on each call on a busy frequency. It is nice to know where a plane is in the pattern, but we don't need to know that he will be full stop, what exit he will turn off at, and what taxiway he will use with each call.

Observational learning is when students learn from observing. We have all done that, and it helps cement a task, but to "unlearning" something in aviation is not an easy task. Communicating on the radio is intimidating for new students (it was for me, too), and we learn from observing our instructors. On your checkride, the examiner will expect you to do all of the communicating. The examiner will give you a lot of liberty in how you communicate, as long as you respond to ATC instructions and can be clear about your intentions. Most of us improve our communications after we receive our pilot certificate.

Thanks to more tools, content, and technology we can develop new skills and build expertise on our own. A problem comes into play when a task we learned is no longer the appropriate task because the aviation world around us has changed. Now we need to identify

the old knowledge and assimilate the new. The “old method” that we learned may not fit the new playbook of today.

Instructors can help with this. At your Flight Review, required each two years, an instructor can give tips on communicating and on traffic patterns, and at Control Towered airports coach you on how to exit an active runway and contact ground control, and thus avoid “Hot Spots” on that airport. There is a lot of information available to us from the Pilot-Controller Glossary and the AIM. Few pilots spend time in those resources after getting their certificates. Another great place to learn, or unlearn, is in the WINGS Program. Getting a phase of the WINGS will require review of written information and flying with an instructor. It counts as a Flight Review any time you do that.

It is not easy to get out of our comfort zone and change something we have been doing for a long time. Here is another example of something learned: Dumping the flaps as soon as your wheels are on the ground. I'm sure to get a lot of debate on this subject! Sure, I had instructors tell me to do that in training also, and I would do it without question. Then a more experienced instructor asked me, “Why are you doing that?” The worn-out answer is always, “That is what I was taught.” Then he said, “I'm sure that they said it was so you could get the weight of the airplane on the wheels so you could brake better, right?” Now the real lesson began. The next question from him was, “What do flaps do for us?” My answer, “They help me land at the proper landing speed.”

“If you are already landing at the right speed, why do you need to do anything with the flaps?”

The flap discussion when on for quite a while. Not only did I learn about flaps, but also about questioning the way I was taught. It is okay to ask an instructor, “Why do we do that?” And then think about the answers. We all learn together.

Instructors might need “unteaching” as well. Instructors are required to renew their CFI Certificate every two years. The renewal is not a flight review with a minimum one hour of ground and one hour of flight. The CFI renewal is 16 hours of classroom instruction and discussions (or on-line programs available today), where the FAA may introduce new material through the presenters of the renewal.

A good pilot (or instructor) is always learning. Your ARIZONA PILOTS ASSOCIATION and the FAASTeam (FAA Safety Team) present free safety seminars all over the State. Check the website for locations and times, and “Don't forget to bring your ‘wingman.’”

Barbara & Howard

Got great aviation photos that you'd like to share?

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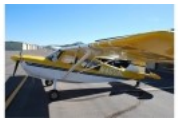
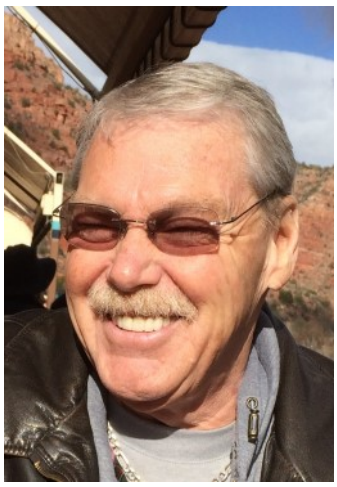


GAARMS REPORT

JUNE 2022

By Fred Gibbs



We are now 5 months into 2022 with only two fatal accidents here in Arizona since the beginning of the year, and these having only two fatalities. I certainly hope we can keep that safety record going. The first accident 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. The 2nd accident is highlighted below:

Date: April 15, 2022
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.

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

FRED'S PERSPECTIVE:

Just to be clear, the opinions and statements made within my articles are strictly mine and may not necessarily reflect any policy or position of the Arizona Pilots Association.

Well, my article on safety pilots in last month's newsletter has certainly generated a lot of input, comments, criticisms, review of FAR's and discussions. That pleases me! People are reading my articles. Raising awareness and attempting to clarify issues is what it is all about. I welcome all comments, and they certainly make me think, and research, even deeper into the subject matter. And the FAR's do not help clarify the issue, hence my

tongue-in-cheek humorous FAR 1000 copy as published in last month's newsletter. Below is a copy of an AOPA article dated 2017 which talks about BasicMed vs safety pilot functions. ***(Blue bolded portions are my input/comments)***

"Can I fly under BasicMed and act as a safety pilot?"

This is a commonly asked question, and for good reason, because the answer is, well, it depends. But with a quick review of what it means to act as a safety pilot and the relevant limitations of BasicMed, pilots flying under these rules may find it easier to determine when they can ***(and cannot)*** act as a safety pilot.

Initially, recall that a pilot is only a "safety pilot" during simulated instrument flight under FAR 91.109 (c). This ***(regulation)*** states in part that no person can operate an aircraft in simulated instrument flight unless "the other control seat is occupied by a safety pilot who possesses at least a private pilot certificate with category and class ratings appropriate to the aircraft being flown." ***(Notice it does NOT say anything about high performance, complex, high altitude or TAA endorsements, nor does it say you must have a current flight review or be instrument rated or current.)*** With limited exceptions, the safety pilot must have adequate vision forward and to each side of the aircraft, which is to be equipped with fully functioning dual controls.

With the definition of a safety pilot in mind, consider a flight in simulated instrument conditions where Pilot A is under the hood and is acting as Pilot in Command (PIC), and Pilot B is acting as safety pilot in the other seat. Pilot B's presence is required under FAR 91.109(c) for the portion of the flight that Pilot A is in simulated instrument flight, so Pilot B is then referred to under the regulations as a "required pilot flight crewmember."

Scenario:

Pilot A wishes to fly with Pilot B (as the safety pilot) for the purpose of practicing instrument flying in a high-performance aircraft. Pilot A may legally act as PIC and has agreed to act as PIC. Pilot A will be wearing a view-limiting device and will be flying by reference to instruments. Pilot B is rated in the aircraft (ASEL) and has a current (FAA) medical certificate but is not instrument rated, not endorsed to fly high-performance airplanes, nor does he/she have a current flight review. However, Pilot B has agreed to be the safety pilot for the flight.

<u>Now, pay close attention:</u> Pilot A may log PIC and simulated instrument time. Pilot B may log second-in-command (SIC) time. Pilot A is assuming PIC responsibilities and may log PIC. Pilot B is a crewmember where more than one

pilot is required and may log SIC (FAR 61.51). Again, because Pilot B is a required crewmember, he/she will need a current (FAA) medical certificate (FAR 61.3).

<u>And now for the critical limitation:</u> Under federal law, BasicMed only applies to a pilot acting as PIC and does not apply to required pilot flight crewmembers like the safety pilot in the example above. When acting as a required pilot flight crewmember, FAR 61.3(c) requires the safety pilot to have a valid and appropriate medical certificate.

The simple solution for a BasicMed pilot who wants to act as a safety pilot under FAR 91.109(c) without a medical certificate is to meet all currency and qualification requirements to act as PIC, and to act as PIC during the portions of the flight in simulated instrument conditions. Even though the pilot under the hood cannot simultaneously act as PIC, the simulated instrument flight still satisfies that pilot's recent flight experience requirements for a PIC under FAR 61.57, since that regulation does not require the pilot to be acting as PIC while he or she performed the required tasks during the simulated instrument flight***. (This raises a new question: So, how does Pilot A log the time – NOT PIC,and NOT dual received since NO instructor is on board. Hmmmmm…)***

Importantly, note that whenever a BasicMed pilot acts as PIC, then the entirety of the flight from takeoff to full-stop landing must be conducted within the flight condition limitations of BasicMed. The FAA has stated that this limitation applies even if another qualified pilot holding a medical certificate is also present and able to act as PIC. Finally, be sure to confirm that the aircraft limitations do not restrict the PIC to the left seat, and that anyone acting as PIC meets all applicable insurance requirements.

This all boils down to a sticky-wicket scenario. A real in-depth understanding of the regulations is necessary to fully understand the ins and outs of this whole safety pilot issue. Who is PIC and when? Who can be PIC? Logging safety pilot time is Second-in-command time? When under the hood when can I log or not log PIC time? How do I/can I log Dual received if safety pilot NOT an instructor? The deeper I dig into this, and the more people I ask, the murkier it gets…

And then there is the issue of IFR currency. If you do not have 6 instrument approaches logged within the previous 6 months (and I understand it means to the end of the month you are in), then you are no longer current. I always understood that meant you needed to then get an IPC to regain currency, but further discussions with fellow instructors and a further in-depth reading of the regs seems to imply you have 6 more months to regain that currency by doing approaches (apparently with a safety pilot, but maybe not). If at the end of that 6-month period you still do not have the required 6 approaches, then an IPC is required. Which raises

the question “Can any of the approaches during that period be done in actual IMC to meet the requirement?” (My interpretation is – I guess so: maintaining currency can be either simulated or actual…)

Finally, in leaving this subject, all comments, criticisms, and suggestions are welcome. The more we talk, the smarter I (and we) Hopefully get!

THE WHOLE NINE YARDS

American fighter planes in WW2 had machine guns that were fed by a belt of cartridges. The average plane held belts that were 27 feet (9 yards) long. If the pilot used up all his ammo, he was said to have given it the whole nine yards.

The statistics on sanity is that one out of every four persons is suffering from some sort of mental illness. Think of your three best friends. if they're okay –

then it's you!!

QUIZ TIME -

1. While cruising at FL370, I am told that the outside air temperature (OAT) is ISA +4. What the heck does that mean?
    a. My football team is ahead by 4 points.
    b. The OAT is plus 4 degrees Fahrenheit.
    c. The OAT is plus 4 degrees Centigrade.
    d. The OAT is 4 degrees higher than the standard temperature for FL370.

2. If a statue mile (SM) is 5280 feet, how long is a nautical mile (NM)?
    a. The same?
    b. 6000 feet
    c. 6080 feet
    d. 6008 feet

3. You are cruising along at 10,500 feet, heading 350, receiving Flight Following, when center says you have traffic at nine thirty, 3 miles, same altitude, heading 020. What action, if any, would you/could you/should you consider?
    a. Dunno, I only have a digital watch.
    b. Nothing, it is only 0900.
    c. Climb or descend immediately.
    d. Look left for traffic, and if traffic not in sight, determine an appropriate course of action and advise Center of what you are going to do.

4. 'Tis a beautiful day in Flagstaff, clear and a hundred miles visibility, 26 degrees Centigrade, altimeter setting 30.24, Density Altitude 9500 feet. But the winds are blowing, reported as 260 at 23 gusting 32. Your POH says the demonstrated cross for your airplane is 16 knots. Can you legally land?
    a. YUP…
    b. Nope
    c. Yikes! What am even I doing here? Do I even want to try???
    d. Here, hold my beer. I can do this!!

5. Monsoon season is coming up soon for us Arizonians! That means thunderstorms and all of their associated hazards. The TAF is calling for thunderstorms all afternoon starting at 1:00pm, and I have a lesson with my instructor at 2:00pm to 4:00pm. Does the TAF forecast that includes the thunderstorms (and all of its associated hazards) mean I cannot fly because of all those hazards?
    a. CORRECT, I cannot fly! The TAF, and probably any convective SIGMET associated with the thunderstorms, indicate dangerous conditions.
    b. Nah, I'm going flying! The TAF and any SIGMETs are only forecasts, and many times are not true!
    c. ABSOLUTELY I CAN GO FLY! I can just look out the window while flying and make decisions as I go along!
    d. Possibly! But I really need to take an in-depth look at all the other weather products for the

time period I am flying, especially the latest radar reports for the area around the airport, and then confer with my instructor before making any final decision.

(Answers at bottom of Safety Programs)

SAFETY PROGRAMS

There are NOT a lot of FAASTeam safety 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.

Fred

Quiz answers: 1.d, 2 .c 3.d 4. a (which includes d) and 5.d

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!!!

March-April Pilot Deviations

by Jim Timm

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

In the period from April 15 through May 12 there were nineteen pilot deviations recorded by the FAA SDL FSDO. These deviations were committed by student, private, commercial, CFIs, and ATP pilots. Of the nineteen deviations made, there was only a need to issue two Brashers, and they both were for runway incursions. It was interesting to note that this month there were only three out of state and two foreign pilots committing pilot deviations. Overall, the number of deviations were down this reporting period.

A controller will issue 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.

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 as follows:

Five IFR Deviations

Three Class Delta Airspace Deviations

Three Air Traffic Control Instruction Deviations

One Wrong Surface alignment Deviation

Seven Runway Incursions

The details of the deviations this month are as follows:

IFR DEVIATIONS

4/7 Route (SID) Deviation
Unknown Pilot Certification
Scottsdale (SDL)

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

4/15 Altitude Deviation
Private Pilot
Albuquerque Center (ZAB)

At 2217z, the controller climbed the Beechcraft to FL210. At 2224z, the controller amended the request to the Beechcraft to climb to FL190. At 2228z, traffic was issued to the Beechcraft and to a Cessna who was at FL200. At 2230:18z, the Beechcraft was observed climbing at FL191. At 2230:39z, the controller issued a traffic alert and issued a request for the Beechcraft to descend to FL190 immediately. The Beechcraft was observed as high as FL193 and passed behind the Cessna. Closest proximity was 3.28 NM and 700ft. The Beechcraft pilot stated that when he was issued the traffic call, he looked out the window for the traffic and did not see the other aircraft.

4/30 Altitude (STAR) Deviation
Private Pilot
Nevada Pilot
Phoenix TRACON

The Beechcraft had descended below his assigned altitude of 11,000 feet. The pilot stated he was descending via the STAR (the DSERT TWO ARRIVAL does not have a descend via the STAR). The Beechcraft's descent below 11,000 feet resulted in a loss of separation with a Piper northbound at 10,000 feet. The closest proximity was 2.02 NM and 300 feet vertical.

5/2 Altitude Deviation
Unknown Pilot Certification
Foreign Pilot (Mexico)
Tucson

The Piper aircraft was assigned a descent to 11,000 feet and told to expect a Visual Approach to RWY 29R at Tucson. The aircraft had descended below 11,000 feet. ATC observed the aircraft below 11,000 feet and issued him a Low Altitude Alert. The aircraft stated he thought he had been cleared for a Visual Approach. The aircraft's descent below 11,000 feet resulted in a loss of separation with terrain/obstacles.

5/9 Altitude Deviation
Unknown Pilot Certification
Albuquerque Center (ZAB)

The Albuquerque Center Controller had cleared the aircraft to climb to, and maintain 10,000 feet. The aircraft read back the clearance correctly. At 1602z, Albuquerque Center observed the aircraft above the assigned altitude and re-issued 10,000 feet. The aircraft had made an unauthorized climb to 11,000 feet which resulted in a loss of separation with another aircraft that was at 11,000 feet. The event occurred near Casa Grande. A Brasher was NOT issued. Closest observed proximity was 4.09 NM and 800 ft.

CLASS DELTA AIRSPACE DEVIATIONS

4/15 Entering Class Delta Airspace Without Obtaining Prior Authorization
Private Pilot
Mesa (FFZ)

A Pilot deviation was reported by the Falcon Field tower when an aircraft entered the

Falcon Field Air Space without an ATC clearance. (Note: Pilot had an excursion in

12/2021 that substantially damaged a former similar aircraft, and the registration records indicate the pilot may have traveled here to purchase another similar aircraft.)

4/29 Entering Class Delta Airspace Without Obtaining Prior Authorization
Private Pilot
California Pilot
Phoenix (DVT)

The pilot deviation was reported by the Phoenix Deer Valley Tower when the aircraft

entered the DVT Class Delta Airspace without obtaining an ATC clearance.

5/1 Entering Class Delta Airspace Without Obtaining Prior Authorization
Unknown Pilot Certification
California Pilot
Phoenix (DVT)

The pilot deviation was reported by the Phoenix Deer Valley Tower when the

aircraft entered the DVT Class Delta Airspace without obtaining an ATC clearance.

AIR TRAFFIC CONTROL INSTRUCTIONS

4/14 Failure to follow the Air Traffic Control Instructions.
ATP/CFI Pilot
Phoenix TRACON

The pilot deviation was reported by the Phoenix TRACON when the aircraft failed to

maintain an altitude assigned by ATC in the Chandler Airport (CHD) area.

4/16 Failure to follow the Air Traffic Control Instructions In a Movement Area.
Private Pilot
Phoenix Gateway (IWA)

The aircraft landed on Runway 12C, and was holding short of Runway 12R on Taxiway K. The Tower Controller instructed the aircraft to cross Runway 12R and contact Ground Control. The pilot read back was correct. The aircraft crossed Runway 12R and attempted to call Ground Control but Ground Control was on the landline coordinating. The aircraft continued taxiing straight ahead crossing Taxiway B, and onto a closed portion of Taxiway K.

5/6 Failure to follow the Air Traffic Control Instructions.
Unknown Pilot Certification
Mesa (FFZ)

The pilot deviation was reported by the Falcon Field (FFZ) Tower when the aircraft did not follow Air Traffic Control Pattern Instructions.

RUNWAY INCURSIONS

4/12 Entering a runway without ATC authorization.
Private Pilot
Prescott (PRC)

Ground Control had instructed a Piper aircraft to taxi via taxiway B4 and hold short of RWY 3R at taxiway C4 for a RWY 30 departure, and the pilot read back was correct. The Tower had cleared a commuter aircraft for takeoff on RWY 3R. Ground Control observed the taxing Piper aircraft not slowing down and instructed them to stop. The aircraft had crossed the RWY 3R hold line but stopped short of the RWY 3R edge line on taxiway C4. The closest estimated proximity when the commuter aircraft passed Taxiway C4 was approximately 50-55 feet lateral.

4/13 Entering a runway without ATC authorization.
Student Pilot
Phoenix Goodyear (GYR)

A Piper aircraft called the Tower and advised that they were ready. The Tower instructed the Piper to hold short of Runway 21, and the read back was correct. The Piper taxied across the hold short line, and stopped short of the runway edge line, and then asked the Tower if they were supposed to hold short of the runway or get on it. The Tower issued a go around to an aircraft that was on a 1 mile final. The Tower then cleared the Piper for takeoff.

4/14 Entering a runway without ATC authorization.
Commercial/CFI Pilot
Prescott (PRC)

A Cessna on a 1/2 mile final for RWY 21L was sent around due to an aircraft that was in a line up and wait position on the runway. The aircraft on the runway had been instructed to hold short of RWY 21L, and they read the clearance back correctly. The Cessna did not overfly the aircraft on the runway, and the aircraft on the runway was instructed to exit RWY 21L at taxiway D6, and Ground Control issued a **Brasher** warning to the aircraft.

4/14 Entering a runway without ATC authorization.
Private Pilot
Chandler (CHD)

The Piper aircraft called Ground Control for taxi instructions to RWY 4L, instructions were given, and the read back was correct. The Piper aircraft entered taxiway A at taxiway M, and instead of turning right, they kept going straight ahead onto RWY 4L at taxiway M. Ground Control became aware of the situation, and alerted the Tower Controller, and advised the Piper to immediately exit RWY 4L. The Tower controller sent an aircraft around that was on a 1/4 mile final, and the Piper was able to exit RWY 4L before the aircraft on final crossed the RWY 4L threshold.

4/16 Departing a runway without ATC authori-

zation.

Commercial/CFI Pilot
Mesa (FFZ)

A Piper aircraft called the Tower Controller while holding short of Runway 4R, and

advised that they were ready for departure. The Tower instructed the Piper to line up

and wait on Runway 4R, and advised them of traffic that would cross downfield. The

Piper read back was, “cleared for takeoff Runway 4R”. The Tower did not catch the

incorrect read back, and the Controller instructed another aircraft to cross Runway 4R at

Taxiway Charlie. The Controller then observed the Piper aircraft departing, and quickly

canceled the crossing clearance before the aircraft had crossed the hold short

bars of Runway 4R. The Tower advised the Piper when they were airborne that they had not been cleared for takeoff.

4/18 Entering a runway without ATC authorization.

Unknown Pilot Certification
Canadian Pilot
Phoenix (IWA)

A Beechcraft was given instructions to hold short of RWY 30L, and the read back was

correct. Another aircraft departed down field, and the Beechcraft was observed on the

runway holding in position during the departure. The Beechcraft was then cleared for

takeoff, and when switched to Departure Control, the Tower Controller instructed the

Departure Controller to give a Brasher Warning to the Beechcraft.

5/2 Crossing a runway without ATC authorization.

Unknown Pilot Certification
Tucson (TUS)

The aircraft crossed runway 29L without ATC authorization.

WRONG SURFACE ALIGNMENT

4/15 Aligned with the wrong surface for landing.

Private Pilot
Texas Pilot
Phoenix (PHX)

The pilot deviation was reported by the Phoenix TRACON when the aircraft flew through the runway 25L final and conflicted with traffic to runway 26.

A Few Words About Safety

Denny Granquist

“

“Flying with other pilots is always a check ride.”

“Asking ATC to repeat the transmission when needed is your job.”

”

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

APA Website

Stefanie Spencer— Webmaster

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.


New pilots welcomed!


Writers welcomed!

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