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President's Report

Greetings,

Jim Timm and Fred Gibbs write columns in this newsletter each month detailing GA accidents in Arizona. How great would it be if neither had to write anything at all? That would mean we all flew safely, made safe decisions, and we calculated risks accurately. In my time with APA, we haven't had a month like that. Fuel starvation and controlled flight into terrain accidents are all too common and completely preventable. While that's often the final ruling, typically a series of events led up to the accident. Because risk factors are additive, it can be difficult to isolate which factor contributed most to the accident. Airlines recognize this and shifted to focus on a "culture of safety." They now have extensive training on cockpit resource management (CRM). Primary flight instruction has pivoted to focus on aeronautical decision making (ADM). So has content used during Flight Reviews. We now have the IMSAFE checklist that we're all following. You are following it each flight, right? Despite the change in instruction and information available to us, pilots still wreck airplanes.



I've had a couple of instructors over the years who taught the Rule of 3. Once three things aren't quite right, they'd call off a flight. Forget the hangar keys when you walk out the door? That's one. Left main tire is low on pre-flight? That's 2. Get in and buckle up and realize the keys are still in your pocket? That's 3 and we're calling off the flight. Yep, it's that strict. Some things are in our control, like remembering keys. Some are partially in our control, like tire pressure. Individually, none of these items seem to be a safety of flight issue. However, leaving the keys at home tell me I'm distracted. I'm not focused on flying. Ok, get my head back in the game and ensure the rest of the time leading up to the flight is good. Low tire pressure? Sure, put some air back in and we're good to go. But what if that points to some neglect of maintenance? The plane may be well within annual, but perhaps it's been a while since I've flown it. Again, isolated, not a big deal. Now, I'm sitting in the seat buckled up ready to go, but keys are still in my pocket. Three strikes, I'm out. I've been distracted, I potentially have a maintenance concern, and the worry about that led me to become forgetful.

Today's just not my day to fly.



This type of thought process puts safety in the forefront. The vast majority of accidents Jim and Fred write about could have been prevented by removing just one risk factor from that flight. Rarely is only a single factor the actual cause. I believe Homer Simpson said it best. "Doh!" If that quote comes to mind after forgetting something or observing something, that's likely a strike against the three. My fictitious, but realistic examples above are all "Doh!"

moments. Try practicing this each day, even when you're not flying. When you get to three, reflect back and see how it could have impacted a flight. Together, let's help reduce the amount of work that Fred and Jim need to put into the accident report. Fly safe!

Blue Skies,

Brian



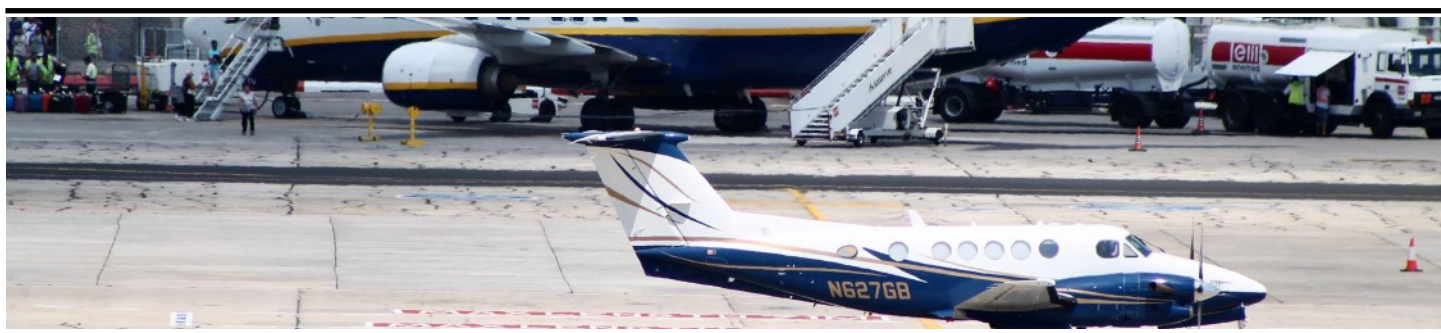
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A black silhouette of a biplane with two engines, positioned horizontally across the middle of the 'PARTNER 91' text.

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Got interesting aviation videos that you wish to share?

Please share only your own videos, keep them related to an aviation topic of some kind, and please keep them to no more than 5-6 minutes long. A short paragraph of explanation would be great, but not necessary.

rick@azpilots.org

Executive Director's Report

Jim Timm — November 2022

Well, fall weather has finally arrived. The days are noticeably shorter, but fortunately, the daytime temperatures have finally become very comfortable for flying. We need to get out there and enjoy it! I'll look forward to seeing you at the airport or at the Saturday morning fly-in breakfasts.

While taking a break over a morning cup of coffee, there was some discussion over the elimination of 100LL fuel, and what the impact this might have on our engines, and also the potential increase in cost of the new fuel. Apparently, the goal is to have the transition to lead free aviation fuel occur by 2030. It appears Reid-Hillview and San Martin airports in California are trying to jump the gun and have prohibited the sale of 100LL fuel as of January 1 of this year. This action put them in noncompliance with the requirements of the FAA Airport Improvement Program (AIP) funds they have received, which amounts to millions of dollars. Because of this unavailability of fuel, the impacted pilots and aviation businesses have thus filed a formal complaint with the FAA. There are a couple of fuel companies that have made significant progress in finding a suitable replacement for 100LL, and apparently engine manufacturers are also addressing the problem. So, here is hoping they will come up with a solution that will be cost effective, and it appears that there is some optimism that we will have a fuel suitable for use in the larger, high compression, high performance, engines by the deadline. I only hope we will be able to afford it, whatever it is.



MISCELLANEOUS ITEMS

FAA

Apparently, the FAA has continued to receive field reports of cracked cylinders, in spite of compliance with AD 2020-16-11. Obviously, the FAA is concerned that the corrective action in the Air-

worthiness Directive (AD) is not sufficiently resolving the problem. Therefore, the FAA needs additional input from the field to better understand the problem and determine if additional action is going to be needed at this time. To better understand the problem, the link to the Worthiness Concern Sheet is:

https://www.faa.gov/air_traffic_safety/airworthiness_directives/2022/Oct/FAA_ACS_Continental_Cylinder_Cracking.pdf

The FAA issued a Special Airworthiness Information Bulletin (SAIB) [2022-20](#) on the wing of the





Piper PA-28 and PA-32 aircraft in the wake of an in-flight wing separation of a PA-28R-201. The accident was found to be caused by fatigue cracks in the wing lower spar cap. The interim AD, among other actions, called for a one-time inspection of certain lower spar cap bolt holes to help determine the number of cracked holes present in the fleet. Concerned with the possibility of additional in-flight wing separations, the FAA is working toward finding a final AD action to address this safety issue. The FAA is seeking input from the pilot community to find an inspection process that will help to determine further action.

SAFETY

As you can see from our Aircraft Accident Reports, gear-up landings and gear collapses can happen to pilots regardless of experience or certification levels. They are often caused by distractions that lead to forgetting to lower the gear before landing, or mistakenly selecting the gear up switch instead of the flaps up switch while on the ground. So how can we combat these self-induced problems that lead to one of the more expensive insurance claims? Safety teams are working on forums and other possible means to help you to avoid one of these gear up or gear collapse situations. In the meantime, try not to allow yourself to become distracted. The landing process is one of the high stress times in flying. Keep on high alert, try to avoid distractions, and fly safely.

In this past reporting period, aviation safety has not been very good, based not only on the number of accidents that had occurred, but also on the fact that we did have an accident that resulted in a fatality, and we also had some injuries that could very easily have resulted in fatalities. For a detailed report of all 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.

The number of pilot deviations have gone up a significant amount this past reporting period. I don't know of a reason why this may have occurred; other than perhaps the slightly cooler weather has encouraged more of the marginal pilots to go flying and commit airspace deviations. Whatever the reason, pilot deviations have gone up last month. Pilots must always know what type of airspace they are flying in, or are about to enter, and understand what ATC will expect from them. When flying in controlled airspace, don't try to be creative and do something without first talking to ATC. Lastly, pilots need to pick up an Airman's Information Manual





(AIM), and brush up on the “high points”. Don’t commit a pilot deviation.

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

Five IFR Deviations	3 Brashers
Five Class Delta Airspace Deviations	4 Brashers
One Movement Area Deviation	None
Five Air Traffic Control Instructions	None
Five Runway Incursions	1 Brasher

For the details, see my Pilot Deviations Report elsewhere in this newsletter.

CONSTRUCTION

In spite of the cooler weather, many airports around the state have repair/construction projects under way; however, we don’t have the latest status on all these projects, so always check for NOTAMS at your destination airport to determine what may be happening. Always be cautious and always fly informed.

Chandler still has ramp paving projects in process, so get NOTAMS, and use caution in taxiing.

APA works 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.

THINGS TO DO - PLACES TO FLY FOR BREAKFAST:

The fly-in breakfast at Coolidge Municipal Airport (P08) is on the first Saturday of the month.

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 is on the third weekend of the month.

Grapevine is open full time, but the third Saturday of each month is a special time for a group camp dinner on Saturday evening. Come and camp for the weekend! The camp host will prepare the main

course, and campers, please bring a side dish or dessert to share. 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. Apparently, the upgrading of the lunch area has yet to meet inspection require-



ments. Hopefully it won't be too long before it can come online.

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

Jim



CALLING ALL FLIGHT INSTRUCTORS!



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¹ Pursuant to FAA LOA, dated 25 Feb., 2020

Mark Lambert * 480-409-7627 * info@aerialengagement.com

I am a DAR-T and work in Buckeye (10AZ) all week. I am able to do Field Approvals, Ferry Permits, Airworthiness Certification for Standard and Experimental aircraft, 8130 tags, Export Certificates of Airworthiness Certificates and Replacement Airworthiness Certificates. I am open to all ideas for Field Approvals and can help figure out a way to get your project approved.

Steven Huff learaviator@yahoo.com 602-390-4246



APA Volunteer Opportunities

As an all-volunteer organization, APA relies on the generosity of our members and volunteers to accomplish our mission. To ensure that we're communicating volunteer opportunities, we will begin publishing a Volunteer Opportunity summary in the newsletter going forward.

Please take a look at the volunteer opportunities listed below and reach out to the APA point of contact for more details if you are interested in helping out.

Thank you in advance for your participation!

Opportunities		APA Point of Contact
APA Member Services Volunteers Needed!	Mailing Donor Thank You Cards Mailing Membership Cards and a Welcome Letters Clothing Store Inventory and Shipping Orders	Stefanie (stef@azpilots.org)
Day Trips Volunteer Needed!	Coordinating fly-in destinations or day trips	Brian (brian@azpilots.org)
Grapevine Monthly Camping Weekend	November '22 (Nov. 18 & 19)	Paul & Charlie Pitkin, Leanne
	December '22 (Dec. 16 & 17)	Rod & Jackie Kunkel
	January '23 (Jan. 20 & 21)	Tommy Thomason
	February '23 (Feb. 17 & 18)	Mark & Stef Spencer
	March '23 (Mar. 17 & 18)	Bob & Barb
	April '23 (Sept. 21 & 22)	Open
Windsock Maintenance Volunteers Needed!	Buzzards Roost (Windsock Only)	Complete Thanks Dave Lenz & Team!
	Pleasant Valley Young (24AZ) (Base, Pole & Windsock)	In Work (pleasantvalley@azpilots.org)
	Vulture Mine (Windsock Only)	Tommy Thomason (vulturemine@azpilots.org)
Airstrip Maintenance Volunteers Needed!	Red Creek (Fill Ruts etc. - Deferred to Fall '22)	Tommy Thomason (redcreek@azpilots.org)
	Double Circle Ranch (Airstrip Shoulder Mowing - Help Needed!)	In Work Thanks to Josh Leavitt and the Bryce Families! (doublecircle@azpilots.org)
	Forepaugh (General Strip Maintenance)	Kit Murphy (forepaugh@azpilots.org)

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Glenn Roberts – Airplane & Helicopter CFI

602 463-5528

ArizonaSkiesAviation@gmail.com

Ask about discounts for Veterans & Seniors

CFIT and Plan Continuation Bias

The FAA and industry will conduct a public education campaign emphasizing the dangers posed by Plan Continuation Bias

Outreach Month: November 2022

Topic: CFIT and Plan Continuation Bias

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



Falcon Field is a medium sized primarily general and business aviation airport. It is located approximately 14 miles east of Phoenix Sky Harbor. This location makes it convenient for general aviation and corporate traffic trying to avoid the congestion at the larger airport. As with most airports with parallel runways with staggered thresholds, Falcon Field is susceptible to wrong runway landings. In addition to parallel runways, there is also a parallel taxiway that has been confused as a runway. A narrow corridor of airspace exists above the Falcon Class Delta airspace, and below the Class Bravo airspace for Sky Harbor, providing a means for VFR aircraft to transition through the area without the need to contact ATC. This corridor can be very busy so pilots are reminded to maintain increased situational awareness while arriving or departing Falcon Field.



<https://www.youtube.com/watch?v=tRIShTBZzk>

MEMBER VIDEOS

A video of one of our prized airstrips in Arizona, Grand Gulch, courtesy of member Neal Douglas.



<https://www.youtube.com/watch?v=QvcZc6vZd-o>

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Air-to-Air Photography
Member: WPA, AOPA, EAA, Cascade Warbirds,
Red Star Pilots Association

Karyn F. King
PhotosHappen@aol.com
(206) 795-2796

A photograph of a vintage biplane, likely a Stearman, flying over a range of snow-capped mountains. The plane is dark green with white stripes and the number '49' on its side. It has a white star on its fuselage and a yellow nose. The background shows a clear blue sky and distant mountains.

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CFII Accepting New Students

Contact: Patrick Williams
(480) 737-5999

Email: pwilliamsaz@gmail.com



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DAR-T Available for Field Approvals, Ferry Permits, & More

Contact: Steve Huff
Email: learaviator@yahoo.com

~ APA Scholarship Program ~

by Chris Nugent

October has been an exciting month for the APA Scholarship program!

We closed the 2021 APA scholarship cycle at the end of October and had another great turnout for the program with 43 applications being submitted. This is about the same number submitted in 2021 (42 applications) but still up significantly from the 29 we received in 2020 and 24 in 2019. Our program continues to grow!

We recently started our formal review process, and I continue to be impressed with the strong commitment to aviation careers by both high school and college students in Arizona. As you may expect, most applicants want to pursue careers as professional aviators. We are also seeing an increase in the number of applicants that are pursuing careers in aviation maintenance (A&Ps) and air traffic control as well. The aviation industry has come back strong from the pandemic and it's great to see that we have a full pipeline of future aviation professionals.

However, the most exciting news is a donation to the APA scholarship program from an organization called Operation Freedom Bird (OFB). OFB is a non-profit organization that supported Arizona veterans suffering from PTSD. OFB was founded in 1988 by Pat Lynch, a Vietnam veteran and retired airline captain. Since that time, OFB has taken over 1,500 Arizona veterans on healing journeys to visit the Vietnam Memorial in Washington, D.C. These were life changing trips for many veterans, and it was humbling to hear Pat and the other board members speak about their mission and experiences.

For a number of reasons, OFB made the decision to close its non-profit organization and was seeking to contribute their remaining funds to other worthy Arizona non-profits. Based on his aviation background, Pat reached out to the APA, and after several conversations decided to recommend a donation to our scholarship program to support veterans and students pursuing aviation careers in the military.

The process went quickly, and we met with the OFB Board of Directors at Falcon Field on Saturday, October 29th where they presented the APA a check for their donation.



From L to R: Martina Soltes and Barry Wilson (OFB Board Members), Pat Lynch (OFB Founder), Chris Nugent, Brian Schober, and Jim Timm (APA), Pat Ziegert (OFB President) and Tristan Ziegert (Future Aviator)



Here's a closer look at the check...

Yes, it's a check for \$100,000 – it's not a typo! To say the least, we were speechless and very thankful for OFB's generosity and faith in APA's mission.

The OFB funds are specifically intended to support scholarships for:

- Veterans
- Students who want to pursue aviation careers in the military
- Students with a family military affiliation (family member(s) currently serving or are veterans)

We receive scholarship applications from veterans and students seeking military aviation careers each year and it will be easy to target the OFB funds to qualified applicants. We're very honored to continue OFB's mission to support current and future veterans.

As you know, our scholarship program has been funded entirely by membership donations. Since the OFB donation will only fund scholarships for students with a military affiliation, ***APA will need to continue to fund scholarships for students seeking to go into the commercial aviation sector.***

So, from a bottom-line perspective, ***your*** donations are still very important to the overall health of our scholarship program. Please consider making a tax-deductible donation to the scholarship program as we close out the calendar and tax-year: [go here online to Donate](#). I can tell you that the recipients are truly appreciative of the help in achieving their aviation career goals.

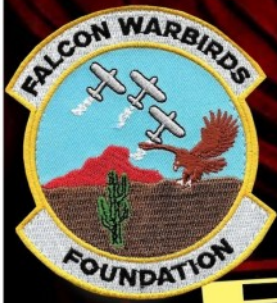
The scholarship committee will be working to complete the evaluation of applications over the next few weeks with the winners announced in December. We will provide an update in next month's newsletter.

Thank you for your continued support of the scholarship program and helping APA build the next generation of Arizona aviators.

Stay healthy and fly safe.

Chris





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&
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FALCON FIELD MOVIE NIGHT



**FRIDAY NIGHT
2022 DATES**

**OCTOBER 14TH
NOVEMBER 18TH
DECEMBER 16TH**

2023 DATES

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FEBRUARY 17TH
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~ Arizona Airport Passport Program ~

#FLYAZ

By Trent Heidtke

Welcome to the November edition of AZAPP Corner where we update you on the latest and greatest happenings regarding the Arizona Passport Program.

The month of October has seen an uptick in the number of people beginning the program. Now that we have 50 signs up at airports throughout Arizona, we have officially launched Phase 1 of the program. While there are just a few airports that have not yet signed up for the program, we do have a critical mass and are encouraged by the support so far from both participants as well as airport managers who have been kind enough to support the program by putting our placards up.

Watch for press releases/articles from aviation organizations within the next few weeks as we have started an advertising campaign in earnest for the program. Organizations like AOPA and EAA as well as Social Flight and many others are receiving information about the program and passing it along to their readers, a big step for the program to be sure.

Our APA website has been enhanced to now include information about participating airports and as we enter Phase 2, museums, and restaurants. The site will be updated as we get new information from all participating airports and businesses. For now, just be aware that we are still working to get specific definition on placard placement, as not everyone participating has sent us those details yet. Your patience while we work through the information gaps is appreciated.



Remember, if you have used the app and have feedback, feel free to contact Trent Heidtke at trent@azpilots.org. We appreciate anything in the way of comments so that we can make the program better along the way.

Trent



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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!**

**CHECK US OUT!
AFTW.ORG**





Backcountry Updates

By Mark Spencer

We're off to a cool fall, and the backcountry season is off to a great start! We've managed to crack seal and surface seal the Grapevine Airstrip (88AZ) on the Tonto National Forest for the second time since bringing this incredible airstrip back into service after a 26 year closure!



In central eastern Arizona, we've added a new volunteer sponsor, Josh Leavitt, from Safford, to help us keep us abreast of maintenance needs at the old Double Circle Ranch, AZ66 airstrip located on the Apache Sitgreaves National Forest northwest of Clifton Morenci. By the way, this airfield could sure use some mowing and a small riding lawnmower would be of great help here if one of you is willing.

Each few years we find ourselves saying goodbye to our friends like local District Rangers and making that all important transition to a new ranger. In Forest Service (FS) terms, the District Ranger is known as the "Line Officer," and he or she is essentially the boss of that particular district. A lot of government agency authority flows from the top down, but it's a little different in the FS as the organization as a whole is there to support the line officer, or the person closest to the ground and district. It doesn't always work this way as federal laws governing such things as archeology and NEPA can trump the District Ranger (DR). Essentially the DR has to operate within these special areas of laws, and the FS teams that specialize in these areas guide this. At the Double Circle we have experienced sort of a double whammy here in 2022 in that our longtime friend and DR on the Clifton Dis-

trict retired just after having a new archeological study completed on the site. The new study now says that much of the site is eligible for the national historic registry, and this determination brings in federal laws governing what sort of activities, maintenance, and other activity can take place at such sites. Our new DR, Vince Voelker, is pro-active, and thankfully pro customer (taxpayer), and committed to help us navigate through these new waters. To these ends, District Ranger Voelker helped arrange a meeting at the site on Monday November 7th that included Ingrid Mendoza, the forest archeologist from Springerville, the zone archeologist, Aoife Kilmartin, and the district archeologist Sara Cullen, along with Sarah Mees from Historicorp, the USFS's national partner on restoration of historic structures, and the Springerville District Archeologist, Amie Andrews. In no particular order in the photograph. I decided to take advantage of the meeting by asking my CFI to fly back seat in my Top Cub, completing my BFR.



Our meeting started around 11AM and went until just after 2PM. Much of my time was spent with the Forest Archeologist from Springerville, Ingrid, and giving her a complete history of the site and the aviation community support and restoration activities that have taken place over the last ten years, including three National Public Land Day events, replacing 42 broken windows, reconstruction of the front porch, construction of a new front door and so on.

There are way more details than I can share here but suffice it to say that our conversation was positive, and I believe we ended in a good place. The tendency of archeologists can be to go a little too far, in my opinion, on the can-not's instead of the can-do's, but this team seemed well balanced and interested in working together. Our challenges lay in the red tap we must get through here on what to do with the existing lodge building and bunkhouse. For now, we'll only be able to do minimal maintenance type work and mowing as we work through a plan for the site. It was pointed out that making a case for other non-aviation community interest in the site would be helpful, and there's no doubt we have this interest here. Anyway, this will be a journey for sure, but in the meantime, don't hesitate to enjoy this little gem of a truly backcountry slice of history. A big thanks to Eric and Agnus Klein for heading up to the ranch and sweeping out the lodge building, as well as Josh Leavitt standing at the ready! This helped show our interest and willingness to maintain this structure and site. Without our care of this lodge, and the lack of funding and manpower our FS has had for decades, structures like this can easily be deemed a nuisance and removed altogether!



Meanwhile, backcountry pilot and longtime APA former President Tommy Thomason orchestrated a multi aircraft gathering and maintenance event at the Red Creak airstrip on the Tonto National Forest to get started on some much-needed runway work. Look for his article next month!



Please visit and print the appropriate [backcountry safety brief](#) before venturing off to any of our backcountry strips! Your professional knowledge and behavior in the backcountry make your APA and RAF's work of preserving backcountry airstrips much easier.

Mark



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

newsletter@azpilots.org

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Email: bob@flightskills.com

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SAFE, OR SAFETY, WHAT DOES IT ALL MEAN?

By Barbara Harper and Howard Deevers

The words *safe* and *safety* have not been used for long in industry as we find them used today. Now the words seem overused, or sometimes even mis-used. It seems that you can't buy any product that does not come with some kind of "safety" warning on the label or printed on a paper that's included with the product.



In 1970 the US Congress created the Occupational Safety and Health Administration, better known as "OSHA." The goal of OSHA is to ensure safe and healthful working conditions for workers by setting and enforcing safety standards as well as providing training, outreach, and education. Any business with 10 or more employees knows OSHA. Any accident in the workplace that results in a major injury or death will likely trigger an OSHA investigation.

Aviation Safety is the key element for flying. The FAA, NTSB, and others are there to promote safe operation in all aspects of aviation. The Airman Certification Standards (ACS) that replaced the Practical Test Standards (PTS) several years ago contain a "risk element" for each task. Anyone wanting to be a pilot, at any level, will be tested by an examiner and the risk element will be part of that "check ride." Instructors are expected to teach "risk management" to applicants for any rating.

New applicants for a rating will quickly learn that aviation has many "rules and regulations," and they will become familiar with that two-pound book that we all call "the FAR/AIM." The first part is the



FAR, Federal Aviation Regulations. The second part is the AIM, Aeronautical Information Manual. The AIM is the easiest part to read and has many illustrations and explanations. If you want to be a *safe* pilot, the AIM is the place to go to for quick answers on the SAFE operation of any aircraft.

The vast airspace that we operate in has different rules for busy locations, such as Class A, B, C, and D airspace. The question is, why are pilots entering these airspaces without permission? Certainly, they were asked about those airspaces on a check ride. Flying IFR comes with even more rules and regula-



tions designed to keep you, the pilot, and other pilots safe. Violation of these rules may require you to get extra training or, even more serious, you could lose your pilot privileges all together.

To better bolster our learning of aviation safety we listen to numerous webinars and lectures provided by the FAA and the FAASTeam. We also learn from Flight Reviews (also known as BFR) and Instrument Proficiencies provided by local flight instructors.

Here is a good quote: “Luck runs out, but safety is good for life.” (Author unknown)

Your ARIZONA PILOTS ASSOCIATION presents safety seminars all over the State, in association with the FAA, and FAASTeam. These are free. Check the web site for locations near you and don't forget to “bring your wingman.”

Barbara & Howard



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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Contact: Glenn Roberts * (602) 463-5528 * glennsroberts@icloud.com



FALCON FIELD PANCAKE BREAKFAST



2022-2023
3rd Saturday of the Month

Bring your family and friends to see Vintage Military Warbirds in a Historic WWII Hangar and enjoy a hot and hearty breakfast served up by Falcon Warbirds Pilots and the Aviation Explorer Post 352!

7:30 am - 11 am

Falcon Field WWII Hangar
4626 Fighter Aces Drive
Mesa AZ 85215

Dates

2022
October 15
November 19
December 17

2023
January 21
February 18
March 18
April 15
May 20

Menu

Pancakes
Scrambled Eggs
Sausage
Orange Juice
Coffee

***\$10 suggested
donation***

602-705-4413

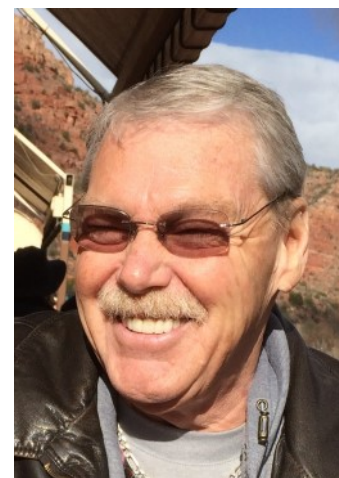


GAARMS

REPORT

NOV. 2022

By Fred Gibbs



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.

TRAIN AS YOU FLY; FLY AS YOU TRAINED

That's a mantra often heard in the flight instruction business. Or how about, just teach to pass the check ride, then when you get your private pilot certificate, go fly and really learn how to fly!! Or on a Flight Review, "Why do I need to demonstrate stalls? I never stall my Mooney; they are dangerous in a stall!" Or "I am based at an airport with a 7,000-foot runway. What's the big deal about doing a short field landing?" Or, "The glide ratio of my airplane? I dunno, never gave it any thought. Why would I need to know that?"

So, I pose these questions: Is a flight review an evaluation session, a test session, or both? What are the standards? If a candidate loses more than 100 feet during a steep turn but corrects it by the time they complete the maneuver, is that OK with you?? What about the pilot based at that 7,000-foot runway airport who never does, and has not done, a short field landing in the past 2 years, because the taxiway back to his hangar is 5,000 feet down the runway? What are your expectations of his/her performance on a short field landing? What does the ACS performance standards call for? Does that same performance standard hold fast for the pilot flying a turbo pressurized Cessna 201?? Or a Mooney Rocket? Or a T-tailed Piper turbo Lance?? (Note to self – **NOT ALL PILOTS**

FLY A CESSNA C172!!)



Let's talk about flight preparation for a minute. Do your students, or you as a student, show up prepared for the lesson of the day?? Usually, for a cross country, I tell the student where to plan the flight to and provide them with a blank flight planning form, a blank preflight weather briefing form, and a practice weight and balance form. I expect them to show up for the lesson prepared and ready to go over the plan, to use the weather to complete our flight school risk mitigation form and show me the completed



weight and balance computations.

Apparently, I live in a dream world!! The usual process has me spending the first hour to hour and a half of the lesson time reteaching all of this – again and again! Ya know, back in the old days, (and I am NOT talking about the dark ages), I was expected to do my homework and show up for class with that homework completed, and if I

didn't, my grade and classroom performance suffered. No excuses, no coddling, and often being called out in front of my peers and classmates. No trophy for just showing up!!

My generation and the current generation are worlds apart. Students can't do simple math – at 90kts, how long will it take to go 30 miles? Without their cell phone/calculator function, they are lost!! Many have no clue how many feet are in a mile, let alone a nautical mile! HA – Latitude/longitudes? True north vs magnetic north? Magnetic variation? *Fa get about it!* Who cares, my phone GPS will get me there!! And don't get me started on radio phraseology! I provide my students with a script to keep on their kneeboard for radio calls and they still can't do it correctly. We posted the landing checklists on the pillar right next to them and they still can't follow the 5 items on the downwind checklist, the 4 items on the base checklist and the 3 items on the final approach checklist.

Now, I must admit NOT all students are this way, and luckily, I have some very good ones! But a majority are – I believe it is the sign of the times. Learning to fly is not easy! Learning all the academics associated with the certificate is even more challenging and demanding. But what I see is this generation does not need to know anything: They can simply ask **Siri...**

Discussion point:

This goes to my original question introduced above: Is a flight review an evaluation session, a test session, or both?

My opinion, and this is only my opinion and my personal philosophy, is that both the Flight Review (FR) and an Instrument Proficiency Check (IPC) are evaluations. Either you pass or you need more training – you cannot fail, nor is there any reference in your logbook about failing. If you cannot meet the ACS standards, i.e., the private pilot, Commercial pilot or Instrument rating requirements, then more training may be necessary to meet the FR or IPC standards. Additionally, for an FR, I require everyone to complete the ALC-25 Flight Review course post flight and provide me a copy of the certificate for my records. With the introduction of the new IFR weather course, ALC-889, I have now added that post flight requirement for an IPC.

I know this may sound hokey, but I don't do this for the money! I got enough! I do this because I like to instruct and I want to make sure when the going gets tough, the tough get going. You need to stay well-trained and be ready when the gauntlet is thrown down –

The saying goes that you never get a second chance to make a good first impression. Ergo, if not well trained and/or well prepared, you may never get the chance to make a good second approach!!



Weight Shift

Even if you load the airplane within CG limits, there can still be some nasty surprises. The CG can move during flight, and that means that the stability can change. My old 1946 Taylorcraft BC-12D shared an important trait with Concorde: one can change the CG on both types by moving fuel around. In the case of the Taylorcraft, moving fuel from the wing tank to the header (main) tank moved the CG forward, and the airplane was noticeably more stable.



Concorde was more complicated. It had no trim tabs, because they cause drag. Instead, one trimmed the airplane by moving fuel forward or aft, as required. The trim controls looked pretty conventional, but they were connected to fuel pumps rather than cables or wires.

In some aircraft, fuel burn causes the CG to shift, sometimes quite a bit. In these types, it's important to estimate a landing CG. I sometimes calculate CG at zero fuel weight (that's the airplane, the passengers and the baggage or freight), and interpolate to that from the takeoff CG to see how the CG might change.

In honor of Queen Elizabeth...

We'll always remember her sense of humor and that beautiful smile

We were on Guard of Honour, waiting for the King of Saudi Arabia, on horseback.

On the right flank; Scots Guard (100 guardsmen), a gap, Her Majesty The Queen, mounted in uniform; alongside her the Commanding Officer Colonel Gerald, another gap, then on the left flank, the Queen's Company Grenadier Guards (100 guardsmen). We all stood at ease waiting.

Suddenly the silence was broken by Colonel Gerald's charger erupting with horse farts at full volume for two minutes. Embarrassed and staring straight ahead, Colonel Gerald says, "Sorry about that your Majesty!"



She replies, in a wonderful voice, "That's alright Gerald, . . . I thought it was your horse!"

200 guardsmen silently cried with laughter, and tapped their rifle butts on the gravel. From that moment on, every man there adored her!

QUIZ of the MONTH:

1. If the speed of light is 186,000 miles per second, what is the speed of dark?
2. If official sunset is when the setting sun's disk is only 6 degrees above the horizon, considering the speed of light and our distance from the sun, hasn't the sun already set??
3. Ever wonder what the speed of lightning would be if it didn't zigzag?
4. Why do "tug" boats push their barges?
5. Why doesn't glue stick to the inside of the bottle?
6. If it's true that we are here to help others, then what exactly are the others here for?
7. Is it true that you never really learn to swear until you learn to drive?
8. Why did Kamikaze pilots wear helmets?
9. True or False: A "jiffy" is an actual unit of time for 1/100th of a second?
10. OK, One goose, 2 geese. So if you have one moose, shouldn't you have 2 meese?

(Answers at the bottom of the Safety Program section.)

SAFETY PROGRAMS

There are NOT a lot of FAASTeam safety programs on the schedule over the next couple of months around the state, but that's changing. Safety programs were held in Sedona in July, in Payson in August, and in Yuma on September 24th. I am projecting a winter operations program in Flagstaff for late November or December, the date to be determined and for the Yuma pilot group in January 2023. Simply log on to the Internet and go to WWW.FAASAFETY.GOV, click on "Seminars" and start checking for any other upcoming seminars. Masks are optional but are recommended.

Should you desire a particular safety or educational program at your local airport or pilot meeting in the future, such as the BasicMed program, our "Winter Wonderland" snow season special, or my newest one on LIFR approaches, which discusses the hows, whys, and pitfalls of shooting an approach all the way down to minimums and missed approaches, simply contact me at fredg-ibbs@azpilots.org, or call me at 410-206-3753. 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.

There are also a lot of great webinars online, each about an hour long, and worth credits towards your WINGS participation. You might find one that is right up your alley or really "tickles yer fancy"!!

Fred



(OK, did you really expect to see answers to those questions?!?!?)

Fatal Accident Review

By Fred Gibbs

November 2022 is here, and according to the NTSB CAROL report, there have been no new fatal accidents during the month of October here in Arizona, a good sign. However, 2022 has not been a good year – it has been an above average year with regard to fatal accidents. The count currently stands at 7 in-state fatal accidents and one out-of-state Arizona-based pilot fatality. A summary of the accidents to date is included below.

The first accident was a Van's RV-7A that crashed under unknown circumstances near the Triangle Airpark (AZ50), White Hills, Mohave County, Arizona. The second accident was the Robi-



son R22 helicopter that crashed short of the runway at Gila Bend Municipal Airport. The third crash was an experimental plane, a Covie Quickie, near Gila Bend Municipal Airport. The fourth accident, in Buckeye, was a Bonanza that crashed in the desert northwest of the airport. The fifth accident was a Cessna C-172, substantially damaged in an accident near Show Low, Arizona. The sixth was the C207 that crashed in Lake Powell with a load of passengers, and the 7th, a Piper PA-46 operating under questionable circumstances, occurred in mid-September, out north of Seligman. It simply dropped off the radar and was later found by a search and rescue helicopter. The two occupants were killed in the crash, with the circumstances unknown at this time. The report also includes the fatal accident in California involving a Mooney Rocket flown by an Arizona-based pilot. The airplane crashed in a field shortly after takeoff when the plane struck a building after taking off from the Camarillo Airport on his return trip back home to the Phoenix area.



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

Fred



October Aviation Accident & Incident Summary

by Jim Timm

The following is a report of the aviation accidents and incidents that have occurred in Arizona from late September through late October. We hope the following detailed accident information can be used to develop safety programs, and briefings that would help pilots learn from the mistakes being made by others and take the necessary action to prevent them from having similar occurrences.

In this reporting period aviation safety was not very good because of the number of accidents and injuries. There was one accident that occurred on September 28 with few details available at the time of publication. It has been re-run this month with detailed information from the NTSB.

In continuing with the expanded scope of the report, we're using information from the Aviation Safety Network (ASN), FAA, NTSB, and APA Members. This more inclusive information source better suites our purpose of trying to get an idea of what is happening out there so we can try to make flying safer.

In the meantime, here are the current results from the above sources.

Date: September 23, 2022
Source: FAA
Location: Deer Valley (DVT)
Type: Cessna 150
Injuries: 1 Uninjured

INFLIGHT ENGINE FAILURE

When the engine failed during flight, the aircraft landed on a road two miles west of Deer Valley airport. There were no injuries or aircraft damage incurred.

Date: September 27, 2022
Source: FAA, NTSB
Location: Glendale (GEU)
Type: Ranger R7
Injuries: 1 Uninjured

LANDING GEAR COLLAPSED ON TAKEOFF

A Vashon R-7 airplane was substantially damaged when it was involved in an accident at Glendale airport. According to the pilot, he was aligned with the runway heading and applied power for takeoff. When the airplane reached 15-20 kts, the left main landing gear collapsed, and the airplane ground looped to the left. The airplane sustained substantial damage to the left

elevator and right wing.

Date: September 28, 2022
Source: ASN, FAA, NTSB
Location: Sahuarita Flying Diamond Airpark (6AZ8)
Type: Grumman American AA-5B
Injuries: 1 Fatality

CFIT ON APPROACH TO LANDING

The pilot flew from the Flying Diamond Airport (6AZ8), near Sahuarita, to Tucson Ryan Field Airport (RYN), to practice touch and go landings and then returned to 6AZ8. Automatic Dependent Surveillance-Broadcast (ADS-B) data, provided by the Federal Aviation Administration (FAA), showed that the airplane departed from 6AZ8, and travelled to RYN. The airplane made three traffic patterns and then returned to 6AZ8. The airplane's speed was about 88 knots when it crossed the runway threshold and reduced to about 65 knots when it was mid-field. The last ADS-B data point recorded the aircraft's air-speed at about 70 knots near the departure end of the runway.

The airplane came to rest in vegetation covered terrain about 150 feet west of the departure end

of runway 25. A post impact fire consumed most of the fuselage and wings.

Date: October 1, 2022

Source: ASN, FAA, NTSB

Location: Mesa

Type: Bell 47G

Injuries: 1 Uninjured

INFLIGHT LOSS OF POWER & FORCED LANDING

The pilot reported that on the return leg of a local flight, at an altitude of about 2,300-2,400 ft mean sea level, the engine abruptly loss power and he initiated an autorotation and landed on a residential street. During the landing sequence, the tail rotor contacted the ground. Post-accident examination of the helicopter by a Federal Aviation Administration inspector revealed that the helicopter's tail rotor and tail boom were substantially damaged.

Date: October 4, 2022

Source: FAA

Location: Deer Valley (DVT)

Type: Cessna 207 Turbo

Injuries: 1 Uninjured

FLAT TIRE WHEN LANDING

In this incident, the Cessna 207 had a flat tire during its landing on RWY 7R. It went off the runway and skidded over an airport sign. There was no aircraft damage reported.

Date: October 4, 2022

Source: FAA

Location: Prescott (PRC)

Type: Diamond DA-42

Injuries: Unknown Injuries

INFLIGHT CONTROL FAILURE

The DA-42 declared an emergency while 7 NM northeast of the airport at 7,500 ft. MSL, that they had a rudder control failure. The controller took them straight-in for a landing on RWY 21L, and Ground Control alerted dispatch of an Alert 2, and all crash vehicles were appropriately sta-

tioned along the runway. In coordination with the controller, Ground Control had the Foam Truck follow the aircraft from the runway to the ramp via taxiway Foxtrot after the landing. The DA-42 taxied to the ramp with no further issue. RWY 21L was inspected, and returned to use, and the alert was canceled.

Date: October 10, 2022

Source: FAA

Location: Avra Valley (AVQ)

Type: Cessna

210 Injuries: 1 Uninjured

LANDING GEAR MALFUNCTION

The pilot reported that this was the airplane's first flight after an engine overhaul and airframe annual inspection.

The pilot reported that he planned a maintenance check flight, and after a normal takeoff, he retracted the landing gear. Shortly after, while on the downwind leg of the airport traffic pattern, he noted that the landing gear position indicator lights were not illuminated. The pilot cycled the landing gear lever, but the position indicator lights remained unchanged and did not illuminate. Using the mirrors affixed to the airframe, the pilot was able to verify that the nose landing gear appeared extended, however, the left main gear door was open and appeared abnormal. The pilot subsequently utilized the emergency hand pump to extend the landing gear but asserted that he felt no resistance or hydraulic pressure develop when the pump was actuated. The pilot then made a low pass over the runway and ground personnel confirmed that the nose landing gear was extended, however, the left and right mains were not.

The pilot remained airborne for about 50 minutes to burn off fuel before landing. The pilot subsequently landed on runway 03 and the airplane exited the left side of the runway.

The airplane sustained substantial damage to the left horizontal stabilizer and elevator.

Date: October 13, 2022

Source: FAA
Location: Prescott (PRC)
Type: Bellanca 14-19-2
Injuries: 1 Minor Injury

GEAR COLLAPSED DURING LANDING

The Bellanca Cruisemaster had the landing gear collapse during a landing and subsequent ground loop. Damage to the aircraft was minor, and there was no airport damage.

Date: October 15, 2022
Source: ASN
Location: Prescott (PRC)
Type: Aeroprakt A22LS
Injuries: 1 Minor Injury

LOSS OF CONTROL LANDING

While practicing touch and go's on Rwy 21R at Prescott Regional Airport (PRC), an Aeroprakt A22LS Foxbat light sport airplane experienced a runway excursion after landing and came to rest inverted. The aircraft received substantial damage.

Date: October 18, 2022
Source: ASN, FAA, NTSB
Location: Mesa (FFZ)
Type: Cessna 177RG
Injuries: 1 Uninjured

INFLIGHT LOSS OF POWER

Shortly after departing Falcon Field (FFZ), the

aircraft experienced a loss of power, and the Cardinal made a forced landing in a water filled canal near the Falcon Field Airport (FFZ), Mesa.

Date: October 20, 2022
Source: APA Member
Location: Nogales (OLS)
Type: Beechcraft V35B Bonanza
Injuries: 2 Minor Injuries

CRASHED ON APPROACH TO LANDING

The pilot attempted to land on runway 21, but he had forgotten to lower his landing gear, and the prop strike damaged the prop and the runway. The pilot applied full power and did a go-around. He managed to fly a left downwind and left base for runway 21.

There is a hill to the east of runway 21, and while on final, he was not able to clear the hill, and crashed. A local mechanic and his friend got in a truck and hurried to the crash site. They found the pilot trying to extinguish the engine fire with his wife still in the airplane. The mechanic told his buddy to get the wife out of the airplane.

He noticed the pilot looking in the baggage compartment saying, "I need to find my medications."

The mechanic told him that he needed to get out of there. He refused because he now needed to find his laptop. The mechanic literally grabbed the pilot by the collar and pulled him away, and as they reached a distance of about 40 feet, the Bonanza exploded.

A Few Words About Safety

Denny Granquist

“

“When briefing the approach include the taxi to shutdown.”

“Shorts and flip flops don't work well when hiking.”

”

Arizona September-October Pilot Deviations

by Jim Timm

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

In the time period from September 16 through October 13 there were twenty-one pilot deviations recorded by the FAA SDL FSDO. These deviations were committed by all pilot certificate levels, from student to ATP, and of these twenty-one deviations made, there was a need to issue eight Brashers. This month there were also five out of state pilots committing deviations. The number of deviations reported this period have unfortunately increased a bit from last time.

Note, a controller will issue a Brasher notification when further 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 their 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 try to be creative out there, and always be aware of what type of airspace you are flying in, or may be about to enter, and what may be expected of you. Always fly with care and forethought. Keep this report short and don't commit a pilot deviation.

The details of the deviations this month are as follows:

IFR DEVIATION

9/12 IFR Route Deviation
Commercial/CFI Pilot
PHX TRACON

The Piper departed DVT on the DVT-1 Departure. The pilot flew straight out on the runway heading for three miles, rather than making the left turn as directed by the SID. The controller issued an immediate left turn to avoid IFR traffic that had departed Scottsdale (SDL). The Piper was below the Minimum Vectoring Altitude (MVA), but it climbed above the MVA, and continued on their flight. The controller issued them a **Brasher**.

9/13 IFR Route Deviation
Commercial/CFI Pilot
PHX TRACON

The Beechcraft was cleared via the DVT1 Departure, and the controller received a good read back. The Beech turned right instead of left as required. They were issued a **Brasher** warning.

9/17 IFR Altitude & NORDO Deviation
Commercial Pilot
Flagstaff (FLG) / PHX TRACON

The deviation was reported by the PHX TRACON when the Pilatus airplane was observed to climb above its ATC assigned altitude. Later the aircraft went no radio (NORDO) and entered a 10,600-foot Minimum Vectoring Area (MVA) at 10,000 feet, resulting in a loss of separation with terrain/obstacles.

10/2 IFR Approach
ATP/CFI Pilot
From Tennessee
Scottsdale (SDL)

While conducting a Visual Approach to RWY 3 at Scottsdale, the Citation made a 360° turn and climbed without advising ATC, resulting in a conflict with a Beechcraft Light Jet inbound behind him.

10/7 IFR Altitude
UNK Pilot Certification (USAF Pilots)

Albuquerque Center (ZAB)

A flight of two F16's was issued a clearance for the Fuzzy-Ruby Airspace at FL 290, and below. Later, the F16's were observed flying at FL298 in the airspace. The ZAB Controller broadcast on the guard frequency that Dealer Flight was cleared to FL290 and below. The flight did descend and was **Brashed** when the flight checked out of the airspace. The pilot stated he lost situational awareness while executing a fighter tactic.

CLASS DELTA AIRSPACE DEVIATIONS

9/11 Entering Class Delta Airspace Without First Establishing Communication
Private Pilot
Deer Valley (DVT) Tower

The Cirrus was observed on the STARS display by the Local Controller penetrating the DVT class Delta airspace from the southeast heading north-northwest bound at approximately 2300ft. Multiple attempts to contact the pilot were made by both south and north controllers, but they received no response. The aircraft eventually was tagged up on the STARS display with the Phoenix TRACON, and the TRACON was advised by DVT to issue the aircraft a **Brasher** warning. No loss of separation had occurred.

The Cirrus was never in radio communication with DVT. The callsign and aircraft type information was derived from ADS-B.

9/22 Entering Class Delta Airspace Without First Establishing Communication
Private Pilot
From California
Chandler (CHD)

The aircraft was observed entering the Class Delta Airspace from the west and joined the downwind. The aircraft then exited the airspace to the north and climbed before calling the tower for pattern entry. Upon landing, the pilot was issued the **Brasher** warning for an airspace violation.

9/22 Entering Class Delta Airspace Without First Establishing Communication
ATP Pilot Certificate
Glendale Tower (GEU)

The pilot deviation was reported by GEU when the Cessna Citation was descending into Good-year Airport, it flew through the GEU airspace without permission from the GEU ATC.

9/23 Entering Class Delta Airspace Without First Establishing Communication
Commercial Pilot
Deer Valley Tower (DVT)

The Bonanza entered the DVT's class Delta Airspace 4 nautical miles southwest of the airport, and at three thousand five hundred feet while northeast bound. The Bonanza did not attempt to establish two-way radio communications before entering Delta Airspace. The south local controller reached out to the Bonanza while it was approximately two and a half miles southwest of DVT. The Bonanza responded immediately and requested pattern entry instructions for a landing on runway 7L. The Bonanza was maneuvered throughout the airspace to avoid conflicts with other aircraft already established in the local pattern. Once the Bonanza was de-conflicted with all other aircraft, the south controller switched the aircraft to the north controller's airspace, and frequency for landing. The Bonanza landed without further incident on runway 7L. Ground control issued the **Brasher** upon arrival.

10/4 Entering Class Delta Airspace Without First Establishing Communication
Private Pilot
From Nevada
Mesa Falcon Field (FFZ)

The Piper entered the FFZ Delta Airspace from the south at 2,700 feet flying northbound without first establishing 2-way communications with FFZ Air-Traffic Control. The Piper continued north through the FFZ traffic pattern, crossing one mile southwest of the field at 2,700 feet. (The traffic pattern altitude is 2,400 feet). The

FFZ controllers had to quickly act in adjusting the flight paths of several aircraft to avoid conflict with the airspace violator. Training was in progress on the north controller position, and the situation required the trainer to momentarily halt training and intervene as the Piper flew through the busy pattern. While still in the FFZ Class Delta Airspace, it appeared that the pilot of the Piper did establish 2-way communication with Phoenix Approach (Willy Sector) for Flight Following to Reno, Nevada (KRNO). The FFZ Tower Supervisor contacted the PHX TRACON Supervisor and requested that the TRACON give the **Brasher** warning to the Piper.

MOVEMENT AREA DEVIATION

9/19 Moving in A Movement Area Without Authorization
Commercial Pilot
From California
Prescott Airport (PRC)

The pilot deviation was reported by the PRC ATC when the Cessna entered taxiway Delta without ATC authorization.

AIR TRAFFIC CONTROL INSTRUCTIONS

9/7 Failure to follow the Air Traffic Control Instructions.
Student Pilot
Mesa Falcon Field (FFZ)

The Piper made a 360 degree turn on a one mile final without ATC authorization. The controller cleared the Piper to land on Runway 22L, and they were not following traffic, but traffic was following them. There was traffic landing on Runway 22R that turned base leg to final at the same time that the Piper did, but that traffic was not a factor to them. The Piper made a left 360 degree turn and then landed safely.

9/16 Failure to follow the Air Traffic Control Instructions.

Student Pilot
Mesa Falcon Field (FFZ)

The pilot deviation was reported by the FFZ tower when a solo student pilot in a Piper aircraft was instructed to fly straight out after departing on RWY 22L but failed to comply. The Piper didn't continue straight out but proceeded to turn left for a left crosswind. Due to traffic inbound, the controller issued instructions for the Piper to turn left, cross over the airport midfield, and change to runway 22R. The Piper did not comply with these instructions but continued to fly a left downwind towards inbound traffic. The controller reiterated the instructions to turn left and cross midfield, but the Piper did not comply. Eventually, the Piper was instructed to make a 360 because they were in direct conflict with inbound traffic. Traffic alerts were issued, and multiple 360° turns were issued to multiple aircraft. Eventually the Piper was re-sequenced and landed on runway 22L.

9/16 Failure to follow the Air Traffic Control Instructions.
Private Pilot
Mesa Falcon Field (FFZ)

The pilot deviation was reported by the FFZ tower when the Piper aircraft did not follow ATC's instructions to enter the traffic pattern.

9/18 Failure to follow the Air Traffic Control Instructions.
Commercial/CFI Pilot
Mesa Falcon Field (FFZ)

The Piper aircraft was inbound from the southeast and was instructed to enter a midfield right downwind for RWY 4R. The Piper crossed over the airport, thus creating a conflict with another aircraft on the left downwind. The controller vectored the other aircraft on downwind to avoid a conflict with the Piper. The controller vectored the Piper to the correct downwind.

10/12 Failure to follow the Air Traffic Control Instructions.
Student Pilot

Mesa Falcon Field (FFZ)

The Piper was on a base leg and made an unapproved 360° turn. After the 360° turn, the Piper was told to turn back to final, but instead turned south, away from final. The controller had the Piper turn back toward the numbers and cleared the pilot to land. No conflict with other traffic occurred, but other aircraft needed to be maneuvered to follow the Piper.

RUNWAY INCURSIONS

- 9/14 Entering a runway without ATC authorization.
Student Pilot
Mesa Falcon Field (FFZ)

This is a case where a Piper aircraft being operated by a student pilot taxied down Runway 22R without ATC authorization. The Piper was holding short of Runway 22R on Taxiway Echo 4 and was repositioning to the ramp. The controller instructed the Piper to cross Runway 22R and hold short of Runway 22L. The read back was correct, and the controller cleared another aircraft for takeoff that was holding short of Runway 22R, anticipating separation with the crossing Piper. Unfortunately, the Piper made a right turn on Runway 22R instead of crossing the runway. The controller quickly canceled the takeoff clearance of the aircraft that was holding after they had crossed the hold short line, but prior to their entering on the runway. The controller then issued instructions for the Piper to clear Runway 22R.

- 9/16 Entering a runway without ATC authorization.
Commercial Pilot
From Texas
Phoenix Sky Harbor (PHX)

The pilot deviation was reported by PHX when the Cessna Citation entered taxiway Foxtrot and crossed the hold short line for runway 7R without ATC authorization.

- 9/21 Entering a runway without ATC authorization.
UNK Pilot Certification
Mesa Falcon Field (FFZ)

The pilot deviation was reported by FFZ ATC when the Piper aircraft crossed the hold short line and was holding short of runway 4R at the edge of the runway.

- 9/29 Entering a runway without ATC authorization.
Private Pilot
Prescott Airport (PRC)

The Cessna was instructed to "hold short of RWY 21L at taxiway C4", and the pilot read back the hold short instructions correctly. Unfortunately, the Cessna crossed the hold short bar at C4, and held short of the runway edge line. At the time of the incident there was an aircraft on a departure roll, an aircraft holding in position, and an aircraft on a 1-1/2 statute mile final. The aircraft holding in position remained holding and the aircraft on final was forced to go around to accommodate the runway crossing of the Cessna. After the crossing was complete the Ground Controller issued the **Brasher** warning to the Cessna, and they taxied to Eagle Air repair without further incident.

- 9/29 Entering a runway without ATC authorization.
Commercial/CFI Pilot
Gateway Airport (IWA)

A Piper requested a 1000-foot pattern short approach followed by a full stop landing. The Piper was cleared to land on runway 12R, and the controller received a correct read back. The Piper was then observed departing on runway 12R, and when queried, they confirmed they had conducted a touch and go. This resulted in a loss of wake turbulence separation due to a preceding C130 departure. No other aircraft were impacted, and no other loss of aircraft separation had occurred.

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!



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Volunteer 501 (c) (3) Organization

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