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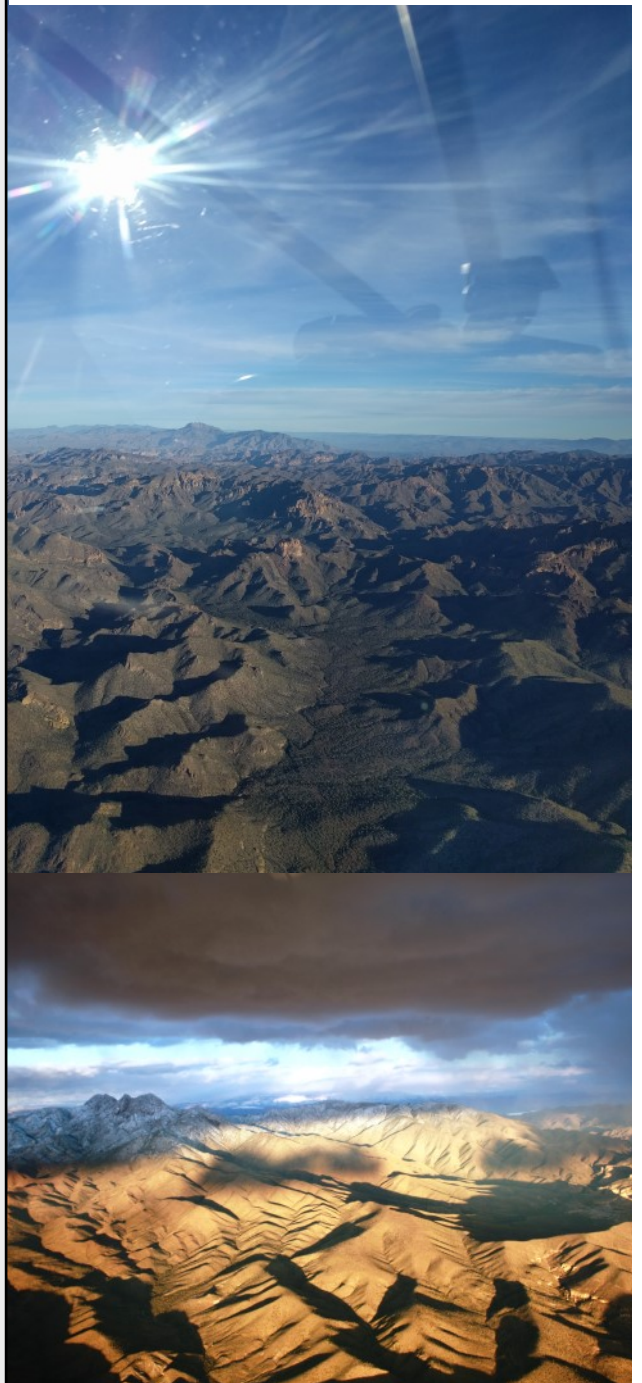
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President's Report

Greetings and Happy New Year!

And just like that, 2022 is at our six. It was a year that seemed to be defined as "after COVID," but was still filled with significant challenges. I don't believe I've ever heard the term "supply chain" used as much or as broadly as I did in 2022. Just a walk through the grocery store will show you how fragile that supply chain is when you see completely empty sections of shelves. Who would have thought there'd be a run-on peanut butter and sliced cheese?

Tying it back to our passion for aviation, avionics are in short supply. Many OEMs are still struggling with microchip availability and have either stopped taking new orders, or they are not promising delivery dates. Furthering the struggle, qualified avionics technicians are in high demand and many shops are unable to find help. Adding fuel to the fire, the glass panel revolution seems to have taken hold firmly and many owners are clamoring for the limited shop time available for upgrades. Economists call it supply and demand. I just call it demand.

If the past couple of years has taught me anything, it's patience. No toilet paper on the shelves? Just be patient. Gas over \$4.00 a gallon? Just be patient. Can't buy a car because the lots are empty?

Just be patient. For my family, 2022 was a year that brought in this patience and introduced more long-term planning. Use the waiting periods as a time to better plan a panel upgrade that will meet the majority of your flight missions. When buying a plane, you may be forced to dig a little deeper into the privately-advertised ones at local airports rather than using traditional search engines.

We don't know what 2023 will bring, but I'm personally looking forward to it. With one daughter going off to college and another beginning to drive, this year will be full of challenges on its own, but I'll continue to be patient. And I'll continue to apply that patience towards my flying passion. I hope you'll do the same.

Blue Skies,

Brian



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

newsletter@azpilots.org

Executive Director's Report

Jim Timm — January 2023

I hope all of you had a very merry Christmas and a happy new year. I think the best way I celebrated the beginning of the new year was flying down to Casa Grande on Saturday morning for breakfast with friends. To be safe, I welcomed the entrance of the new year safe at home with a good drink and snacks. At my age I'm not certain I could make it to midnight to welcome the new year here, maybe New York or Chicago time will work out. Have a Happy New Year Everyone!



MISCELLANEOUS ITEMS

FAA

A while back we received an FAA directive that required a flight instructor and an experimental aircraft owner to obtain a Letter of Deviation Authority (LODA) before the aircraft owner could receive flight instruction or training in their aircraft. The President recently signed legislation that does eliminate the LODA requirement for all experimental aircraft owners who want to hire an instructor to give them training in their aircraft or a borrowed aircraft. However, the legislation does not eliminate the LODA for flight instructors that offer their own aircraft for flight instruction, or other experimental aircraft that are advertised or offered for flight instruction.

AIRSPACE

It looks like the start of the new year should be rather quiet because I have not been made aware of any significant airspace changes or regulation changes being proposed for us in Arizona, and I hope it stays that way for a while.

The Super Bowl will be here on February 12, 2023, and with the Phoenix golf open in progress at



the same time, it's going to be an extremely busy extended weekend from an airspace standpoint. The FAA has advised they will not be able to provide Flight Following during this busy weekend. Also, be aware that there will be TFRs present in the Phoenix area that weekend. The FAA will have a reservation system in place to file instrument flight plans, and all the airports in the Phoenix area are anticipating aircraft parking to be filled to capacity during that weekend. Much activity has been in progress by the airports and the FAA to safely accommodate the influx of aircraft, and the



FAA has prepared a website where you will be able to obtain information for the event. The website is: faa.gov/superbowl. With all the anticipated air traffic in the greater Phoenix area, it is being suggested to consider forgoing pleasure flying in the area that weekend from Friday through Monday.

Sedona Airport has complained that there are aircraft that are not communicating with other aircraft on the radio when they land there. For everyone's safety, use the recommended radio procedures as outlined in the AIM when operating out of ANY uncontrolled airport, not just Sedona. These radio procedures were developed to permit pilots to develop a situational awareness, to know if and where other aircraft

may be located, and what their intentions are. Please fly safe!

SAFETY

Apparently, the FAA is not always amused when pilots do dumb things, both intentionally and unintentionally. Some of the intentional ones that come to mind that the FAA took a very dim view of were:

The pilot that put on a parachute and went up in an older airplane that he said had an inflight engine failure and he bailed out and let the airplane crash. An FAA post-crash examination of the engine didn't reveal a problem with the engine. Saying he flew recklessly (Part 91.13), they revoked his airman's certificates.

A Red Bull sponsored attempt at an inflight pilot - aircraft swap. One pilot was successful, and the other was not, and the pilotless aircraft crashed. Both pilots lost their airman certificates. (Part 91.13)

The pilot, while casually flying, who decided to fly under a high bridge that was nearby. The FAA said the pilot turned off the ADS-B and flew under the bridge. Two no-no's. Again, all airman certificates permanently revoked. (Part 91.13)

In the first two cases I haven't heard if the pilots have attempted to get their pilots' certificates again or not; however, in the third case, the pilot thought they had been dealt with too harshly and had a strong desire to continue flying. The pilot had been flying for many decades, had owned a flight school, flown as a corporate pilot, and had an ATP/CFI certificate with several type ratings. To continue flying, the individual took a private pilot ground school class, a private check ride which they passed, and is happily flying as a private pilot again.

And then there are pilots that do dumb things unintentionally. These are the pilots that commit pilot deviations. I think these deviations are often caused by



pilots not paying full attention to what they are doing, not listening to ATC instructions carefully, or perhaps in some cases not knowing what they are supposed to do or not do.

Unfortunately, pilot deviations were up in the last reporting period. Pilots need to keep track of what type of airspace they are flying in or may be about to enter, and they must be prepared to comply with ATC instructions accurately and promptly if they are in controlled airspace. When in controlled airspace, if faced with a potential issue, always promptly advise ATC of the need to take action before doing so. Don't do something creative on your own without first telling them. Please keep in mind, we all often operate in a very busy and complex block of airspace, and we need to be operating safely.

A summary of the general aviation deviations that were committed this reporting period are as follows:

One IFR Deviation	One Brasher
One Class Bravo Airspace Deviation	One Brasher
Eight Class Delta Airspace Deviations	One Brasher
Two Air Traffic Control Instruction Deviations	No Brashers
Five Runway Incursions	Two Brashers
Two Restricted Airspace Deviations	Two Brashers

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

In the past reporting period aviation safety was relatively good because the number of accidents and incidents were down, and the injuries incurred were not severe. I hope this trend will continue through this the new year. For a detailed report of all the accidents and incidents that have occurred, see my Accident & Incident Summary report located elsewhere in this newsletter.

In the past reporting period the FAA issued a report of two Near Mid Air Collision occurrences. A description of these two incidents are located near the Accident Summary and the Pilot Deviation reports in this Newsletter.

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

CONSTRUCTION

Repair and construction projects underway at many airports around



the state; however, we don't have the latest status on all these projects, so it is always best to check for NO-TAMs at your destination airport to determine what may be happening. Always be cautious and always fly well informed.

APA is always working 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. Payson Airport, with the consulting firm of Coffman and Associates, will be starting an update of their Airport Master Plan later this month.



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.

*The **Grapevine** group camp dinner on Saturday evening will be one week early, **February 11th**, as to not conflict with the Buckeye Air Fair the following weekend, February 17-19. 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.*

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



When you fly to any of these venues, be sure to look for the Fly Arizona Passport Placard and scan the placard with your smart phone to get credit on the FlyAZ passport program app for being there.

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

Jim



Fly a Helicopter!

Price:\$ 330.00

CLASSIFIEDS

Fly Loops and Rolls!

Price:\$ 220.00



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



**Aviation Safety
Advisory Group
(ASAG) and the
Scottsdale FSDO
present . . .**



The 49th Annual Arizona Safety Awards Banquet

**Saturday, January 28th, 2023
Hilton Phoenix Airport
2435 S 47th St Phoenix, AZ
(Southeast of Phoenix Sky Harbor)**

The Awards Presentation Features

- *AZ Flight Instructor of the Year*
- *AZ Air Traffic Communicator of the year*
- *AZ FAAS Team Representative of the year*
- *AZ Maintenance Technician of the year*
- *AZ Airport Safety Award*
- *Ruth Reinhold Award (presented by the Arizona Pilots Association)*

Keynote Speaker – Keith “Casey” Jones



Captain Casey Jones, US Navy (Retired) is a graduate of the Naval Academy Class of 1960, a naval aviator who served on active duty with the Navy for twenty-nine years.

He made numerous cruises flying from aircraft carriers, including three combat deployments to Vietnam.

Captain Jones commanded a light jet attack squadron, a carrier air wing and the USS Shreveport, an amphibious assault transport.

In 1976 and 1977 he also commanded and flew as the Team Leader for the US Navy Blue Angels. Upon retiring from the Navy in 1985, Captain Jones and his wife Janice moved to Albuquerque, New Mexico, where he has worked in civil aviation. He retired from “professional flying” in May of 2021. He was an Eclipse business jet instructor and an Eclipse FAA Pilot Proficiency Examiner. Casey continues to fly his own personal airplane. Casey and his wife Janice live in the East Mountain area of Albuquerque and are active in their church choir and the New Mexico Chapter of the Naval Academy Alumni Association. He was the USNA Naval Academy Information Program Coordinator for twenty-five years.

Please join us for an exciting evening with dinner and a Silent Auction!!!

\$65 per person Table for 10 - \$625

**Phoenix Airport Hilton,
2435 S. 47th St., Phoenix, AZ 85034**

Click [HERE](#) for a map



Mark your calendar for Saturday, January 28th, at 6:00 pm
(Social Hour begins at 5:00 pm and Doors open at 6:00 pm)



**begins at 5:00 pm and ends when the
awards have been presented**

Pre-Register for Wings Credit at –

https://faasafety.gov/SPANS/event_details.aspx?eid=117769&caller=/SPANS/evnts/EventList.aspx

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	January '23 (Jan. 20 & 21)	Tommy Thomason
	February '23 (Feb. 10 & 12)	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)

Arizona Skies Aviation

ArizonaSkiesAviation.com

"Come out and fly!"

Night
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Citabria 7GCAA \$240/Hour - Dual

Enstrom F28C

Private
Commercial
Instrument
CFI/CFII
Flight Review
Photo Flights

Mountain
Flying
Courses



Enstrom F28C \$360/Hour

Glenn Roberts – Airplane & Helicopter CFI

602 463-5528

ArizonaSkiesAviation@gmail.com

Ask about discounts for Veterans & Seniors

Introduction to Safety Risk Management

The FAA and industry will conduct a public education campaign emphasizing the best practices associated with Safety Risk Management

Outreach Month: January 2023

Topic: Introduction to Safety Risk Management

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



Phoenix-Mesa Gateway is a medium to large multi-use airport. It serves air carriers, business and general aviation, transient military aircraft, and is home to extensive flight training operations. This diverse mix of aircraft capability and pilots experience and skill, make it a busy and challenging airport. Located approximately 20 miles southeast of Phoenix Sky Harbor, it is a reliever and convenient alternative to the busier more congested airport. When flying into any airport with the diverse mix of traffic and pilot experience that Phoenix-Mesa Gateway has, pilots need to be ready for runway changes, taxi route changes, and holding instructions both in the air and on the ground. The configuration of three parallel runways is a bit unusual and necessitates increased attention to runway assignment when arriving and departing the airport. Ensuring a clear understanding of what you are to do and where you are to do it will make your trip safer and more enjoyable.



https://www.youtube.com/watch?v=G9nrLD6OM_s

65TH ANNUAL
CACTUS FLY-IN
& HOT ROD SHOW



MARCH 4, 2023

CASA GRANDE MUNICIPAL AIRPORT (KCGZ)

WWW.CACTUSFLYIN.ORG

ENTRY DONATION: \$10 PER PERSON OR \$20 PER CAR LOAD

Featured

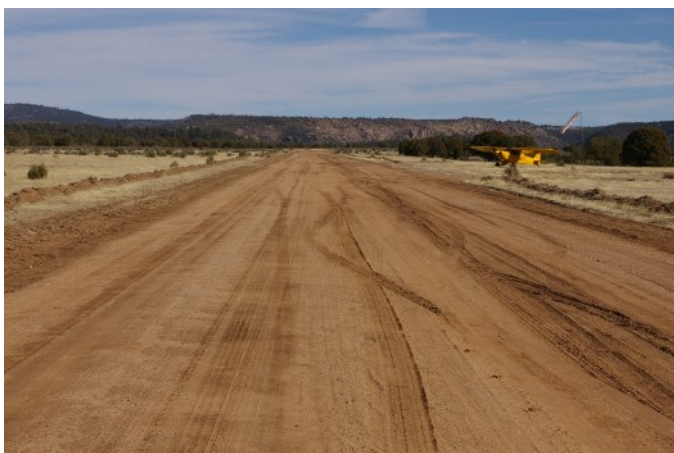
By Andy Durbin

I was out at Pleasant Valley yesterday Sunday Jan 8th. The strip has been bladed since I was there last and is about 45 ft wide between very low berms. Surface is good except for a few tire ruts made by road vehicles while it was wet. They could catch and steer a nose wheel. There are a few shrubs on the berm line but nothing taller than about 3 ft. All the long grass is gone except close to the parking area shades. Windsock is split for half its length and will read low.

Also landed at Buzzard Roost. Windsock is in excellent condition after its recent replacement. No horses there this time. A few tailwheel tracks in the soft ground so it's been visited recently.



Andy



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

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



A blue and white biplane with the number 49 on its side is flying over a range of snow-capped mountains. The plane has a white star on its side and a yellow propeller.

PhotosHappen.com

Air-to-Air Photography

Member: WPA, AOPA, EAA, Cascade Warbirds,
APA, Red Star Pilots Association

Karyn F. King

PhotosHappen@aol.com

(206) 795-2796

SAVE THE DATE!



AIR FAIR

FEB. 17-19, 2023

BUCKEYE MUNICIPAL AIRPORT

3000 SOUTH PALO VERDE RD.

BUCKEYEAIRFAIR.COM



~ APA Scholarship Program ~

by Chris Nugent

We had another great turnout for the 2022 scholarship cycle with forty-three applications received. The overall quality of the scholarship applications has always been impressive, and the 2022 submissions were no exception. In past years, the career objectives for the majority of the applicant's focused on becoming professional aviators. However, we're starting to see more applications for students who want to pursue careers in aviation maintenance and air traffic control which is encouraging.

As is normally the case, the scholarship committee puts in a lot of effort in the November/December timeframe to review applications and make final award recommendations. In the end analysis we were able to award a total of thirteen scholarships worth \$3,000 each – this is up from the eight we have awarded in recent years. The additional scholarship awards made possible by the recent donation from Operation Freedom Bird and the generosity of the APA membership. The scholarships are an important part of APA's mission and it's very encouraging to see the membership's continued commitment to the program – thank you!

Here's a quick overview of the 2022 scholarship winners – we will be publishing a more in-depth look at each of them in upcoming editions of the newsletter:

- ❖ **Xitlali Vazquez** – Xitlali is currently a senior at Greenway High School and is working towards securing an appointment to the US Air Force Academy. She has been active in the Junior Reserve Officer Training Corps (JROTC) and was awarded a scholarship to the Air Force Academy funded by the US Air Force and Navy. This allowed her to complete her initial flight training through solo and the APA scholarship will allow her to complete her PPL.
- ❖ **Lynn Burnett** – Lynn is currently attending the Chandler-Gilbert Community College/University of North Dakota (CGCC/UND) flight training program with a goal of becoming a professional CFI. Lynn is an Army veteran and former Airborne Ranger.
- ❖ **Cintia Cantor Navas** – Cintia is also attending the CGCC/UND flight training program with the objective of becoming a professional pilot. She is US Marine Corp veteran and former air traffic controller.
- ❖ **Evan Erickson** – Evan is attending Arizona State University (ASU) majoring in Air Traffic Management with the objective of becoming an air traffic controller in the US Air Force.
- ❖ **Richard Browning** – Richard is currently attending the aviation program at the East Valley Institute of Technology (EVIT) and is looking to pursue a pilot slot in the US military. Richard will use the APA scholarship to complete his PPL.
- ❖ **Aevyn Peirce** – Aevyn is currently attending West-MEC Technical Institute and is pursuing her certificate in Aviation Maintenance Technology (AMT).
- ❖ **Jeremy Lee** – Jeremy is attending the Aviation Maintenance Technology program at CGCC to earn his Airframe & Powerplant certification.

- ❖ **Aneka Raaman** – Aneka is currently attending ASU and will transition to the United Aviate Academy to complete her professional pilot certifications. Aneka is an alumnus of Aviation Explorer Post 352 at Falcon Field.
- ❖ **Nick Vatis** – Nick is an EVIT alumnus and is attending the CGCC/UND flight training program. Nick's career objective is to become a professional pilot for the airlines.
- ❖ **Tavian Schnack** – Tavian is currently attending EVIT and will transition to the flight training program at CGCC/UND. His career objective is to become a professional pilot for the US Forest Service (USFS).
- ❖ **Jeffre Antoff** – Jeffre is attending the Aviation Maintenance Technology program at CGCC to earn his Airframe & Powerplant certification.
- ❖ **Benjamin O'Hara-Haworth** – Benjamin is currently attending Westwood High School and is receiving flight training at Aviation Explorer Post 352. He also wants to become a professional pilot for the USFS. As a side note, Benjamin comes from an aviation family and his brother received an APA scholarship in 2020 (pictured below).
- ❖ **Jason Oetken** – Jason is attending the CGCC/UND flight training program. Jason's career objective is to become a professional pilot for the airlines.



Tim O'Hara-Haworth shows off his brand-new PPL in 2020

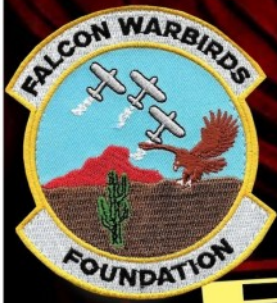
The aviation industry has continued to rebound from the pandemic, and this is reflected in the number of applications that APA receives for the scholarship program. And it is encouraging to see the drive and commitment of the applicants in pursuing aviation careers.

Thank you again for your commitment to helping APA fulfill a key part of our mission.

Stay healthy and fly safe.

Chris





Presented by
**FALCON WARBIRDS FOUNDATION
&
CUNNINGHAM AVIATION**



FALCON FIELD MOVIE NIGHT



**FRIDAY NIGHT
2022 DATES**

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

2023 DATES

**JANUARY 20TH
FEBRUARY 17TH
MARCH 17TH
APRIL 14TH
MAY 19TH**

**DOORS OPEN AT 6PM FOR THE EARLY BIRDS
MOVIE STARTS AT 6:30PM**

FREE POPCORN, SOFTDRINKS, AND WATER!

**4753 E. FALCON DRIVE
SUITE 4, MESA, AZ 85215
602-549-8892**



*Falcon Warbirds
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~ Arizona Airport Passport Program ~

By Trent Heidtke

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

As we head into January, the program continues to see more and more users with each passing day. We are sneaking up on 80 total users right now. We also are continuing to confirm more and more participating airports and businesses placard locations.

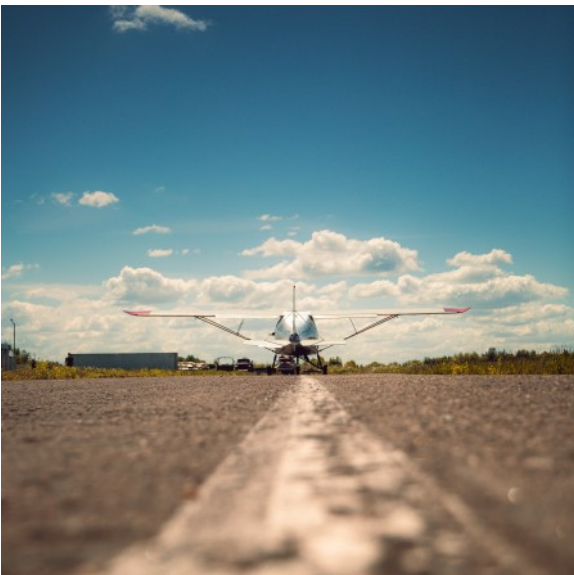
Throughout December we celebrated a number of milestones. We now have placards at eight of nine restaurants and the Commemorative Air Force Museum in Mesa is our very first museum to display our AZAPP placard! Visit the APA website often during the month to get the latest placard locations at participating airports and businesses. As with last month, we do continue to struggle with a few airports that have been non-committal about putting up signs at their locations. If anyone has a good relationship with *Cutter in Prescott*, *Signature in Laughlin*, or *Wiseman in Flagstaff*, please let us know if you can help us get signs posted at those locations.

The good news is that word is getting out and the folks at Sun Valley Airport (A20) just South of Bullhead City have reached out wanting to join the program. As of right now, we have a new QR code for them and the app has been updated to accept the new code. All that remains is to get a new placard made and shipped off. Hats off and a big APA thank you to Jim and the rest of the gang there at Sun Valley. We look forward to officially welcoming you into the program and getting the placard in your hands this month.

For now, just be aware that we are still working to get specific definition on a few placard placements as not everyone participating has sent us that yet. Your patience while we work through the information gaps is appreciated. We are also working closely with our web techs on being able to have placard location pictures on the APA website as well. Stay tuned.

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. We will be meeting with our Embry Riddle sponsors during the month of January to discuss enhancements so please keep those suggestions coming.

Trent



AFTW

ARIZONA FLIGHT TRAINING WORKGROUP

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

We make an effort to:

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

On our website you can find:

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

**CHECK US OUT!
AFTW.ORG**



Grand Gulch Fly/Camping Adventure

By Rick Bosshardt

Looking for a fun and interesting place to fly to and explore in Arizona? One of the hidden gems that we are fortunate enough to have is the fabled Grand Gulch Copper and Silver mine on the north rim of the Grand Canyon.

Situated in the northwest corner of the Grand Canyon National Park, the location actually sits on BLM land, and is thus approved for backcountry airplanes and other motorized vehicles. Its location is a long 8 hour 4WD trek south from St George, UT, and thus the use of aircraft is about the only way to explore this fascinating location.

Opened in the 1880's, and in continuous operation until around 1920, the Grand Gulch mine was at one time the richest copper producer in the State of Arizona and produced almost .5% of all the copper in the USA!

Due to the difficulty in transporting the ore out for processing (for many decades it was a 400 MILE mule team and cart odyssey!), it became uneconomical. In the 1940's, during WWII, the price and need for copper caused the mine to reopen, but soon thereafter it closed for good and has been baking in the Arizona sun ever since.

There are two dirt strips that are in good shape, and around once a year volunteers from the AZ Pilots Association and the Recreational Aviation Foundation have a work party weekend to clear rocks, build up the fire pit, and perform other maintenance. It would not be advisable to fly in there without removing wheel pants on trike gear, and having at least 8.00x6 tires. Backcountry and high altitude experience are a must.

Once settled in the tie down area, a short ¼ mile walk brings you to the old mine site. It's a fascinating collection of old buildings, stamp mill pieces, two old 40's vintage pickup trucks, a smelt oven,





acid wash tanks, slag heaps, and even a vertical mine shaft that I estimate (thru listening to a rock falling in) to be around 1000' deep. The National Park Service has a nice metal box with sign in sheet and a great historical account of the mine and its workings over the years, including pictures and newspaper articles. The people that lived and worked there were clearly a very hardy folk!

We camped that night out on the plateau, and the stars were just incredible, as there is very little light pollution around. And great news, the Recreational Aviation Foundation added a nice, new vault toilet.... so it's virtually a "Glamping" site!

The Grand Gulch is truly a treasure for us backcountry pilots in the southwest, and definitely worthy of a visit! More information can be found at AZPilots.org, under <Pilot Info> and then <Backcountry Strips>. A video showing some good detail on the location and landings can be found on YouTube at this link: <https://www.youtube.com/watch?v=QvcZc6vZd-o&t=4s> additional information can be found for Grand Gulch and other airstrips around the country here: <https://airfield.guide/>

If any reader should have more questions, please feel free to contact me at rick@azpilots.org.

Rick Bosshardt, Board of Directors, Backcountry Committee, AZ Pilots Association

Rick





WICKENBURG

**FREE
ADMISSION**

FLY-IN

CLASSIC CAR SHOW

Saturday January 21

Wickenburg Municipal Airport

3410 W Wickenburg Way

Wickenburg, AZ 85390

9AM to Noon

Be there for a **FREE** and fun family day. See dozens of beautiful aircraft and classic and antique cars and meet pilots from all over Arizona. Come early to enjoy breakfast.

For more information visit

www.wickenburgaz.org/events



Town of Wickenburg



PARTNER 91

A black silhouette of a biplane is positioned behind the word "PARTNER" and to the left of the large number "91".

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THE BEST WEATHER BRIEFING I EVER HAD

By Howard Deevers

Many of us that have been flying for a long enough time can remember when there were Flight Service Stations located all over the country. Most were at airports, and you could just walk in, fill out a flight plan, get a briefing in person, and be on your way. Oh, the “good old days.”

I had flown from Pittsburgh to Dallas in a Mooney M20J (the Mooney 201) for a meeting. It was a 2-day event, and my wife was coming along. After the meeting we had planned a couple of days in New Orleans before returning to Pittsburgh. If I remember correctly, I did not have my Instrument Rating yet at that time. The trip was going to be VFR in any case. The weather had been good.

The trip from Dallas to New Orleans was straight and simple, and we landed at the Lake Front airport in New Orleans. After a couple of days, it was time to plan the trip back to Pittsburgh. I went to the Lake Front airport to make sure the plane was serviced, had enough fuel, and was ready to go for the next morning departure. A Flight Service Station was right there at the airport.

I walked into the Station, about the size of a 2-car garage, and went to the counter. There was only one person in there, and he was looking at a computer. Without getting up, he turned around and said, “Can I help you?” I said, “Yes, sir. I’m planning a trip from here to Pittsburgh tomorrow morning and would like to get an outlook on the weather.” He shifted slightly in his chair and said, “Pittsburgh. What are you flying?” I responded, “a Mooney 201.”



He said, “Oh, that’s a nice airplane.” I said, “Yes, sir, it is.” Then he asked, “Are you a doctor?” My response, “No, sir.” He asked, “Are you a lawyer?” My response was, “No, sir,” and I was wondering why these questions continued. Then he surprised me, “You might survive.” Now, I really needed to know what this was about. “What do you mean by that?” I asked.

That is when the weather briefing really began. He said, “There are too many doctors and lawyers, flying Mooneys or ‘Bananas’ won’t listen to us and get themselves killed. Come around the counter. I want to show you something.” I walked around the counter and he had turned the computer around so I could see the weather across most of the whole country. Then he started giving me a lesson in weather that I will never forget. He pointed out that the weather from New Orleans to Pittsburgh looked pretty clear, right now. Then he pointed at a cold front that started about South Bend, IN, and arced southwest





almost to El Paso, TX. "See that cold front," he asked, tracing it with his finger? "Yes, I do," I said. He went on, "Well that cold front is moving east slowly and will be kicking off thunderstorms just ahead of this line all day tomorrow. I think you can get about as far as Nashville, but I don't think you will want to get any further than that."

After a brief discussion I filed a VFR flight plan to Nashville for departure at 8 AM the next day. The trip was just as he described. As I approached Nashville, I was on top of an overcast layer and

found a hole to make a descent to landing. You could see the weather moving in from the northwest, and it would not be VFR in a couple of hours. The Flight Service Specialist was very accurate in his forecast, and I was glad that I had received that briefing.

After two more nights in Nashville, the rest of the VFR trip to Pittsburgh was uneventful.

A month later I passed my Instrument Pilot check ride and started filing IFR flight plans. Flight Service Stations no longer exist at little airports as they did long ago, but I never forgot the personal service that I received that day in New Orleans. I will not fly into a thunderstorm at any time.

Do you want to learn more about weather, flight safety, and aviation? Come to a free safety seminar sponsored by your ARIZONA PILOTS ASSOCIATION, and the FAASTeam. Seminars are presented at airports all over Arizona and will be at the Buckeye Air Fair in Buckeye, AZ February 17 to 19, 2023. And don't forget to "Bring your wingman."

Howard



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.

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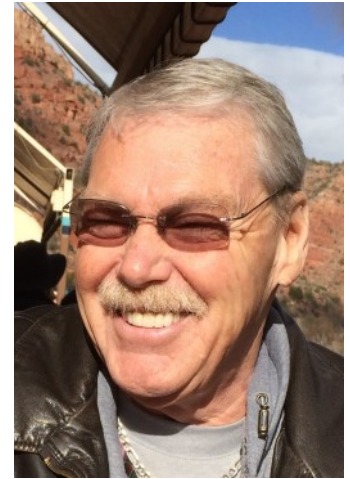


GAARMS

REPORT

JAN. 2023

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.

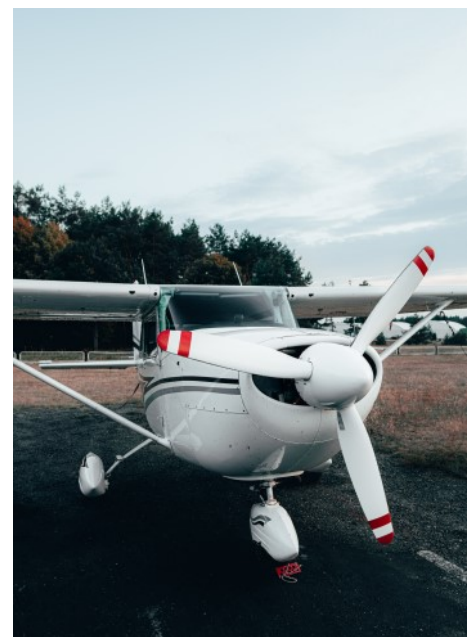
Checkride Failure Rate Soaring

As a member of the National Association of Flight Instructors (NAFI) and a Master Flight Instructor, I, and our members, are alerted to changing events and evaluating potential effects that could have impact(s) on flight instructors and the broader aviation community.

Private pilot examination failure rates, and in my experience, Instrument ratings and Commercial checkride failure rates as well, have increased dramatically and may be approaching fifty percent. That figure may shock you, and rightfully so. We can all agree that it is an unacceptable failure rate for pilots who have been endorsed to take a check ride, and I personally believe it is especially predominate at small Part 61 flight schools without a (flight school curriculum indoctrinated) DPE on staff.

NAFI has alerted us instructors that over the past summer they have seen a sudden, and alarming, increase in private pilot exam disapprovals. This concern led to an investigation by NAFI. Checking with DPEs from several regions confirmed a similar recent and persistent spike in disapprovals. As we know, DPEs are pilots, so there were strong and varied opinions given about potential causes for the declining pass rate. Seeking objectivity, NAFI has been investigating this situation from various perspectives, making industry contacts, gathering information, and verifying statistics. It is clear to NAFI that a systemic shift has occurred and is affecting aviation from primary learners to airline training. NAFI has determined that this problem needs to be remedied. They are raising awareness, involving stakeholders, and finding solutions.

NAFI, as a member of the General Aviation Joint Safety Committee, will be attending meetings at AOPA headquarters and bring



attention to this recent, alarming change in exam outcomes, as well as its ripple effects. NAFI will not be able to tackle this system-wide issue on their own but will spearhead efforts to reverse what is becoming an ever-more-apparent negative trend.

As a flight instructor for almost 45 years, and the chief flight instructor at Wiseman Aviation up here in flagstaff for the past 20 or so years, I can certainly attest to this problem, and have forwarded comments to them for inclusion in any subsequent conversations with the industry. I

find it very interesting that a student could miss 2 questions out of 50 on the oral, a passing score of 96% (or an A or A-) in school but FAIL the oral exam! Or, while the student and examiner hold for arriving traffic, and watch the captain of the commuter jet fly the PAPI down to the runway and land 2000 feet past the 1000 foot distance marker, the student will fail the check ride if (s)he lands 200 feet past the 1000 foot distance marker, or heaven forbid, (s)he touches down smoothly and dead on center line just as the stall horn starts chirping, but is 50 feet short of the markers! And we wonder why students get discouraged!

I assume you all know the FAA has a policy that says if an instructor or DPE has a perfect pass rate, they – apparently – are too generous, and need to be reviewed, or vice versa, if an instructor or DPE has a high percentage of failures, they – apparently – are poor instructors but the examiners are doing a fine job!

Discussion point:

So here is the question:

Cowboy Bobby Joe Clayton lives on his 5,000-acre ranch in eastern Montana with his wife, son, and 1,000 head of cattle. He has smoothed out a 1,500-foot landing strip with clear approaches on both ends aligned with the predominant wind data he got from the National Weather Service's Climatological database. He wants to learn to fly a backcountry balloon-tire Carbon Cub to both survey his



ranch and herd his 1,000 head of cattle, plus an occasional trip into the "Big" city of Miles City, MT, 45 miles southwest of his ranch. The nearest airport with a control tower is 117 miles away. Bobby Joe will never get above 10,000 feet nor close to a class B or class C airport, thus does not need – or want – ADS-B out. The most important radio in the airplane is the CB radio to talk to the ranch! He does, however, believe in technology, and has an iPad with fore-flight on it to be able to pinpoint locations of his cows to feed back to the ranch via his CB radio.

Now, over here in Newport Beach, California lives Robert J. Clayton, no relation to Bobby Joe of Montana. He also wants to learn to fly, but he wants a Cirrus SR20T so he can fly the family to Colorado and Utah to go skiing in the winter and to their summer place in Baja California. He wants the full G-2000 panel to be able to fly the complex airspace around Los Angeles.



Does one standard for training meet these requirements? Would an instructor approach both pilots the same? Can the ACS, and/or the FAA, really address these unique needs with only one standard of performance? An examiner will tell you there is only one standard, the ACS, and the FAA holds them to it, but it is obvious that one standard does not work here. What ever happened to the “Train as you fly; fly as you trained” philosophy? I believe – and this is my opinion only - a checkride cannot be done to one standard, nor should a perfect score be required to pass. Of course, safety of flight is paramount, but perfection is not!

Geez, even Tom Brady has a bad day, but he doesn't get a “notice of disapproval” as a quarterback for an intercepted pass and told to go get more training and come back another day! He just keeps striving to get better every play. That's all I ever expect from a student.

QUIZ of the MONTH:

1. *Ok, you are flying into West Bygosh airport, a towered airport with 2 runways. On the sectional chart, it shows the airport surrounded by a dashed blue line with this symbol inside it [-30]. What does that mean?*
 - a. *Subtract 3000 feet from my altitude*
 - b. *Subtract 30 feet from airport elevation*
 - c. *The top of the class D is at 3000 feet*
 - d. *The top of the class D is not 2500 feet above field elevation*
2. *Does a class C have a mode C veil like Class B?*
 - a. *Nope.*
 - b. *yes.*
 - c. *Only out to 20 limits of the radar service area.*
 - d. *Only directly above the 10 mile radius second tier up to 10,000 feet.*
3. *When I look at a surface analysis chart, I see lines labeled with numbers like 1004, 1008, 1013, or even 982 or 986. What do they mean?*
 - a. *Isobars*
 - b. *Isotachs*
 - c. *Isotherms*
 - d. *What's a surface analysis chart??*

4. *The normal usable range of an (L) class VOR is -*
- a. 25 nm
 - b. 40nm
 - c. 100nm
 - d. *There ain't no such thing as an (L) class VOR!*
5. *Everybody knows what fog is, but did you know pilots have two (2) different kinds of fog, FG and BR. HUH? Really? YUP, and the two-letter identifier for each is different. FG is dense fog, BR is mist (the French word for mist is Bruille. Again, HUH? YUP, weather is international, and other countries got to play some.) Anyway, so what the heck is the difference and how is it differentiated?*
- a. The vertical visibility value is reported as less than 500 feet (VV005)
 - b. Fog is when the horizontal visibility is less than 1 nautical mile
 - c. It becomes mist if the horizontal visibility is better than 5/8th of a Statue mile
 - d. It is strictly up to the weather observer at the airport to make that call.
6. *Tis a windy day, and at my airport the wind is almost a direct crosswind from the right. On my private pilot check ride, I was required to land on the centerline according to the ACS, but I chose to land to the right of the centerline because I thought that would give me a bigger margin of safety should the airplane try to suddenly drift left in a gust. By ACS standard, I would fail because I did not land on centerline. Common sense and good aeronautical decision making was certainly more important than a black-and-white one size fits all rule (and mentality).*
- a. Should the student pass the crosswind landing performance demonstration while failing to meet the ACS requirement?
 - b. Should the student fail the crosswind landing performance demonstration?
 - c. Does the examiner have the leeway to bend that requirement?
 - d. Should the examiner have the leeway to bend that requirement?

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

SAFETY PROGRAMS

There are now three (3) FAASTeam safety programs on the schedule for the month of January, January 14th in Payson, January 21st at Ryan/Tucson, and January 28th in Yuma. Registration notices for each will be forth coming early January. More programs are planned over the next couple of months around the state. 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, The Aging Pilot, Radio Phraseology, or my newest one on LIFR approaches, which discusses the how's,

whys, and pitfalls of shooting an approach all the way down to minimums and missed approaches, simply contact me at fredgibbs@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”!!

(answers)

- : #1 – d The negative symbol in front of the number denotes that the top of the class D airspace is NOT the standard 2500 feet AGL. This usually involves a class D airspace/airport underlying a relatively low shelf of class B airspace, like Goodyear or Glendale.*
- #2 – d While not defined as a veil, the airspace directly over top of any class C airspace is treated just like the airspace over top of a class B. It does not include the airspace in the radar service area or under the shelf!*
- #3 – a. The lines are defined as Isobars, meaning lines of equal pressure. The unit of measurement of pressure under the metric system, the world standard for measuring stuff, is millibars. All pilots should know that 1013.2Mb (of Mercury) is the same as 29.92 (inches of Mercury). All altitude charts are in metric, i.e., the 5000-foot level is 850Mb, the 10,000-foot level is 700Mb and the 18,000-foot level is the 500 Mb chart. International flying usually requires an altimeter calibrated in millibars, not inches of mercury. Just a piece of trivia here, when you see SLP123 in the remarks section of a METAR, that is simply the altimeter setting in millibars, this example being 1012.3Mb.*
- #4 – b. FYI, All VORs are categorized, originally into 3 categories, (T) for terminal, only good out to 25nm, (L) for navigation in the airspace up to 18000 feet and out to 40 nm, and (H) VORs, used for navigation between 18000 and 45,000 feet with a range out to 100NM above 45,000 feet. Remember, VORs are line-of-sight radio signals, so your reception depends on your altitude and the ability of any signal getting past a mountain!! Just in case you are wondering, I am pretty sure SR-71's and U-2's at 70,000 feet don't use VOR navigation!*
- #5 – c. Why a weird value like $5/8^{th}$ of a nautical mile, you say? Well, remember that weather is in an international format, based on the metric system. The United States filed several exceptions to the format, and solutions were eventually worked out, which is why you see SM after our visibility, KT after our winds, and an A in front of our altimeter settings. The Fog/Mist issue is the same everywhere, but the conflict was, and remains, in the unit of measurement. So, in the US, Mist (light fog) becomes Fog (thick fog) when the visibility drops below $5/8^{th}$ of a statute mile which just happens to equal 1 kilometer across the rest of the world!*
- #6. – You weren't really expecting an answer here, were you?? But it certainly could lead to a very interesting round table or safety program discussion...*

Fred





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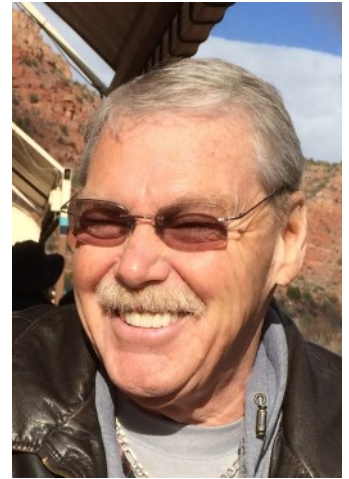
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43 1/2' T Great location, faces Runway (North), insulated, bifold doors, next to fuel island.

Fatal Accident Review

By Fred Gibbs



We hope you all had a great holiday season and wish you all an even better year this year than the last one! Last year was NOT a good year for our safety record, with 8 fatal accidents involving Arizona based pilots and aircraft. My hope is to never have to write about any fatal accidents come 2023. We always have our share of fender-benders, but perhaps this coming year we can significantly reduce the number of fatal accidents. Risk management plays a very large part of that process, and I am sure none of us get up in the morning, look in the mirror, and say, “I think I will go flying today and crash!”

Once upon a time, I was young and invincible. OK, OK, HOLD THE SMART %&#@ REMARKS HERE!!! Back in the Northeast where I learned to fly, 200 and a ½ mile minimums on the ILS were routine, a piece of cake, and often. I flew the infamous Northeast corridor in my trusty ol’ Bellanca Super Viking, the “Speed Monster.” I cut my teeth flying into and out of the big guys, like Boston, La Guardia, JFK, Newark, Atlantic City, Philadelphia, Baltimore, Washington-Reagan and Dulles, and a lot of the smaller GA airports, like Poughkeepsie, West Chester, Republic-Farmingdale, Islip, and Montauk, NY, Danbury, Bridgeport and Bradley, CT and all over NJ, DE, PA, VA and WV. I hit a lot of the really small ones, too, like the infamous DC3 airports – Potomac, Hyde Field and College Park, MD, Sky Acres and Stormville, NY, Slatington, Perkasio, Pottstown, Pottsville, Reading, Selinsgrove, PA, Sky Manor, Alexandria, Ocean City and Cape May, NJ, Freeway, Annapolis, Easton and Bay Bridge, MD, Martha’s Vineyard and Nantucket, MA, and a lot more, too numerous to mention here. Many of them presented some quite challenging scenarios in several different ways, and the number of airports I got to visit while flight instructing back there grew exponentially. I especially liked doing practice instrument approaches at Andrews Air Force Base while instructing out of Freeway, MD, all of 7 miles east of Andrews. We could never land there, but on the missed approach at 200 feet, we always waved at the maintenance crews and Air Force One as it sat out there on the ramp next to its hangar. I also intimately remember being in the conga line of 747’s awaiting



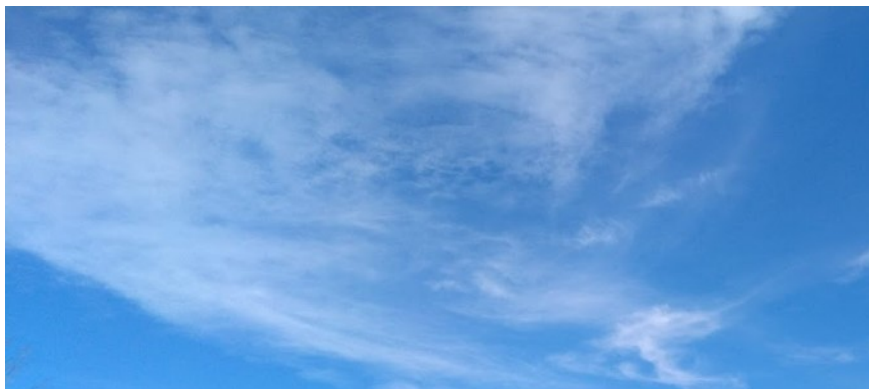
departure clearance out of Kennedy, hoping the captain in the 747 behind me, 40 feet up there in his cockpit, remembered I was down there in front of him and wouldn’t run over me. PS – Kennedy tower never did that to me again. The tower manager and I were good friends, and he asked his controllers to not put us little guys in front of a 747. They kindly obliged! And someday I will tell you about the day Kennedy tower put me in “position and hold” with the Concord on final approach!

And then there was that day out over Chesapeake Bay. My student and I saw smoke from a fire over by the Washington, DC area when the radio crackled with the emergency instructions for ALL aircraft to land immediately – and we mean immediately – get to the nearest airport

available to you! That was 9/11.

As you can (obviously) see, I survived all those bold experiences to become an old pilot. Those days are gone, well remembered and cherished, but gone none-the-less. Now I love beautiful clear smooth-as-glass days, great scenery, no minimums to sweat out, and no more challenges to face except for a student occasionally trying to kill me. And even that rarely happens!

I hope all my readers become old pilots, and never show up in my GAARMS articles. So please think about that when you fire up Ol' Betsy and fly off into the wild blue yonder. Leave bold behind and become an old timid, highly experienced, super-safe pilot.



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

Fred



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

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

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

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

December Aviation Accident & Incident Summary

by Jim Timm

The following is a report of the aviation accidents and incidents that have occurred in Arizona from November through December. We hope the following detailed accident information can be used to develop safety programs and briefings to 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 relatively good. The number of accidents was down, and the injuries were again not severe. I hope this trend will continue well into the new year.

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

Date: November 11, 2022
Source: FAA
Location: Northeast Of Payson
Type: Cessna 150
Injuries: 1 Serious Injury

CRASHED UNDER UNKNOWN CONDITIONS

Per the FAA, the aircraft crashed under unknown circumstances; however, a wing was sheared off the aircraft when it hit a tree. The damage was assessed to be substantial.

Date: November 11, 2022
Source: FAA
Location: Glendale (GEU)
Type: Cirrus SR22T
Injuries: 2 Uninjured

IN FLIGHT ENGINE CYLINDER FAILURE

The pilot initially reported an inflight engine failure, and he was going to divert to Gila Bend Airport E63. He then decided he could continue on to Glendale Airport (GEU), where there is a Cirrus repair facility. He contacted GEU with a rough running engine, and he made a safe landing and taxied to the ramp. It was then discovered that one cylinder on the engine had failed.

Date: November 26, 2022
Source: FAA

Location: Near Lake Havasu
Type: Cosmos Phase II (Ultra Light Aircraft)
Injuries: 1 Uninjured

FUEL EXHAUSTION

The ultralight aircraft crashed near Lake Havasu on the edge of Highway 95. Fortunately, the aircraft didn't remain on the highway or block traffic. The pilot reported running out of fuel and crashed during the attempted landing on the highway. The aircraft damage was assessed to be substantial.

Date: December 9, 2022
Source: NTSB
Location: Casa Grande (CGZ)
Type: FW190A-5
Injuries: 1 Uninjured

LOSS OF CONTROL LANDING

After a local flight, the Focke-Wulf FW190A-5 sustained substantial damage while landing when it veered off the runway and experienced a landing gear collapse and prop strike.

Date: December 18, 2022
Source: NTSB, ASN
Location: San Manuel
Type: Piper PA29-181
Injuries: 3 Uninjured

LOSS OF CONTROL LANDING

The Piper Archer departed Chandler Municipal Airport on a flight training mission, and during a landing at San Manuel Airport the pilot lost con-

trol of the aircraft, and it veered off the runway and impacted the left wing. The damage was deemed to be substantial. The only information the NTSB provided was the date and location of the accident.

A Few Words About Safety

Denny Granquist

“Brief all passengers on the plan and what you expect from them to include survival..”

“Too much airspeed on final shortens most runways.”

NEAR MID AIR COLLISIONS

by Jim Timm

There were two Near Mid Air collisions reported to the FAA in the last reporting period that ran from November 10, 2022, to December 8, 2022.

November 9, 2022: At the Scottsdale Airport (SDL), a Cessna Citation circled to the incorrect runway while on approach from the northwest, resulting in a loss of separation with a Beechcraft BE40 that was departing westbound. The closest proximity was 0.14 NM and 300 feet vertical.

November 27, 2022: At the Phoenix Gateway Airport (IWA), an Embraer Legacy E545 jet was on final for RWY12R when the aircraft reported a drone passing over their wing, and nearly hitting them while they were on descent for a landing at IWA. The aircraft did not take evasive action.



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CLASSIFIEDS

Arizona November-December 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 thus enhance aviation safety.

In the time period from November 10 through December 8 there were nineteen pilot deviations recorded by the FAA SDL FSDO. These deviations were committed by pilot certificate levels, from student through ATP/CFI, and of these nineteen deviations made, there was a need to issue seven Brashers. This month there were also six out of state pilots that committed the deviations. The number of deviations reported have increased significantly this period, and I wish they would have remained at the low level of 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.

Pilots need to listen carefully to ATC instructions and follow them, and if you can't comply, tell ATC why you can't. When flying in controlled airspace, pilots shouldn't be creative, but talk to ATC before they do something that differs from the instructions given. Always be aware of what type of airspace you are flying in, or maybe about to enter, and know what may be expected of you. Always fly with care and forethought.

The details of the deviations this month are as follows:

IFR DEVIATION

Private Pilot
Out of California
PHX TRACON

11/10 IFR Route

Military Pilot
Albuquerque Center (ZAB)

The F16 fighter came out of Tucson (TUS) was cleared to fly in the OUTLAW MOA, at FL350 and below. Later a ZAB controller observed the F16 was outside the southern confines of the OUTLAW MOA Area, at 22,800 feet. Utilizing a guard frequency, the controller advised the F16 to "work north." To maintain separation with other traffic, the center controller also had to turn some potential traffic, who was at FL220. The event occurred near San Manuel, AZ, and a **Brasher** was issued.

The aircraft entered Class Bravo Airspace without a clearance 5 miles west of Scottsdale (SDL). After climbing up to 7,500' the pilot called the Biltmore Sector Controller for flight following. The controller issued the **Brasher** Warning to the pilot.

CLASS DELTA AIRSPACE DEVIATION

11/5 Entering Class Delta Airspace Without
First Establishing Communication
Private Pilot
Gateway Airport (IWA) Tower

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

CLASS BRAVO AIRSPACE DEVIATION

11/9 Entering Class Bravo Airspace Without
Authorization

11/7 Entering Class Delta Airspace Without
First Establishing Communication

Private Pilot

Gateway Airport (IWA) Tower

The pilot deviation was reported by the Gateway Tower when the aircraft entered the IWA Class Delta Airspace from the south at 3500 feet MSL and transitioned northbound along the west side of the IWA airspace without establishing two-way radio communications. There was an IFR departure that had to be delayed due to the errant aircraft.

11/17 Entering Class Delta Airspace Without
First Establishing Communication

Commercial Pilot

Out of California

Phoenix Deer Valley (DVT) Tower

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

11/20 Entering Class Delta Airspace Without
First Establishing Communication

Private Pilot

Out of California

Chandler (CHD) Tower

The Chandler Tower observed the aircraft entering the CHD Class Delta Airspace, and the controller tried to contact the aircraft on the tower frequency but was unsuccessful. The controller observed the aircraft entering the Gateway (IWA) Class Delta Airspace, and the controller advised the IWA tower to have the aircraft contact the CHD tower when able. The pilot contacted the CHD tower by telephone and advised the controller that he was unaware he was in the CHD airspace and was sorry. There was no loss of aircraft separation reported.

11/23 Entering Class Delta Airspace Without
First Establishing Communication

ATP/CFI Pilot

Out of Alaska

Scottsdale (SDL) Tower

The pilot deviation was reported by the Scottsdale Tower when the aircraft entered the Scottsdale Class Delta Airspace without first establishing two-way radio communications.

11/26 Entering Class Delta Airspace Without
First Establishing Communication

Private Pilot

Phoenix Deer Valley (DVT) Tower

The aircraft transitioned through the DVT Class Delta Airspace southbound without contacting the DVT Tower. The aircraft entered the airspace under 3000' and exited the airspace 4 NM southwest at 2900'. The DVT north and south controllers both attempted to establish contact but did not receive a response. Noting the aircraft appeared to be heading for Glendale, the DVT Tower called the Glendale Airport Tower, and advised them to issue a **Brasher** warning. No other aircraft were affected or impacted.

11/28 Entering Class Delta Airspace Without
First Establishing Communication

UNK. Rated Pilot

Scottsdale (SDL) Tower

The pilot deviation was reported by the Scottsdale Tower when the aircraft entered the Scottsdale Class Delta Airspace without first establishing two-way radio communications.

11/30 Entering Class Delta Airspace Without
First Establishing Communication

Student Pilot

Gateway Airport (IWA) Tower

The aircraft entered the IWA Class Delta Airspace at 3100 feet MSL from the southwest, and transitioned through the airspace to the east, and eventually turned north, and exited the Class Delta Airspace at

3100 feet MSL. The airspace violator was in direct conflict with an IFR departure, and a traffic alert was issued. There was no loss of separa-

tion.

AIR TRAFFIC CONTROL INSTRUCTIONS

- 11/9 Failure to follow the Air Traffic Control Instructions. (Resulting in a NMAC)

ATP/CFI Pilot

Out of Iowa

Scottsdale (SDL)

At the Scottsdale Airport (SDL), a Cessna Citation circled to the incorrect runway while on approach from the northwest, resulting in a loss of separation with a Beechcraft BE40 that was departing westbound. The closest proximity was 0.14 NM and 300 feet vertical.

- 12/6 Failure to follow the Air Traffic Control Instructions.

Student Pilot

Mesa Falcon Field (FFZ)

The aircraft was being flown by a Student Pilot during his first solo flight and was staying in the closed traffic pattern. The student was flying his downwind leg on a course that was too close to the runway to allow for a safe base leg turn to the RWY 4R final without intruding into a parallel runway's final. The aircraft flew through the RWY 4R final and corrected back to the 4R final before electing to go around. The controller then issued instructions for a right closed traffic, and again, the aircraft flew a downwind leg that was too close to the runway. On this second approach, the controller issued instructions to widen out the pattern, and suggested a turn of 10° to the left. It didn't appear that the pilot of the aircraft ever made the correction, and the aircraft was flying over the runway final, opposite the direction of traffic. The controller then issued a left turn to a heading of 120° to deconflict the aircraft with the inbound traffic. The pilot of the airplane appeared to accept the suggested turn away from the field, but then suddenly began angling back to the runway. The controller, at that point, just cleared the pilot to land.

RUNWAY INCURSIONS

- 11/1 Failure to Clear the Runway After Landing.

Private Pilot

Chandler Airport (CHD)

The pilot deviation was reported by the CHD Tower when his aircraft failed to clear the Hold Short Line after landing on RWY 4L. The pilot did not read back "RWY 4L" in the read back, and on exiting the runway the pilot didn't clear the Hold Short lines causing another aircraft on final to be sent around. A **Brasher** warning was issued.

- 11/5 Departing A Runway Without ATC Authorization.

Commercial/CFI Pilot

Scottsdale Airport (SDL)

The pilot deviation was reported by the Scottsdale Airport Tower when the aircraft departed runway 3 without ATC authorization.

- 11/7 Landing on a Runway Without ATC Authorization.

Student Pilot

Gateway Airport (IWA)

The pilot deviation was reported by the IWA Tower when the aircraft landed on runway 12C without ATC authorization.

- 11/13 Departing on a Runway Without ATC Authorization.

ATP/CFI Pilot

Phoenix Deer Valley Airport (DVT)

The Controller had instructed the aircraft to line up and wait on Runway 7R. The read back was correct, and aircraft lined up on Runway 7R and then departed without a takeoff clearance. No other traffic was involved.

- 11/20 The Aircraft Taxied Past the Hold Short Line.

Private Pilot

Mesa Falcon Field (FFZ)

The aircraft was instructed to taxi via taxiway D and hold short of runway 4R at taxiway D5. The aircraft crossed the hold short line of RWY 4R at taxiway D5. Ground control told the tower to send a Piper on short final to go around and told the offending aircraft to hold position. After the aircraft was taxied to the Echo ramp, they were issued the **Brasher** warning.

RESTRICTED AIRSPACE DEVIATIONS

11/7 Flying Within Restricted Airspace Without Authorization.

Private Pilot

Albuquerque Center (ZAB)

Restricted Area R2310 was active up to 10,000 feet. At 1918z, a VFR aircraft squawking 1200, called a ZAB controller to report that he had 'inadvertently flown through Restricted Area

R2310 at 7,500 feet'. A Phoenix TRACON replay shows a 1200 code aircraft enter R2310 at 1915z and remained inside until 1917z.

A **Brasher** was issued.

11/30 Flying Within Restricted Airspace Without Authorization.

Private Pilot

Out of South Carolina

Albuquerque Center (ZAB)

The aircraft was VFR at 9,500 feet. The ZAB Controller observed the aircraft entering the Restricted Area R2301E, which was active. The aircraft was inside the lateral confines of R2301E by about 1 mile before the ZAB Controller turned the aircraft to exit the restricted airspace. The event occurred near Dateland, AZ. and a **Brasher** was issued. The pilot stated that he thought he was just south of V66. He also said that he knew about the restricted airspace but didn't think he was in it until the controller told him to turn.

A Few Words About Safety

Denny Granquist

“

“I use IFR (I follow roads) procedures in the mountains.”

“Listening to other pilots makes me a better pilot.”

”

CFII Accepting New Students

Contact: Patrick Williams
(480) 737-5999



CLASSIFIEDS

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

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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			
Payson Airpark	Payson	40+	
Coord: Dennis Dueker (928) 472-4748			
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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