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*February 2023*

*APA NEWSLETTER*

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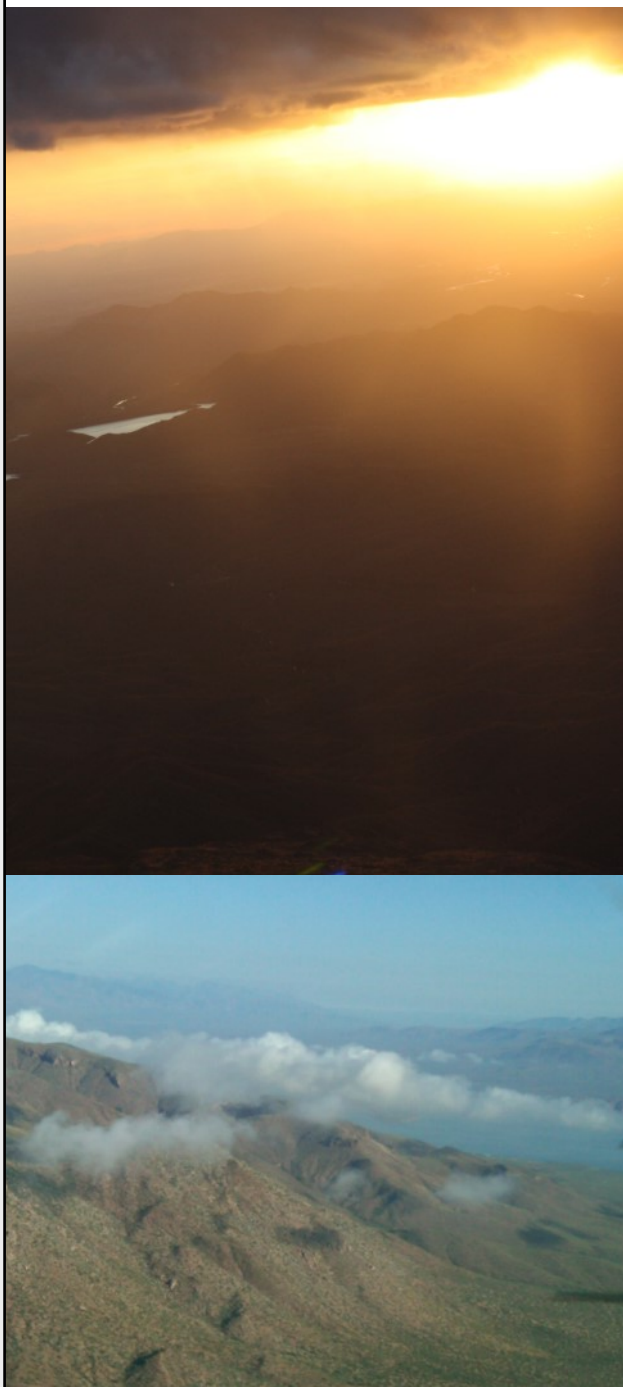
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# President's Report

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Greetings,

We're excited to announce we'll be attending the Buckeye Air Fair on February 17-19 and setting up shop in the AOPA tent right up front. The city of Buckeye and their leadership has embraced general aviation and I love seeing them reap the rewards.

The Buckeye Air Fair is a family event that serves as an airport open house, family fun day and an air show, all in one. What a great excuse to get kids out to an airport and to actually be able to be on the air-side of the fence unescorted like many of us were able to do growing up. Those bounce houses and funnel cakes attracted them and their parents to the airport and that should make us smile. Smile at the kids. Greet them. Offer to show them your plane. Be friendly and approachable. Let's help them become future pilots!

For us pilots, we look past those bounce houses. We are more interested in forums and vendors. Need new tires? There's a good chance you can pick up a set. Want to poke buttons on a new glass display? There will be plenty of options for that. Want to learn how to best maintain an older engine? Learn from the experts. The pre-Covid AOPA regional fly-ins were a lot of fun and this looks to be a refinement on that model.



We are optimistic that we will meet hundreds of our members over the three-day event. We'll have our booth staffed with much of our volunteer board of directors. We can answer membership questions, renew memberships, get you outfitted in the latest merch, and learn about what you'd like to get out of APA. Come out and join us, we'll see you there!

Blue Skies,

*Brian*



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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](mailto:rick@azpilots.org)



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\*Renderings for illustration purposes only, final details may change.

# Executive Director's Report

Jim Timm — February 2023

The days and evenings have been cool lately, and the aircraft performance, and hopefully the pilot performance, have been significantly improved. In the morning when I take-off I find that I have been two to four hundred feet higher now when I pass over the airport boundary, and the flight is usually very smooth. It's a wonderful time of the year for flying. For this desert rat, I don't think I could take the weather as cold as our fellow pilots encounter in the northern parts of the country or the mountains. The temperature we have now is about my limit.



When you venture into the cooler temperatures, even with the temperatures here, please remember, if you have parked outside and you have frost on your wings, remove it before you try to fly. A light frost on the wing can significantly reduce the efficiency of the wing's airfoil to generate lift. DO NOT try to use water to remove it. It will only freeze, turning the airplane into an ice sculpture incapable of flight. Also, the water may get into the ailerons and freeze, resulting in an imbalance, and possibly result in a destructive inflight flutter. Other than a heated hangar, turn the aircraft to have the sun directly impact the back of the airplane and melt the frost. If you are in the higher elevations overnight, and have a snow accumulation on the wings and tail, remove it before attempting flight. Don't expect the snow to blow off during the takeoff run. It may not, and besides, there may be ice under the snow. Please fly safely!

## MISCELLANEOUS ITEMS

### FAA

The FAA has recently released data from the year 2022 regarding flight activity at the top 100 airports in the nation. I found it interesting to see where some of our Arizona airports fit into this top 100 airport list.



Listing	Airport		Operations in 2022
1	ATL	Atlanta Hartsfield	729,967
11	PHX	Phoenix International	449,103
18	FFZ	Mesa	345,885
19	VNY	Van Nuys	343,408
27	PRC	Prescott	308,691
36	DVT	Phoenix Deer Valley	282,820
70	SDL	Scottsdale	177,219
98	TUS	Tucson International	142,389





I thought it was interesting that Mesa's Falcon Field is now the busiest general aviation airport in the nation. I would guess if students learning to fly at Falcon Field can cope with its traffic, they should be able to handle any other general aviation and many of the commercial airports in the world.

## AIRSPACE

The next time you fly into Tucson International Airport (TUS) be aware that the Ground Control frequency has been changed. For many years it was 124.4, but now **IT IS 120.025**.

I'm certain that everyone is keenly aware that we are often operating in a relatively crowded airspace, but now having to be on the lookout for drones is an added challenge. I recently saw an article where a Cessna 172 collided with a drone at 400 feet AGL about a mile off the end of the runway the Cessna was intending to land on. The damage to the cowling was substantial, but the results would have been fatal if the impact was about two feet higher. Last month we reported on a Near Mid Air Collision between an Embraer Jet and a drone at Mesa Gateway Airport (IWA). It happened while the jet was landing and the drone passed over the wing and evasive action wasn't able to be taken because it happened so quickly. Drones are out there and flying with us. Be aware and be on the alert for them, knowing they are small and hard to spot.

## SAFETY

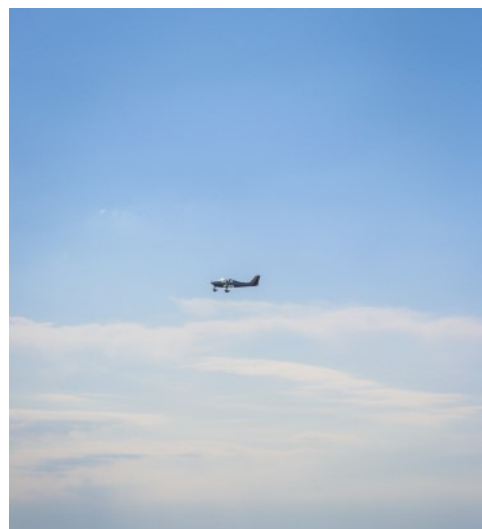
Fortunately, the number of pilot deviations were down a bit this month. Pilots need to listen carefully to ATC instructions and follow them, and if you can't comply, tell ATC why you can't. When flying in controlled airspace, pilots shouldn't be creative, but talk to ATC first before they do something that differs from the instructions given. Always be aware of what type of airspace you are flying in, or may be about to enter, and know what may be expected of you. Always fly with care and forethought, and don't commit a deviation.

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

Five IFR Deviations	3 Brashers
One Class Alpha Airspace Deviation	1 Brasher
Two Class Bravo Airspace Deviations	1 Brasher
Four Class Delta Airspace Deviations	1 Brasher
One Air Traffic Control Instruction Deviation	No Brasher
One Runway Incursion	No Brasher
One Surface Incident	N/A

For the details of these deviations see my Pilot Deviations Report located elsewhere in this newsletter.

In this January reporting period aviation safety was not the best



because the number of aircraft accidents and incidents were up from the previous report. While the accident numbers were up, there was a positive side to the report in that none of the accidents resulted in a fatality or an injury.

For the details of these accidents and incidents see my Accident/Incident Summary Report also located elsewhere in this newsletter.

The FAA has also given us a report of four Near Mid Air Collision (NMAC) incidents that had occurred in the December/January reporting period. A description of these incidents are in a NMAC Report located near the Accident/Incident and Pilot Deviation reports in this newsletter.

Members, please continue to send accident information to [jtimm@azpilots.org](mailto:jtimm@azpilots.org) with the date, location, aircraft make, and type, if anyone got hurt, and with as much detail as possible. Thank You.



## CONSTRUCTION

This time of the year it seems like most of the airports around the state have construction and repair projects underway. Unfortunately, we don't have any specific details of any one of the projects, but we would certainly suggest that you always check for NOTAMS at your destination airport so you won't have any unpleasant surprises when you arrive at your destination.

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 had their initial Airport Master Plan Update meeting this last month and should complete the process by the end of the year.

## 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 at the restaurant, and at the airport terminal, and scan the placard with your smart phone to get credit on the passport program for being there.

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

Jim



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## Unlimited Simulator Time

Pilots – Is your New Year's Resolution to get your Instrument Rating?

Unlimited Garmin G1000 NXi Simulator time now available for a fixed, firm price of \$999 at Aerial Engagement in Scottsdale, AZ!

Reservations required, subject to availability.





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602 463-5528

ArizonaSkiesAviation@gmail.com

*Ask about discounts for Veterans & Seniors*



# 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
<b>APA Member Services Volunteers Needed!</b>	Mailing Donor Thank You Cards Mailing Membership Cards and a Welcome Letters Clothing Store Inventory and Shipping Orders	Stefanie ( <a href="mailto:stef@azpilots.org">stef@azpilots.org</a> )
<b>Day Trips Volunteer Needed!</b>	Coordinating fly-in destinations or day trips	Brian ( <a href="mailto:brian@azpilots.org">brian@azpilots.org</a> )
<b>Grapevine Monthly Camping Weekend</b>	<b>February '23</b> (Feb. 10 & 12)	Mark & Stef Spencer
	<b>March '23</b> (Mar. 17 & 18)	Bob & Barb
	<b>April '23</b> (Sept. 21 & 22)	Jim Knapp & Stella McCray
<b>Windsock Maintenance Volunteers Needed!</b>	Buzzards Roost (Windsock Only)	Complete Thanks Dave Lenz & Team!
	Pleasant Valley Young (24AZ) (Base, Pole & Windsock)	In Work ( <a href="mailto:pleasantvalley@azpilots.org">pleasantvalley@azpilots.org</a> )
	Vulture Mine (Windsock Only)	Tommy Thomason ( <a href="mailto:vulturemine@azpilots.org">vulturemine@azpilots.org</a> )
<b>Airstrip Maintenance Volunteers Needed!</b>	Red Creek (Fill Ruts etc. - Deferred to Fall '22)	Tommy Thomason ( <a href="mailto:redcreek@azpilots.org">redcreek@azpilots.org</a> )
	Double Circle Ranch (Airstrip Shoulder Mowing - Help Needed!)	In Work Thanks to Josh Leavitt and the Bryce Families! ( <a href="mailto:doublecircle@azpilots.org">doublecircle@azpilots.org</a> )
	Forepaugh (General Strip Maintenance)	Kit Murphy ( <a href="mailto:forepaugh@azpilots.org">forepaugh@azpilots.org</a> )

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

[newsletter@azpilots.org](mailto:newsletter@azpilots.org)

65<sup>TH</sup> ANNUAL  
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MARCH 4, 2023

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



## Transition Training

The FAA and industry will conduct a public education campaign emphasizing the best practices and benefits associated with Aircraft Transition Training.

**Outreach Month:** February 2023

**Topic:** Transition Training

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



Prescott Regional Airport-Ernest A Love Field (PRC) is a medium sized, multi-use airport located 7 miles northeast of the city of Prescott, Arizona. Prescott is a commercial service airport and is one of the nation's top 50-busiest airports due to intensive fixed wing and helicopter flight training. In addition, the airport supports recreational general aviation, corporate aviation, air cargo, military and U.S. Forest Service fixed wing and helicopter firefighting operations. This mix of pilot experience levels and aircraft capabilities make Prescott a challenge for controllers and pilots alike. This video prepares pilots for hot spots, challenges and runway configuration details at PRC.



<https://www.youtube.com/watch?v=WPbqla6oSS8>

## ~ Arizona Airport Passport Program ~

By Trent Heidtke

As we head into February the Arizona Airport Passport Program (AZAPP) continues to see more and more users each passing day. We are sneaking up on 100 total users right now. We also are continuing to confirm more and more participating airport and business placard locations.

Throughout January we concentrated on getting the museums on board and are still working those as we speak.

We also had help in the field from AZAPP ambassadors physically putting up placards in lesser used locations. A big hats-off and thank you to all the participants who have helped with placard placement, photos, and feedback this last month. One more big ask is that if anyone has a good relationship with Signature in Laughlin, please let us know if you can help us get a placard posted at that location. They have thus far been unresponsive.

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.

Remember, if you have used the app and have feedback, feel free to contact Trent Heidtke at [trent@azpilots.org](mailto:trent@azpilots.org). We appreciate anything in the way of comments so that we can make the program better along the way. We are set to have a meeting with Embry Riddle the first week of February to kick off Phase 2 enhancements to the application so stay tuned for those late spring. ERAU has been great to work with on the application and it is a win for the students as they get semester credits for the work as well. A big thank you to Embry Riddle for all their help on this program!

Trent



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**Karyn F. King**  
[PhotosHappen@aol.com](mailto:PhotosHappen@aol.com)  
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# SAVE THE DATE!



## AIR FAIR

### FEB. 17-19, 2023

BUCKEYE MUNICIPAL AIRPORT

3000 SOUTH PALO VERDE RD.

[BUCKEYEAIRFAIR.COM](http://BUCKEYEAIRFAIR.COM)



# ~ APA Scholarship Program ~

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by Chris Nugent

January was a busy month for the Scholarship Committee. Thanks to your support we were able to award a total of 13 of scholarships for the 2023 academic year – a record for our program. We've been busy working with the colleges and flight schools our recipients are attending to ensure their scholarship funding is in place for their spring semester and flight training. Although it's a little bit of work, it's rewarding to see our scholarship program at work.

I'm also excited to share the news that one of our newsletter sponsors, Aerial Engagement, has provided two simulator facility memberships to APA to use as scholarships for students. Aerial Engagement, located adjacent to the Scottsdale airport, is a flight simulator venue that provides simulators for aviation discovery and flight training. They offer both steam gauge and glass cockpit simulators which allow students and CFI's to conduct training and log hours for both primary and instrument training, as examples.

In this month's Scholarship Corner, we'll introduce some of our 2023 scholarship recipients and get into a little more detail on the Aerial Engagement scholarships.

## **2023 Scholarship Recipients**

### ***Xitlali Vazquez – Arizona Flight Training Center***

*Growing up I was always fascinated by aviation from visiting local aviation museums to attending airshows, I knew I wanted to become a pilot. As I grew older, I became more involved with aviation and began to work with the Civil Air Patrol to continue learning about aerospace. As I continue to further my education, I aspire to attend the United States Air Force and serve as a military aviator. Additionally, I hope to work in the aviation business sector and further diversify the aviation industry. This scholarship will not only give me the opportunity to continue my training and expose myself to the aviation industry but also inspire others to work toward their goals. Being the first in my family to go on to pursue a career in aviation is challenging, but it is opportunities like these that continue to motivate me to aim high. Thank you to all the members, the Board of Directors, and the scholarship committee at the Arizona Pilots Association for this scholarship opportunity!*



### ***Aevyn Peirce – West-MEC Glendale***

*Currently, I am in the aviation maintenance program at West-MEC, working toward my A&P license. I have always been fascinated with aircraft and the aerodynamics of them since I can remember going on my first orientation flight. I continued to pursue an aviation career when I joined the Civil Air*





*Patrol (CAP). I am the Cadet Commander and Leadership Officer for the 388th squadron based in Glendale. The experience has been incredibly rewarding. I have learned a lot from retired and active duty members of the Air Force, aviators, and have worked alongside others sharing the same passion.*

*My dreams of one day flying and becoming a pilot is becoming more of a reality for me as I continue my education in aviation. I'm currently training to become a mission scanner for CAP and will attend ground school in the next coming weeks. Following ground school, as my preferred flight school, I am looking forward to flying with Fly Eagle Sport and obtaining my PPL through them.*

*Upon graduation from West-Mec, I intend to work for a private company so I can gain more experience and do what I love, which is being around and working on aircraft. Ultimately, I would like to continue working for Discount Tire Co. and transition into their aviation department in Scottsdale, as an IA. Having the opportunity to receive the 2023 APA scholarship is both an honor and a privilege, and I am truly excited to the possibilities that lie ahead in the future. Having received this scholarship, it has helped me immensely towards the tuition of my next semester and has allowed me to pursue my goals as a mechanic and pilot without having to worry about financial burdens. I want to thank all the donors who have supported me and the future generations going into the aviation industry, it means a lot!*

### **Nick Vatis - Chandler-Gilbert Community College/University of North Dakota**

*Hello, my name is Nick Vatis, currently a commercial flight student with the University of North Dakota. I am extremely grateful to have been selected to receive this generous scholarship, and for the Arizona Pilots Association's unwavering support to this community. After graduating from the East Valley Institute of Technology as the 2022 Student of the Year, I have continued my flight training with the University of North Dakota.*

*In 2018, I began my flight training career flying gliders when I was 14 years old. On my 16th and 17th birthdays, I earned my private pilot certificate for gliders and airplanes, respectively. When I flew in a glider for the very first time, I immediately knew that I wanted to become a professional pilot. Since then, I have been working towards my goal of becoming a professional airline pilot by the age of 21. During my time at EVIT, I was able to expand my own knowledge, as well as mentor peers around me. Going through EVIT's program allowed me to not only develop my aviation knowledge, but it also has helped me lead in the classroom. Being around people with a common interest in aviation has really motivated me to lead others in this industry.*



*I have met many amazing individuals in this community and am excited to meet many more as I con-*

*tinue my journey. I am tremendously grateful for the support from the EVIT Program, UND Faculty, my parents, and the Arizona Pilots Association for helping me along my journey.*

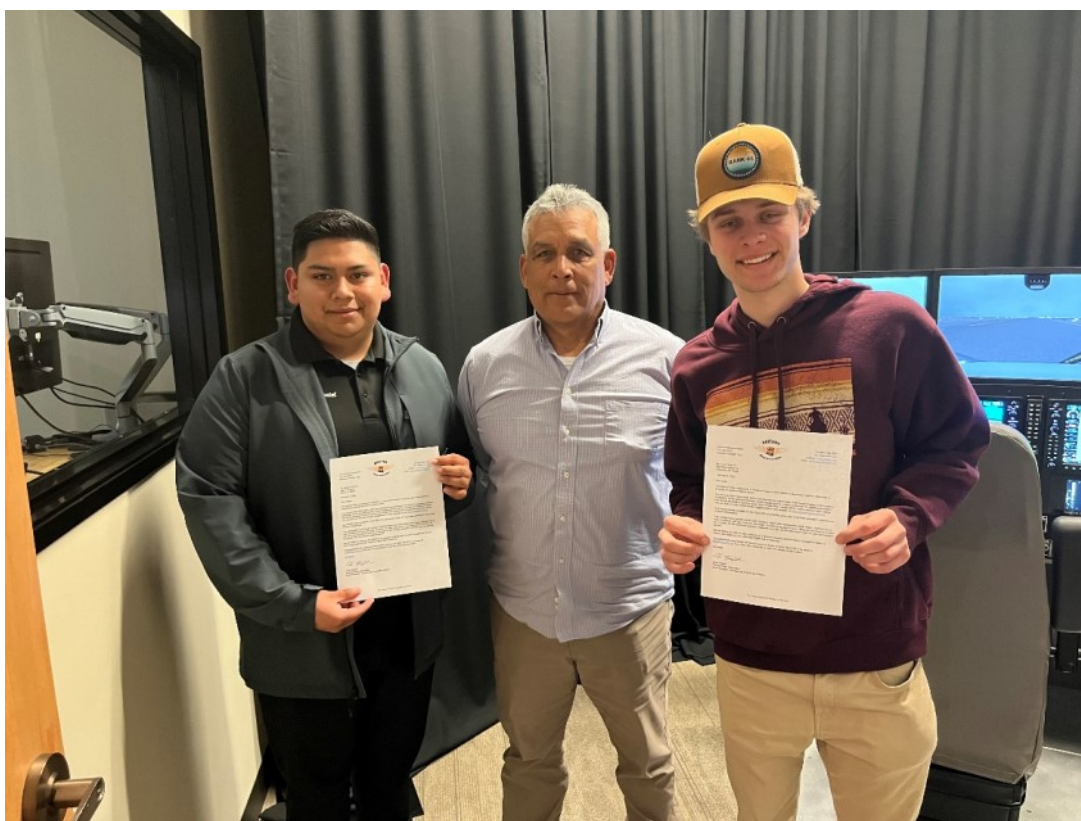
### **Aerial Engagement Simulator Scholarships**

As I mentioned at the beginning of this article, we were very fortunate to receive two “Unlimited Flight Club” from Aerial Engagement to use as APA scholarships. These will allow a student unlimited use of their facility and simulators until they pass their checkride. This a really great benefit for student pilots and will allow them to log hours toward their ratings without the expense of renting an airplane. Students pursuing a PPL can log up to 2.5 hours and those seeking an Instrument rating can log up to 20 hours of dual instruction using a certified simulator.



We selected two of our highly ranked applicants that did not receive full scholarships for the Aerial Engagement memberships – Luke Ference and Roque Pimental.

Luke is currently completing his instrument rating at Red Rock flight school at Falcon Field and will move right into his commercial rating after passing his instrument checkride. Roque Pimental is an EVIT student that is currently taking flight training at Falcon Aviation Services for his PPL. Both Roque and Luke have airline career objectives.



*Frank Gomez, Aerial Engagement, with Roque Pimental and Luke Ference*

We had the opportunity to meet with the Aerial Engagement team to get Luke and Roque set up for their memberships. They have a great facility and Frank Lopez, Aerial Engagement Director of Flight



Operations, gave us a great tour and took the opportunity to put Roque and Luke through their paces on one of their Cessna 172 simulators. Frank is an experienced CFI, including gliders, and gave them an instrument departure with engine failure (remember he's a glider instructor) to test them a little. Both Roque and Luke handled it well and managed to get the airplane back to the airport for nice landings – I was impressed!



*Frank Gomez putting Roque through his paces on the Cessna 172 simulator*

We're very excited about being able to offer these Aerial Engagement memberships to deserving students. Aerial Engagement also offers a great opportunity for the pilot community to complete things like Instrument Proficiency Checks, glass cockpit transition and general brushing up in a comfortable, state of the art facility. Check them out at [www.aerialengagement.com](http://www.aerialengagement.com)

Our thanks to Fairfax O'Riley, Mark Lambert, Frank Gomez, and the entire Aerial Engagement team. More to come next month and thank you again for your support in helping APA build the next generation of Arizona aviation professionals.

Chris



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#### ISO 2-4 Place Backcountry Airplane

Looking to buy a 2-4 place airplane for backcountry work.

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Email: [bob@flightskills.com](mailto:bob@flightskills.com)

#### ISO Partnership Tucson Area

Looking for a Partnership in Columbia/Cirrus

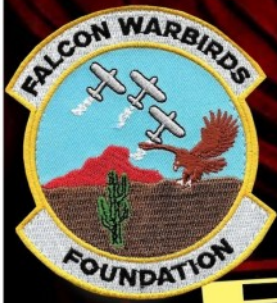
Contact: Michael Hutchinson

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Email: [hutchinson93922@gmail.com](mailto:hutchinson93922@gmail.com)

**CLASSIFIEDS**





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**FALCON WARBIRDS FOUNDATION  
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# **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  
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**FREE POPCORN, SOFTDRINKS, AND WATER!**

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*Falcon Warbirds  
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donations*



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# MEMBER VIDEOS

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*Your fine article on the Grand Gulch Mine (GGM) brought back some great memories of GGM.*

*In 2009 our flight of two planes was enroute to some backcountry strips in Utah and on the way we noticed the GGM airstrips. We descended to take a closer look and after a couple of low passes we decided to land.*

*It was a terrific weekend of exploring the site. Wildflowers were in full bloom and we only took photos and left footprints. BTW we cancelled the Utah trip since it was such an adventure at GGM.*

*I did some research after returning to my home base, Santa Paula (KSZP) and was amazed about the history of GGM.*

*I'm attaching a couple of historical documents about the GGM that you may be interested in reading. I found one document at <https://wchsutah.org/mining/grand-gulch-mine.php> and the other document at*

*THE GRAND GULCH MINING REGION, MOHAVE COUNTY, <https://pubs.usgs.gov/bul/report>.*

*Also here is a link to an 'early resolution' video of the weekend taken with cell phones.*

*<https://vimeo.com/171347960>*

*Again, thanks for your trip report!*

*Rich Finkle*



<https://vimeo.com/171347960>

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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**





# Weekend Getaways

---

**By Rod Kunkel**

Hi! My name is Rod Kunkel. I've been a member of the AZ Pilots Association for about 5 years. My wife Jackie and I own a Cessna 182 based at Falcon Field (Jackie flies with me on days that I can guarantee no turbulence and smooth landings). My typical flights are within an hour or two for breakfast or lunch, but I really enjoy day/weekend trips to interesting locations in and near Arizona. So...

I volunteered to coordinate weekend getaways for our group! My intent is to coordinate a variety of trips (some day trips, some overnights) to interesting locations within a couple hours flying time of Phoenix. My goal is roughly one per month or so. I also plan to write de-briefs after each trip to include in our monthly newsletter.

Here's a list of places I have in mind for potential getaways. I would appreciate input if there's ones you particularly like, or if you have ideas for other getaways not listed here. You can provide feedback to [weekendgetaways@azpilots.org](mailto:weekendgetaways@azpilots.org).



## **Potential Day Trips**

Pinal Air Park (MZJ): Tour of facilities, large aircraft in various states of repair, storage, salvage.

Yuma Territorial Prison (NYL): Historical museum, prison dates to pre-Arizona statehood.

Pima Air and Space Museum (TUS): One of the best aviation museums in the country.

Fort Huachuca (FHU): I honestly don't know that much about this, but know you can tour the facility.

Lowell Observatory (FLG): Observatory (where Pluto was discovered!) on hill near downtown Flagstaff.



## **Potential Weekend Trips**

Palm Springs Tramway (PSP): Take tramway to top of mountain ridge. Maybe some hiking in the Mount San Jacinto area. Also lots of shops, restaurants, and hotels in town.

Grand Canyon (GCN): Spend a good amount of time staring into / across the canyon. Maybe some hiking along the Rim trail or part-way down Bright Angel trail.

Glen Canyon / Antelope Canyon (PGA): Tour Glen Canyon Dam. Hike into Antelope Canyon (or another slot canyon). Several restaurants and hotels in Page.

Bisbee / Queen Mine (P04): Tour historic Queen Mine. Lots of shops, restaurants, and hotels in Bisbee.

Thanks in advance for your input!

Rod



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## What Did You Say?

**By Howard Deevers**

Learning to fly has many challenges in both skills and book learning. One of the many tasks that we are expected to master is talking on the radio. We must learn how to communicate with Air Traffic Control at airports and along the route with the Center controllers. On your first lesson, the instructor handles all communication on the radio. The already task saturated student could hardly be expected to understand the exchange of information coming over the radios.



As flying lessons progress, your instructor will start coaching you on what to say on the radio. Although we communicate on telephones and cell phones every day without hesitation, the one difference is that there is NO push to talk switch on cell phones. For some reason that PTT button on our control, or on the microphone if using a handheld mike, becomes a major roadblock to talking. Another difference is on the phone (cell phone) we are just speaking to one person at a time, usually. On the radio we are tuned to a frequency that may be in use by many airplanes and controllers at the same time. When we press that button to speak on the radio, we are not just talking to a controller, but every other airplane on that frequency will hear what we say as well, which can be intimidating.

Over time, you will learn what to say and when to say it. It takes some time to learn these lessons, just as learning how to land an airplane takes some time. You also learn that when you are flying and in contact with ATC that you need to listen for your call sign, so you know the instructions are for you. A lot of us do miss those calls because we are not aware that the communication was for us. When you are in a busy area, such as a Class B or Class C area, there can be more conversation on the radio than on cross country trips. In those busy areas, it is much more important to listen for your call sign. With other planes having similar sounding call signs, things can get even more confusing.



Few students are introduced to the Pilot/Controller Glossary during basic training. The Aeronautical Information Manual (AIM) contains a lot of information on communication, and there are also some good books written about Air Traffic Communications, which give you the formality of communicating on the radio with ATC. The problem is, these are not required reading during training, and you will get very little testing on communications during a Check Ride.





Everyone makes mistakes in communications at some time. That is the reason that we must read back instructions given by a controller. Even the airlines miss calls or read back an incorrect frequency from time to time. They are a bit more professional than the average private pilot. Of course they go through much more training than private pilots do, and must do retraining more often than the *Flight Review* required on a two year schedule for private pilots. Air traffic controllers and airline pilots do follow correct communications, most of the time.

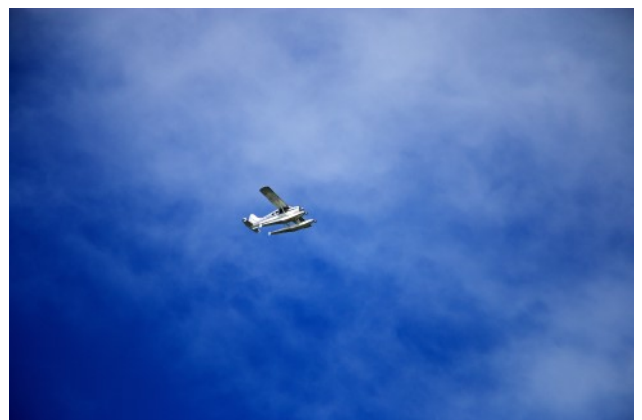
Many non-towered airports in Arizona receive a mix of traffic from light sport up to top of the line business jets. The business aircraft are usually very professional, but even some of the announcements from them going into or departing from a non-towered airport are bewildering. I think that the private pilots have good intentions, but announcing your plans to enter a traffic pattern from 10 to 15 miles out is not helpful. I heard a pilot call on the CTAF frequency saying that he was "10 miles out, inbound to land." I had to ask: "What direction are you from the airport? Just saying 10 miles out doesn't tell me much." Many of the announcements will conflict with the existing traffic in the area of the intended airport. One of the most confusing GA announcements is the pilot telling of his plans to do a "straight in" approach to the runway in use, when there are 3 other airplanes already in the pattern. What did you say?

A "straight in" approach may be appropriate when there is no other traffic at an airport, which is a rare occurrence in Arizona due to the amount of training in the state. I don't know any instructors that would teach that this is an acceptable practice with traffic in the pattern at a non-towered airport, so where do they learn these things?

If you really want to confound your fellow pilots in at a non-towered airport, announce that you are "lining up and waiting" while there is traffic in the pattern. What did you say? That is not an acceptable practice at a non-towered airport. That is used at control-towered airports when tower controllers are comfortable with the spacing of traffic and can expedite a departure, but even then, there are risks. But at least a tower operator is watching your back (or should be).

Air traffic controllers stick to the standard language on the radio as much as possible. It is not an easy job, trying to figure out what a pilot wants when the pilot does not communicate in standard phrases. At times a tower or center controller will have to ask a pilot several times, "What are your intentions?" There are also times when I must ask a controller to repeat an instruction. They may be trying to communicate with several airplanes in your area, and on a busy day they will speak rather fast. "What did you say?" Or just say: "Please repeat." Keep it short. No one needs to know what restaurant you plan to visit after you land.

Trucker language, or CB radio language, has no place in aviation, so keep those phrases in your truck, not in your airplane. Read the Pilot/Controller Glossary and





search the AIM, and you will find lots of interesting things that you may not have known before. "What did you say?" It will be worth the investment of the little time it will take to read through and learn the correct way to talk on your radio.

Come to a Safety Seminar in your area sponsored by your ARIZONA PILOTS ASSOCIATION, and the FAAS-Team. They are free, and you will learn valuable information. Check the website for locations and times near you, and don't forget to "Bring your wingman!"

Howard



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# January Aviation Accident & Incident Summary

by Jim Timm

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

In this reporting period aviation safety was not too good because the number of accidents/incidents had increased a bit from last month, but most important, no one lost their life in any of the occurrences, and no one was injured.

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 help make flying safer.

Date: December 19, 2022  
Source: FAA  
Location: Benson (E95)  
Type: Cavalon Autogyro  
Injuries: 1 Unknown Injuries

## **LOSS OF CONTROL LANDING**

During landing the pilot lost control when the nose gear collapsed and the aircraft rolled onto its side. The extent of damage was undetermined. The pilot in command was not current with his Medical or Flight Review.

Date: December 22, 2022  
Source: FAA  
Location: Falcon Field FFZ  
Type: Piper PA28-181 Archer  
Injuries: 1 Uninjured

## **LOSS OF CONTROL LANDING (Incident)**

The aircraft landed on RWY 4R, braked too hard, lost control of the aircraft and went into the dirt next to the runway. The aircraft was undamaged, and an airport inspection did not disclose any damage to signs or runway lights. The student was able to restart the airplane and taxi back to the ramp.

Date: December 23, 2022  
Source: FAA  
Location: Falcon Field (FFZ)  
Type: Piper PA28-181  
Injuries: 1 Uninjured

## **LOSS OF CONTROL LANDING (Incident)**

The Piper Archer was cleared to land on RWY 4L and upon landing the aircraft veered off the runway and into the dirt between the runways. No injuries were reported nor was there any damage reported to the aircraft or the runway lights or signs. The aircraft was towed back to the ramp.

Date: December 26, 2022  
Source: ASN, FAA, APA Member  
Location: Payson  
Type: American Scout 8GCBC  
Injuries: 1 Uninjured

## **LOSS OF CONTROL LANDING**

On a local flight the pilot lost control of the aircraft during the landing, damaging the wing and fuselage. The right landing gear collapsed, the right wing struts were bent, and the right wing was bent.

Date: December 28, 2022  
Source: FAA  
Location: Deer Valley (DVT)  
Type: Cessna 172RG  
Injuries: 1 Uninjured

#### **LOSS OF CONTROL LANDING (Incident)**

The landing gear collapsed during a landing on RWY 25L at Deer Valley Airport (DVT). The damage was minor.

Date: January 8, 2023  
Source: FAA  
Location: Scottsdale (SDL)  
Type: Cessna 172  
Injuries: Unknown Number

#### **LOSS OF CONTROL LANDING (Incident)**

The Cessna 172 was cleared to land on RWY 21 at Scottsdale Airport (SDL). While landing, the pilot lost control and veered off the runway and into the rocks during the landing roll. They taxied through the rocks and onto the taxiway and came to a complete stop. The controller asked if they needed any further assistance, to which the pilot stated she did not. The pilot then taxied to the ramp under their own power. No injuries or damage to the aircraft or airport was reported.

Date: January 10, 2023  
Source: FAA  
Location: Wickenburg (E25)  
Type: Cessna 172

Injuries: 1 Uninjured

#### **TAXIED INTO A POLE NEAR THE RAMP (Incident)**

The right wing of the Cessna 172 struck a pole while taxiing in the ramp area at the Wickenburg Airport. The extent of the damage was unknown.

Date: January 12, 2023  
Source: FAA  
Location: Prescott (PRC)  
Type: Cessna 172  
Injuries: 2 Uninjured

#### **TAIL STRIKE LANDING (Incident)**

The Cessna landed at Prescott Airport and in the process of landing they had the tail strike the surface of the runway. They proceeded to the ramp without further incident, and reported minor damage to the tail of the aircraft. The Airport OPS reported no damage to the runway, and the extent of damage to the aircraft was unknown.

Date: January 23, 2023  
Source: ASN, NTSB  
Location: Mesa Gateway Airport (IWA)  
Type: Cessna 170A  
Injuries: 3 Uninjured

#### **LOSS OF CONTROL LANDING**

After a local flight, the aircraft veered off the side of the runway during the landing and sustained substantial damage.

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## **A Few Words About Safety**

**Denny Granquist**

“

*“Survival success starts with preflight planning and goes beyond charts or iPads”*

*“Emergency gear should be preflighted for every flight.”*

”



# Arizona December-January Pilot Deviations

by Jim Timm

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

In the time period from December 9 through January 13 there were fifteen pilot deviations recorded by the FAA SDL FSDO. These deviations were committed by pilot certificate levels from Private through ATP/CFI, and of these fifteen deviations made, there was a need to issue five Brashers. This month there were six out-of-state pilots and one from Mexico that committed these deviations. The number of deviations reported were down for this period.

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 may be 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

Commercial Pilot

Out of Texas

Albuquerque Center (ZAB)

12/11 IFR Altitude

Commercial Pilot/CFI

Out of Texas

Albuquerque Center (ZAB)

At 2207, the aircraft checked in with the Albuquerque Controller that they were climbing out of flight level (FL) 060 for 070 and the controller told the pilot to expect to level at 070 for a few minutes. At 2209, traffic was issued to the aircraft that a Cessna was coming from the opposite direction at FL 080. At 2209:51, the aircraft appeared to be climbing out of FL 072 and the controller confirmed that they were remain level at FL 070 which the pilot replied they were level at 070. The controller replied, "I show you still climbing, descend and maintain FL 070." The pilot replied, "We are going back down." At 2210:15, the aircraft appeared to be at FL 074, and the controller issued a traffic alert.

The controller asked the pilot what his indicated speed was and the pilot replied that he was doing 280 kts. The pilot was not complying with the assigned speeds on the EAGUL arrival which required the controller to vector the aircraft to maintain separation from another aircraft. A **Brasher** warning was issued.

12/30 IFR Altitude

Commercial Pilot

Out of Texas

Deer Valley Airport (DVT)

The aircraft was observed descending below 3,400 MSL and into Deer Valley's Delta airspace. The Phoenix Tracon had instructed the pilot to remain at or above 3,400 MSL before they had exited the Phoenix Class Delta airspace, however the aircraft had descended to 2,500 MSL, and entered the DVT Delta Airspace. The aircraft had been "tagged" for the

12/27 IFR Speed/STAR

GPS-D approach to Scottsdale (SDL). The DVT tower called the SDL tower and asked them to issue a **Brasher** to the pilot.

12/30 IFR Route

Commercial Pilot  
Out of Texas

Phoenix TRACON (P50)

The Citation was turned to a 050 heading to join the localizer for RWY07R and cleared for an ILS approach. The aircraft flew through their final approach course and got near the final approach course for RWY08. The aircraft rejoined the localizer from the north side and landed on RWY 07R with out incident. The PHX tower was going to issue the **Brasher** warning but missed it, and they had an FBO issue it.

1/3 IFR Route

Unknown Certification  
Out of Nevada

Phoenix TRACON (P50)

The aircraft did not fly the KEENS TWO DEPARTURE out of Phoenix (PHX) as published which resulted in a loss of separation with a subsequent departure. The closest proximity was: 2.93 NM and 800 feet vertical.

The incident was a possible Near Mid Air Collision (NMAC).

## CLASS ALPHA AIRSPACE DEVIATION

12/12 Entering Class Alpha Airspace Without Authorization

Military Pilot

Albuquerque Center (ZAB)

The aircraft called Albuquerque Center, with a request. By the time the Albuquerque Center Controller answered the aircraft, it was at 18,300 feet, and still climbing, and requesting an IFR clearance. The aircraft had made an unauthorized climb into Class Alpha Airspace to 18,600 feet before receiving an IFR clearance to do so.

The event occurred near San Manuel, and a **Brasher** was issued.

## CLASS BRAVO AIRSPACE DEVIATION

12/17 Entering Class Bravo Airspace Without Authorization

ATP/CFI Pilot

PHX TRACON

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

1/7 Entering Class Bravo Airspace Without Authorization

Commercial Pilot

Out of Idaho

PHX TRACON

The aircraft had departed Falcon Field (FFZ) westbound and the pilot called the TRACON Willy Sector for flight following, but unfortunately, he had already entered the Bravo Airspace at 6,000 MSL.

## CLASS DELTA AIRSPACE DEVIATIONS

12/11 Entering Class Delta Airspace Without First Establishing Communication

Private Pilot

Scottsdale Airport (SDL) Tower

The aircraft entered the SDL Class Delta Airspace from the south at 3,000 ft. MSL and exited on the west side of the Class Delta. The aircraft had flown through the RWY 21 departure corridor, forcing the SDL Controller to hold his IFR-released aircraft on the ground until the errant aircraft had cleared the area. The aircraft's callsign was obtained via ADS-B.

12/13 Entering Class Delta Airspace Without First Establishing Communication

Private Pilot



### Scottsdale Airport (SDL) Tower

The aircraft entered the SDL Class Delta Airspace 4 miles west of the field, prior to establishing two-way radio communications. As a result, a Beechjet flying IFR in the Delta airspace reported receiving and responding to a TCAS alert. The offending aircraft was at 3,400 ft. MSL, and BE40 was at 3,700 ft. MSL at the time of the TCAS alert.

#### 12/16 Entering Class Delta Airspace Without First Establishing Communication

Private Pilot

Phoenix Deer Valley (DVT) Tower

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

#### 12/31 Entering Class Delta Airspace Without First Establishing Communication

Private Pilot

Scottsdale Airport (SDL) Tower

The SDL Tower Controller observed an airspace violator entering the SDL Class Delta Airspace from the east on a 1200 code and indicating an altitude of 3,700 MSL. The errant aircraft's ADS-B signal indicated a callsign for the aircraft, and the controller reached out to the aircraft but got no answer. Another controller in the tower called the Deer Valley Airport (DVT) tower, but DVT advised they didn't have the aircraft on frequency. The SDL Controller held IFR departures for approximately 4 minutes to allow the errant aircraft to clear the IFR departure corridor. Later the DVT controller called SDL back, and confirmed they had the errant aircraft on frequency,

and advised the aircraft was landing at DVT, and DVT issued the **Brasher** warning. The pilot called SDL by phone later, and advised they were on frequency with the PHX TRACON.

## AIR TRAFFIC CONTROL INSTRUCTIONS

#### 12/20 Failure to follow the Air Traffic Control Instructions.

Unknown Pilot Certification

Deer Valley (DVT)

The pilot deviation was reported by the DVT Tower when an aircraft overshot his turn to final, and conflicted with another aircraft.

## RUNWAY INCURSION

#### 12/9 Entering a Runway Without Authorization.

Unknown Pilot Certification

Out of Mexico

Tucson Airport (TUS)

The deviation was reported by the Tucson Tower when the aircraft entered Runway 21 without ATC authorization.

## SURFACE INCIDENT

#### 1/4 Vehicle Entering a Movement Area Without Authorization

No Pilot Certificate Required

Phoenix Sky Harbor (PHX)

An airlines tug entered taxiways Delta, Tango, and Sierra without ATC authorization.



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# NEAR MID AIR COLLISIONS (NMAC's)

by Jim Timm

There were four Near Mid Air Collision incidents reported during the period from December 9, 2022 thru January 13, 2023. The details these four occurrences are as follows:

## December 7, 2022

A NMAC was reported between an Air Force A10 and a Cessna Citation in the Tucson area. The Citation passed in front of, and below the A10. It was not reported how close the encounter was.

## December 14, 2022

In the Phoenix area a military F35 had to take evasive action to avoid another unidentified aircraft.

## December 20, 2022

In the Phoenix area, a NMAC was reported between a Piper Seminole and a Cessna 172. The

C172 passed closely behind the Seminole and the Cessna 172 pilot reported the NMAC.

## January 3, 2023

The Beechcraft Premier 1 Jet departed Phoenix Sky Harbor (PHX) on the KEENS 2 departure. A Cessna Citation departed PHX on the ZEPER 2 departure immediately after the Beechcraft. When the Beech checked on with the Navajo sector controller they stated that they were on the SID, and then stated that the tower issued them "maintain runway heading and request instructions from departure". The Navajo sector controller issued the Beechcraft direct IZZO. Since the Beechcraft did not fly the SID as published, this resulted in a loss of standard separation between the two aircraft.

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## A Few Words About Safety

Denny Granquist

“*Quiet cockpits work well when operating on or near airports.*”

*“Assumptions can lead to unsafe operations.”*

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John Anderson janderson72j@gmail.com			
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**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](mailto:Webmaster@AZPilots.org)

## Newsletter Contributors

Article Deadline

20<sup>th</sup>

submit articles

25<sup>th</sup>

advertisements

Contact the newsletter editor, Cathy Paradee:

[newsletter@AZPilots.org](mailto: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

is-



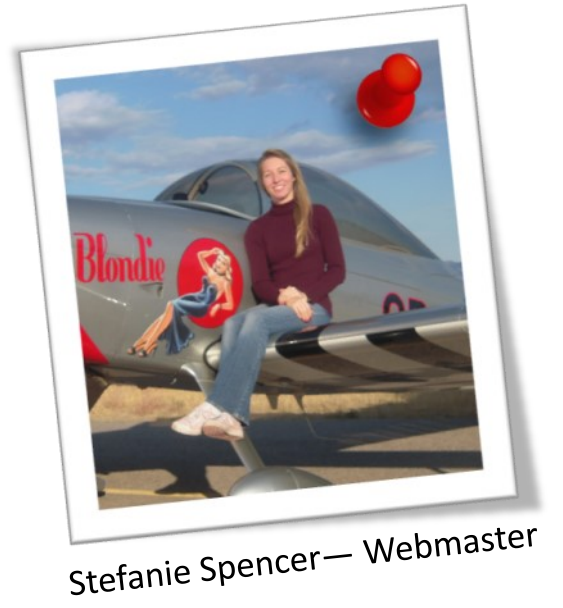
sues

*New pilots welcomed!*

to new



*Writers welcomed!*



Stefanie Spencer— Webmaster

Editor reminds the Team to

Authors submit articles and





## APA Clothing

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

## Advertisements

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

## APA Membership

If you are not a member of APA you are encouraged to join and help us keep General Aviation available, safe and fun for all. Your support is very much appreciated. Please visit our website for details and where you can [join APA](#). If you have questions, please go to our website's contacts web page where you can send an email, see our mailing address or contact us by telephone. You can also help APA by purchasing some of our logo items, Caps & T-Shirts.

## Volunteer 501 (c) (3) Organization

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