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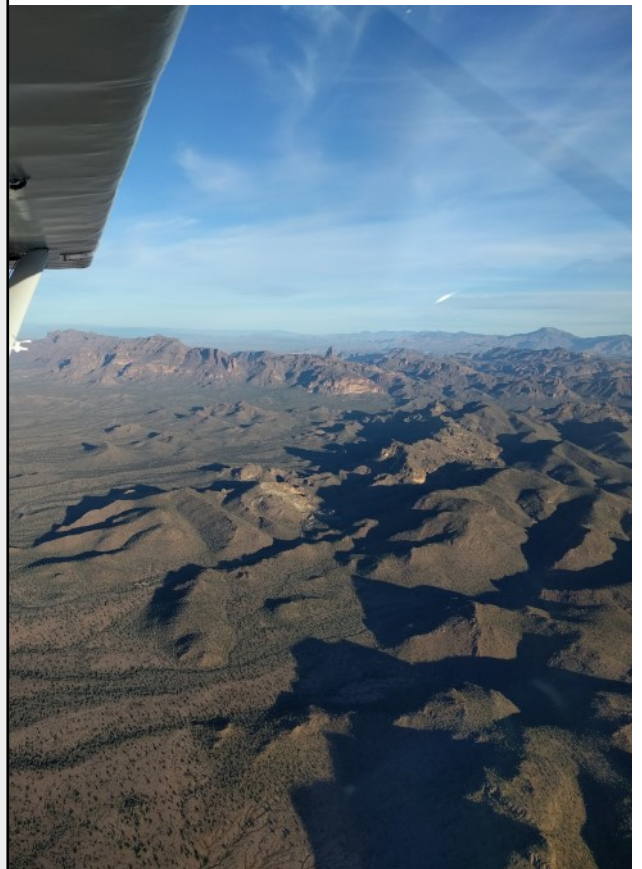
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President's Report

Greetings,

We had a fantastic time meeting hundreds of members in Buckeye at the AOPA Fly-In and Buckeye Air Fair, as well as the recent Cactus Fly-In. We were also happy to chat with dozens of out-of-state pilots who attended. We were proud to talk about the FlyAZ Passport program and we received some great feedback. We appreciate those who took the time to stop by to talk.

We also recently attended the Arizona Aviation Safety Advisory Group's annual banquet and were honored to present the Ruth Reinhold Award for Aviation Safety to Mrs. Lee Unger. Lee's many years of service to the Arizona flying community and contri-

butions to safety through the FAAST team help cement Arizona as one of the most proactive and effective safety programs in the country. Lee was able to share the award with her husband shortly before his passing in early February. While we are sad for her loss, we are happy to hear he was proud of her for winning this award. Congratulations, Lee!

Lastly, our annual membership meeting is scheduled for May 13th and will be held in Scottsdale. At the time of this writing, the venue is still TBD, but please stay tuned to the newsletter, our website, Facebook, or Instagram for details. Once again, we look forward to meeting with our members!

Blue Skies,

Brian



Ruth Reinhold award presented to Lee Unger, shown with her son Alexander and Ernie Copeland

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

newsletter@azpilots.org

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

Executive Director's Report

Jim Timm — March 2023

It looks like the winter weather is in our rear-view mirror, and spring is on its way. The nights are cool and the early morning flights for the Saturday morning breakfasts are truly delightful. If it stayed this way for too long, I fear we would be overrun with more people than we would want.

I hope some of you made it out to Buckeye Airport for the Buckeye Air Fair and AOPA Fly In last month. It was said that there were over 500 aircraft that flew in, and 30,000 aviation enthusiasts that attended. The Arizona Pilots Association had a space in the AOPA exhibit hall, and it was a pleasure to have had the opportunity to visit with many of you that stopped by. Fortunately, the weather was very good, with a little wind at the start, and the entire program appeared to go well.

In the coming weeks, there are several airports in the Phoenix area that are planning on having pilot/controller forums. Keep a close watch, and when one is available near you, be sure to attend. It will be a good opportunity to learn why controllers do what they do in handling the aircraft under their control, and the forums will also permit you to ask the controllers questions that you may have regarding air traffic control.

For those of you that fly at night, I'm sure you are keenly aware that a high-powered laser pointer can be incapacitating for a pilot. Nationwide, in 2022, there were nearly 9,500 laser strikes reported with some cases of injuries being reported by the pilots. FAA fines of up to \$11,000 per violation and up to \$30,000 for multiple incidents have been assessed. Police helicopter pilots in Phoenix and Tucson are aggressively pursuing violators. The FAA Acting Administrator has issued a request to manufacturers and distributors of lasers to add a label to their product stating that pointing a laser at an aircraft threatens pilots, is a federal crime, and the FAA may seek criminal and civil prosecution. If you encounter a laser strike, immediately contact air traffic control and advise them of the position of the occurrence.

MISCELLANEOUS ITEMS



FAA

We just received a note for immediate release from the FAA that referred to an Airworthiness Directive (AD) that had just been issued on Continental Engines. It stated the AD and final rule is effective February 23, 2023, and affects *any* crankshaft assembly on a Continental Engine. Due to improper installation of the counterweight retaining





rings during manufacture loosening of a counterweight retaining ring may result in the loss of retention of the counterweight. If not addressed, the condition could result in catastrophic engine damage and possible engine seizure. An inspection of the crankshaft is required prior to any further flight or a ferry permit must be obtained to fly the aircraft to a place where the inspection can be performed. For further information see <https://www.federalregister.gov/documents/2023/02/23/2023-03796/airworthiness-directives-continental-aerospace-technologies-inc-reciprocating-engines>

Based on the failure rates of inspections of the wing carry-through spar lower cap of Cessna 177 and Cessna 210 aircraft, the FAA has published an Airworthiness Directive (AD) that will become effective March 20, 2023, that will require a visual, and eddy current inspection of the carry-through spar lower cap for corrosion, cracking, and damage. To determine aircraft models impacted, and view the AD requirements go to [final AD](#). To also gain further insight into the issue, an online search for type clubs for the Cessna 210 and 177 airplanes could be made, and see what information they may also offer on the subject AD.

AIRSPACE

In a recent Phoenix Airspace Users meeting there was mention made of a significant number of encounters with drones flying around a major roadway construction area. While this was reported in the Phoenix area, the problem will no doubt be present anywhere in the state where there may be significant roadway construction project being undertaken. Drones are here, and they are being widely used, so be aware, and be extra vigilant!

Plans are still underway to establish an FAA control tower at Avra Valley airport, and the Environmental Impact Assessment is presently in process. I've heard the program conclusion is still being planned for 2024.

APA is still pushing the Army at the Picacho ARNG Heliport to get the proper meteorological equipment for the site so the FAA can establish a Class Delta Airspace for the heliport. The heliport, located a few miles west of Picacho Peak, is presently only depicted on charts with a heliport symbol, and it's easily overlooked by pilots. The control tower at the site expects pilots to remain clear of their heliport as if it did have a Class Delta Airspace designation. If they are serious about the problem, one would think they would get the required equipment installed so the FAA could make the airspace designation happen, and pilots would finally see where they are, and avoid them.

SAFETY

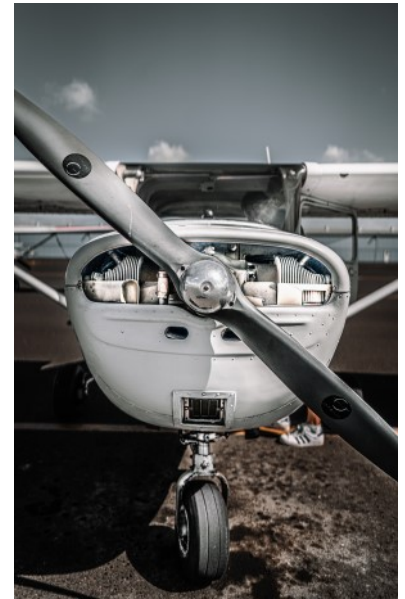
Unfortunately, the number of pilot deviations were really up this past reporting period. I wish pilots would listen more carefully to ATC instructions and adhere to them. If you can't comply, tell them immediately why you can't comply. When flying in controlled airspace, pilots shouldn't be



creative, but tell 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 what you may be about to enter, and always know what is going to be expected of you. Fly with care and forethought, and please don't commit a deviation.

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

Six IFR Deviations	3 Brashers
Three Class Bravo Airspace Deviations	2 Brashers
Six Class Delta Airspace Deviations	1 Brasher
Eight Runway Incursions	2 Brashers
One MOA Incursion	1 Brasher
Three Surface Incidents	No Brashers



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

In the past reporting period, aviation safety was not very good because the number of aircraft accidents and incidents were still a bit high. While the accident numbers were high there was a positive side to the report because none of the accidents resulted in a fatality and there was only one minor injury.

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

The FAA reported to us there were two Near Mid Air Collision (NMAC) incidents that had occurred in the January/February 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 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

It seems like most of the airports around the state have construction or 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.



For those who may have plans to fly into Pinal Airpark (MZJ), they have a NOTAM that is scheduled to expire on June 30, 2023, that states their single runway is closed to all general aviation (GA) activity. Although the scheduled end of the NOTAM is June 30, weather delays in construction could push this date a bit further out. Per information



we have, the runway is being upgraded in sections of about one third at a time. While the runway is closed, there may be other limited operations that will be continuing such as the contract parachute operations. Until the runway upgrade is completed, NO GA activity will be permitted.

Chandler Airport (CHD) is going to be replacing and upgrading their AWOS equipment.

Phoenix Deer Valley Airport (DVT) will be undertaking an extension of the north runway. Unfortunately, there wasn't a date given when this may occur, but when it does occur, you can certainly expect there will be delays to takeoff. It will be a challenging time for everyone.

At Gateway Airport (IWA), because of construction activity, RWY 30C will have limited use until April 2023, and the ILS 30C will not be available for use. The ASR 8 RADAR antenna at the airport has been decommissioned, and its removal and relocation of collocated equipment is pending.

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. At the present time Payson Airport has their Airport Master Plan Update in process.

THINGS TO DO - PLACES TO FLY FOR BREAKFAST:

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

On the second Saturday, consider flying down to Ryan Field (RYN) near Tucson for breakfast or lunch at Ritchie's Restaurant. They are open daily from 6 am to 2 pm to serve you.

The Falcon Field Warbirds Squadron fly-in breakfast is on the third weekend of the month.

Grapevine is open full time, but the third Saturday of each month is a special time for a group camp dinner on Saturday evening. Come and camp for the weekend! The camp host will prepare the main course, and campers, please bring a side dish or dessert to share. Grapevine, which lies within a National Forest, is heavily used by the Forest Service for fighting wildfires, and the Military for Special Training.

On the last Saturday of the month a fly-in breakfast is continuing to be put on by the Casa Grande Masonic Lodge in the air-conditioned Terminal of the Casa Grande Airport. Apparently, the upgrading of the lunch area has yet to meet inspection 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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Glenn Roberts – Airplane & Helicopter CFI

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
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	March '23 (Mar. 17 & 18)	Leanne (leanne@azpilots.org)
	April '23 (Sept. 21 & 22)	
Windsock Maintenance Volunteers Needed!	Bob & Barb	Complete Thanks Dave Lenz & Team!
	Jim Knapp & Stella McCray	
	Buzzards Roost (Windsock Only)	
Windsock Maintenance Volunteers Needed!	Pleasant Valley Young (24AZ) (Base, Pole & Windsock)	In Work (pleasantvalley@azpilots.org)
	Vulture Mine (Windsock Only)	Tommy Thomason (vulturemine@azpilots.org)
	Red Creek (Fill Ruts etc. - Deferred to Fall '22)	Tommy Thomason (redcreek@azpilots.org)
Airstrip Maintenance Volunteers Needed!	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)

ISO 2-4 Place Backcountry Airplane

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

Call: Bob at (602) 228-9145

Email: bob@flightskills.com

ISO Partnership Tucson Area

Looking for a Partnership in Columbia/Cirrus

Contact: Michael Hutchinson

(831) 776-2210

Email: hutchinson93922@gmail.com

Pilot Proficiency Training & WINGS

This is a short introduction to the **WINGS** Pilot Proficiency Program and the top five reasons for pilots and flight instructors to choose **WINGS**.

Outreach Month: March 2023

Topic: Transition Training

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



Tucson International (TUS) is a large multi-use airport located on the southern edge of the city of Tucson, Arizona. Four miles to the northeast is the Davis Monthan Air Force Base (DMA) known for the combat ready A-10 Wing, and the Aircraft Maintenance and Regeneration Group, also known as the “boneyard.” Pilots flying in the vicinity of Tucson International should be aware there are often A-10s and other military aircraft flying in the area. These aircraft regularly use Tucson to practice approaches or to land.



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

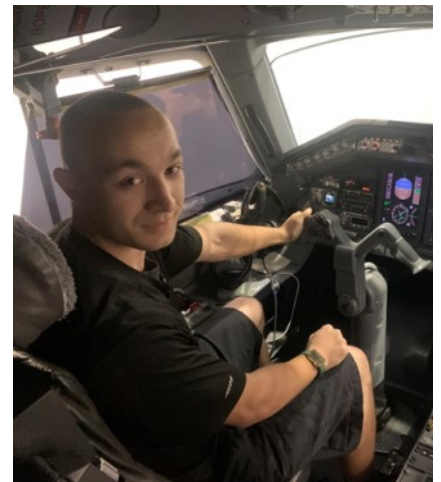
~ APA Scholarship Program ~

by Chris Nugent

In this month's Scholarship Corner article, we will continue to provide some more information on our 2023 scholarship recipients. It's important that you hear from them directly, so I have asked each of them to provide a brief overview of themselves and their aviation career goals in their own word.

Evan Erickson

For my 18th birthday, the only present I wanted was to take a discovery flight to see if piloting was what I wanted to do for a living. That flight cemented my interest in aviation and set me on the path I am on today. Because of the substantial price of flight training, I found that pursuing a degree in another aviation-related area would be my best option until I was financially sound enough to cover expenses. I am currently enrolled at Arizona State University, where I am studying three different topics: air traffic control (aircraft dispatch also), airline/airport management, and commercial unmanned aircraft operations. More degrees mean more class fees, textbooks, and one additional semester to graduate. The gratitude and support of the Arizona Pilots Association will allow me to further save for flight training as I finish up my final semesters at ASU and work towards a career in ATC or dispatching. Recognition from the association, with successful names in aviation, has shown me that my pursuits and endeavors are worthwhile in their entirety. Finally, I look forward to trekking onward toward my goals and being able to one day give back to the association, as many great donors have done for myself and many other talented individuals.



Lynn Burnett

I am very encouraged and completely appreciative of being selected to receive this year's APA scholarship. As a single father and full-time student, the scholarship will surely help meet the basic needs of attending flight school and living expenses. I was inspired early in life to follow in my father's footsteps and join the US Air Force. My father was a brilliant man but never had the opportunity to become an officer and a pilot. I aspire to do what my father never had the opportunity to do. My goal is to continue my flight training, achieve commercial, instrument and multi-engine ratings and finish my CFI certification by summer of 2024. Once attained, I will progress to CFII and



MEII (Instrument and multiengine Instructor) ratings. Success in anything, in my opinion, happens daily, doing the things one needs to do to achieve that goal or dream. Success is in the achieving, not in the achievement. We should all strive to be lifelong learners. Upon graduating I plan to become a CFI at UND and teach other young people to fly. Ultimately, I would like to open my own no cost flight school for underprivileged and minority youth who aspire to become aviators.

My inspiration to serve has always been to help others. It's how I am wired. My leadership skills were mostly developed during my 13 years in the US Army. I was a Ranger and Ranger instructor and faced many situations during active duty, missions and deployments that developed me into the person I have become. I've always considered myself a humble but effective leader, coach, and mentor. I believe I can play a key role in helping to develop these young people into strong confident aviation professionals and leaders our country needs for the future.

Jason Oetken

My career goal is to become a commercial airline pilot. I plan to finish my training all the way up to becoming a multi-engine instructor and work with UND Aerospace Phoenix (where I am currently training). Simultaneously, I will be working towards obtaining a bachelor's degree. This will help me get multi-engine time that I will then use to get hired with a charter airline with whom I will build multi-turbine hours. All these hours will help to prepare me for getting hired at a regional carrier and getting my Airline Transport Pilot Certification to get hired at a major airline. I also intend to continue my involvement with Civil Air Patrol as an Air Patrol Mission Pilot. This scholarship greatly helps to obtain my commercial rating and ultimately reach my career goals.



More to come next month and thank you again for your support in helping APA build the next generation of Arizona aviation professionals.

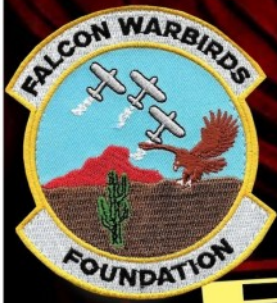
Chris



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

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

A business card for Steven D Huff. The card has a dark background with a logo at the top featuring a shield with a star and wings. The text on the card reads: **Steven D Huff**, Designated Airworthiness Representative, Imports, Exports, Special Flight Permits, Field Approvals, 8130 Tags, Airworthiness Certifications, learaviator@yahoo.com, 602-390-4246.



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2023 DATES

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MEMBER VIDEOS

Video courtesy of member *Trent Heidtke*,

"This was a recent trip to Marana for breakfast at Sky Rider Coffee Shop. In all 20 people flew down that morning and I believe there were 12 planes for the event."



<https://www.youtube.com/watch?v=-vXugM8z2Ko>

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

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 photograph of a vintage military aircraft, possibly a P-51 Mustang, in flight. The aircraft is dark blue with white markings, including the number '49' and a white star. It is flying against a clear blue sky with snow-capped mountains in the background.

PhotosHappen.com

Air-to-Air Photography

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

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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**



Weekend Getaways

By Rod Kunkel

Willcox, AZ

Wine Tasting + Hiking

May 26 - 29, 2023

Our first weekend getaway of 2023 to Page, AZ, sold out in record time! So, I've started planning a second one. The game plan is to spend Friday 5/26 - Monday 5/29 (Memorial Day weekend) in Willcox, AZ.



Rough itinerary:

Friday 5/26

- Everyone arrives at **Cochise County Airport (P33)** late morning. Nice runway! But there's not much else there, so we won't have trouble finding each other.
- **Wine tasting and lunch** in Willcox.
- Arrive at **local hospitality inn**. The group will stay at 3 different properties (**Dos Cabezas Retreat Bed & Breakfast, The Huts at Rhumb Line Vineyard and Lavender Farm, Yaqui Hideout Lavender Farm**), so we'll each have a different area to explore.
- **Dinner** at local restaurant.
- **Overnight** at local hospitality inn.



Saturday 5/27

- **Continental breakfast** at your hospitality inn.
- **Short hike** at Fort Bowie or Cochise Stronghold and/or visit Amerind Museum.
- **More wine tasting** at local vineyards, with probable stop for lunch along the way.
- **Dinner** at local restaurant.
- **Overnight** at local hospitality inn.

Sunday 5/28

- **Continental breakfast** at your hospitality inn.
- **Longer hike** in Chiricahua National Monument, very famous for its hoodoos!

- **Wine tasting dinner** at one of the local hospitality inns or a local vineyard.
- **Overnight** at local hospitality inn.



Monday 5/29

- **Continental breakfast** at your hospitality inn.
- Back to Cochise County Airport, **leave for home**.

I'm estimating the cost for the trip to be **\$700 for singles** (you get your own room) and **\$900 for doubles** (2 of you share a room). This includes the wine tastings, lodging, breakfasts, Friday lunch, and Sunday night wine tasting dinner. The cost does not include Saturday/Sunday lunches or Friday/Saturday dinners.

Ground transportation will be a bit of a challenge in the Willcox area. There are no rental cars in the area. I'm hoping that a few of us are close enough to drive instead of fly ... I and at least one other person plan to drive. We'll probably need a couple more cars to accommodate everyone.

If interested, I will take a deposit to hold your spot and pay the costs required up front. **\$325 deposit for singles** and **\$375 deposit for doubles** holds your spot. **Reservation deadline is Friday 3/31.**

To reserve your spot (or ask any questions), please contact me at getaways@azpilots.org.

Rod



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A SACK OF FLOUR AND AN AIRPLANE

By Howard Deevers

Many years ago there was a TV series called SKY KING. "Skyler King" was an Arizona rancher in this series. Before TV it was also a radio drama once a week. Those of us old enough to remember SKY KING also remember the airplane he flew and the adventures that he got into every week. Kirby Grant played the part of Sky King. To many of us interested in aviation, the airplane was the star of the show.



The storyline was always much the same, some emergency required the help of Sky King and his airplane. The emergency changed each week, but we could always count on Sky making a flight in his plane, "The Song Bird." The Sheriff of Grover, Arizona, (a fictitious city) would call Sky to assist in locating a lost person, or rescue someone, or assist in finding a criminal.

In the "flour story," a man had robbed the local fair and gotten away with the cash in a black car on an Arizona highway. Remember that this was well before the Interstate Highway System that we have today. Sky "happened" to be flying in that area, and "happened" to have a bag of flour in the plane with him. He spots the black car on the highway and drops the bag of flour hitting the windshield of the car, and the car goes off of the road, and the sheriff captures the bad guy!

We thought that was so great at that time because we knew nothing about regulations or aviation, and we had no idea that such a thing was nearly impossible. The odds of dropping anything out of that tiny window of a flying twin engine airplane and actually hitting a moving car are about the same as you winning the lottery next week. Never mind regulations (see FAR 91.15, if it existed at the time of the filming of these shows).



It is little wonder why the public has such a distorted view of General Aviation. We never saw Sky King do a "pre-flight" or a "run up" prior to flying. It was always just hop into the plane, start up, and fly off of his dusty private airport. We never saw a headset in use, only the hand held mic. Film makers have not been realistic about General Aviation. Even the 007 films that did have flying parts were pretty wild. Film makers, with special effects, can make an impossible task look like an everyday walk in the park.

It is not all bad. Some TV programs have been realistic and kind to GA. In the Andy Griffith show, his



Aunt Bea took flying lessons, and did a solo flight, showing that a senior citizen is not shut out of GA after all.

Today we have many computer things to help us if we are interested. YouTube and other programs have many examples of General Aviation and the value of being a pilot. The old days of Sky King are mostly behind us. There still are games with aviation that make impossible things look real and possible.

To keep up on regulations and safety we suggest you attend an ARIZONA PILOTS ASSOCIATION

safety seminar. Look for one near you, and "Don't forget to bring your wingman!"

Howard



LIGHT SPORT AIRPLANE ANNUALS - REPAIRS

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2022-2023

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2022

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November 19

December 17

2023

January 21

February 18

March 18

April 15

May 20

Menu

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Scrambled Eggs
Sausage
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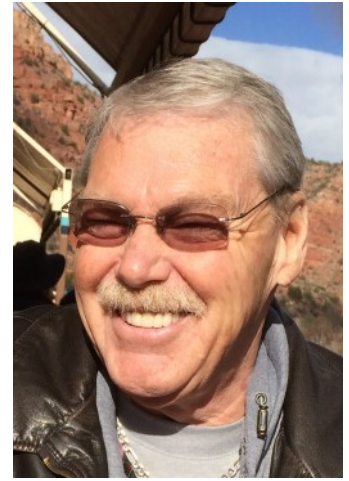
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GAARMS

REPORT

MAR. 2023



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.

With a little help from Mother Nature, my flight from Flagstaff down to Ryan last month (mid-January) only took one hour 10 minutes!

However, getting to the airport here at Flag took me almost a half hour to go 1.2 miles! I was boxed into my driveway by a 2-foot berm courtesy of a late-night snowplow. Pushing, pulling, and digging finally got me through the icy, hard-packed snow berm, but late to the airport. Upon arriving at Wiseman Aviation, where they had very kindly stuck my Super Viking into their warm hangar overnight, no one was there to open the hangar and/or move all the ground equipment out from in front of my airplane. Ironically, the lineman responsible for opening that morning was also blocked in by a snowplow-generated berm! A late start and a great plan gone awry. but Mother Nature came to my rescue, and her tailwind got me to Ryan on time. Maybe she felt sorry for me! The flights down and back were super smooth, with flight visibilities of more than a hundred miles. On the way back to Flagstaff, still south of Williams-Gateway at 10,500 feet, I could clearly see the pure white, snow-covered Mogollon Rim stretching from Sedona to the White Mountains over by Show Low and Mount Humphries behind Flagstaff. It was an absolutely beautiful day to fly.



Fred's Perspective:

Which Way Is Up?

The magnetic pole's movement is erratic, so why are we still navigating based on magnetic north rather than true north?

By Bob Teter -Published: August 26, 2021 (*Re-printed with permission*)

Remember when you were a student pilot prepping for cross-country flights with a sectional chart, using your plotter to calculate the true course to the destination? Then using magnetic variation (east is least, west is best) to get magnetic course. GPS navigation and all our apps have changed that, but the basics remain.



You might have missed how much the magnetic variation is changing. What makes that interesting is that the magnetic poles have recently been moving faster. For most of the period going back to 1832, the movement of the magnetic north pole has drifted along at about 15 kilometers per year. But since the mid-1990s it has accelerated to 55 kilometers per year. Additionally, the magnetic field strength has been decreasing. According to the European Space Agency (ESA), the magnetic field has lost nearly nine per cent of its strength on a global average in the last 200 years. The decrease in field strength in the South Atlantic is even more, causing this area to be labeled the South Atlantic Anomaly.

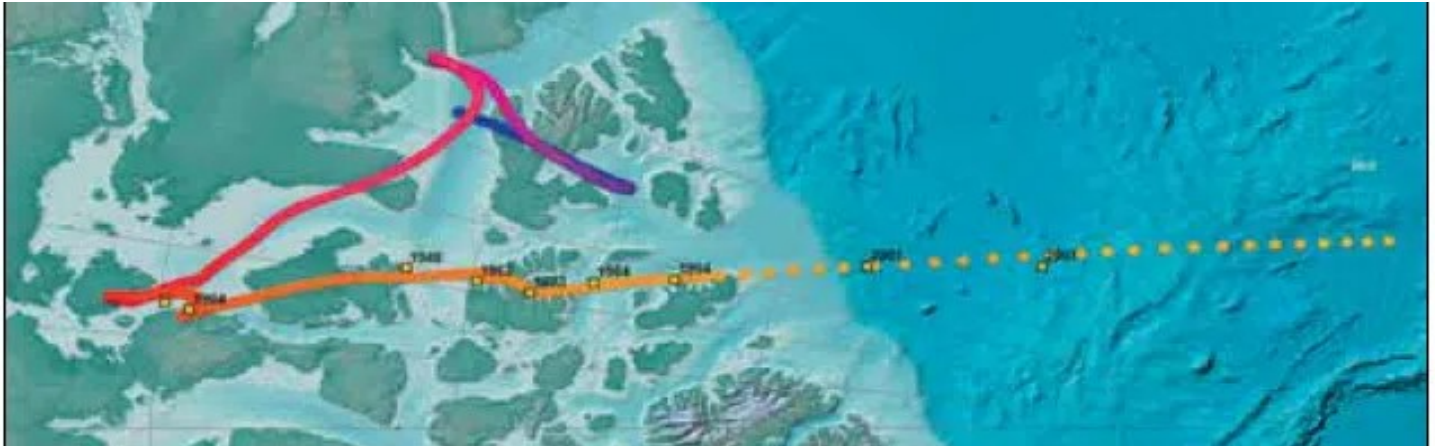
Earth's Geomagnetic Field:

In its simplest terms, the earth's geomagnetic field is like an internal bar magnet. However, it is not vertical but is tilted so the magnetic north pole does not align with the earth's ellipsoid's north pole, where Santa Claus lives. The change in the tilt of the bar magnet is what causes the magnetic poles

to move on the earth's surface.

Recent studies show that approximately 42,000 years ago the tilt and field strength changed so much that the north and south poles swapped. They stayed that way for several hundred years then swapped back. Because of the lack of the shield provided by the earth's magnetic field, the charged particle radiation from the sun increased. The humans at the time took to protecting themselves in caves. Much of the cave art came from this period. If you are a survivalist, you might stake out your nearest cave and brush up on your cave art just in case the poles flip again.

The magnetic field at the surface and airborne can be visualized as the iron filings on a sheet of paper suspended above the bar magnet. (Remember doing that in grade school science class?) However, this description is a super simplification.



The blue dots show the modeled magnetic north pole movement from 1590, progressing through red to yellow in 2020.

The true reason for the earth's magnetic field is much more complicated and spans many fields of study. One reason it is not well understood is it involves so many different areas of expertise from Geology, Astrophysics, Geophysics, Plasma Physics and Electrodynamics. A January 2019 article in Nature magazine was titled "Earth's magnetic field is acting up and geologists don't know why. Erratic motion of north magnetic pole forces experts to update model that aids global navigation."

FMS/GPS Navigation Systems

Modern electronic navigators use the earth's magnetic field in two different ways. The navigators do all their calculations in Lat/Long and true north. Then, just like you did as a student pilot, the navigators use the local magnetic variation to convert the leg from true north to magnetic north. To do this the computer has a "model" or a mathematical grid of the local magnetic variation.

There are different models, but the World Magnetic Model (WMM) produced by the US/UK and NATO is commonly—but not universally—used in aviation. It is distributed by the National Oceanic and Atmospheric Administration (NOAA). It is updated every five years unless, like recently, there has been a larger than expected change. Right after the release of the 2015 WMM there was an unexpected change in 2016 which resulted in an unscheduled update.

Navigation databases also include the magnetic declination for each VOR station in the database.

When the VOR station was installed the phasing of the two 30 Hz signals was adjusted so the radials were aligned to magnetic north. The amount of phase shift (the difference between magnetic north and true north) at the time of VOR alignment is recorded as the station's declination. As time moves on, the local magnetic variation can change, but the station alignment will not be readjusted until it exceeds five degrees (Before 2017 it was three degrees and Canada still uses two degrees as their criteria). In 2016 there were 568 U.S. VORs that exceeded three degrees and 172 VORs that exceeded five degrees.

The RNAV systems that provide for Rho/Theta navigation (DME/VOR) use the lat/lon of the VORTAC and the DME distance along the VOR radial to determine the aircraft's position. However, to accurately determine that position, the FMS also needs to know the station's declination from the navigation database. Using the WMM as the station's magnetic declination instead of the actual alignment declination leads to position errors. If the difference between the WMM's magnetic variation and a station's declination was three degrees, this would result in an FMS Rho/Theta position error of over three miles when 60 miles from the station. This is exactly what happened to one RNAV manufacturer in the 1980s and the FAA didn't discover it for years.

So What?

If the WMM does not reflect the actual magnetic variation, then the calculated course may not match up with the published course. There have been advisories from aircraft manufacturers such as Boeing, Service Bulletins from avionics manufactures, and in certain cases Airworthiness Directives on the hazards of out-of-date WMMs. Different avionics manufacturers handle the WMM differently, but unfortunately the WMM is often placed in firmware and is not part of the normal navigation database update. (Garmin uses the International Geomagnetic Reference Field model that they deliver with navigation data.)

Quoting from a Universal Avionics August 19, 2011, Service bulletin, "The WMM takes the historic rate of change of the Earth's magnetic field and linearly extrapolates to the current year. The model



is highly accurate during the base year, but accuracy slowly degrades over time ... The FMS accepts the WMM as valid for 15 years after the base year ... Operational significance varies both by area of flight and leg type. The areas where the greatest Mag/Var errors occur are Europe, Canada, the Northern U.S., and Western South America. Use of legs such as Course-to-Fix (CF) in SID procedures in Europe have produced the most significant errors reported ... Operators who are experiencing Mag/

“

If the WMM does not reflect the actual magnetic variation, then the calculated course may not match up with the published course.

”

Var related problems, especially in SID procedures, should discontinue flying the affected procedures using FMS and utilize other primary means of navigation...” While this was quoted from Universal Avionics, all RNAV/FMS/ GPS/INS navigators have similar issues.

As stated before, the VOR radials are relative to magnetic north. If the variation is too great, then the ground station is supposed to be realigned and rechecked. The realignment itself is simple. However, the work does not stop at the VOR site. The FAA’s Flight Inspection group is required to fly the

VOR in all quadrants to assure there are no discrepancies. All approaches based on that station must be re-flown and republished. The station’s new declination is recorded and must be changed in the FMS database that uses Rho/Theta navigation to supplement the GPS. The maintenance expense is one of the reasons the tolerance was increased by the FAA from three to five degrees. Plus, it’s wasteful to realign even one of the hundreds of VORs that are slated for future decommissioning as part of the minimum operational network (MON) program.

So, is there an immediate problem with the 172 VORs that exceed five degrees? No, as long as the FMS uses the stored declination for the station, the resulting Lat/Long aircraft or waypoint position will be correct. A pilot flying the “raw signal” to or from the VOR would normally assume the crab angle is due to the wind or other inaccuracies. There is no immediate issue, but letting it get beyond five degrees is not good practice and can lead to other problems. Not immediately realigning the VORs saves on the FAA’s maintenance budget and the pilot’s navigation database costs.

Also, remember the runways are numbered relative to the magnetic heading. They will have to be renumbered if the variation gets too great. Then all the approach information and airport diagrams must be updated. Both printed and electronic representations are affected. The increase in the rate of change in the magnetic variation will add expenses to the aviation community.

True North Navigation

Why not make everything relative to true north rather than magnetic north? You would not have to worry about the changing magnetic variation. In the future this is possible. Today’s air carrier aircraft and heavy iron business jets have inertial navigators that do not have a flux valve/magnetic field sensor input. All the calculations are relative to true north. The final step is to use an earth’s magnetic field model to convert it to magnetic north.

On the air carrier aircraft, the heading on the Primary Flight Display and Navigation Display can be switched to true instead of magnetic north, eliminating the requirement for the magnetic model. Today this feature is only used when flying polar routes.



As you take a step down to an aircraft with an attitude and heading reference system (AHRS) or a slaved directional gyro, a flux sensor is an integral part of the system. That device senses the earth's magnetic field and electrically "points" to magnetic north. Besides using it as the magnetic heading, the AHRS uses the flux valve input to assist in calculating the attitude of the aircraft.

In light aircraft, it's the whiskey compass that aligns to magnetic north. Of course, any slaved compass system (including AHRS) also is aligned to magnetic north. Once your primary data is relative to magnetic north then all supplemental navigation data must be based on magnetic north. Said another way, if the heading is magnetic then all the navigation overlay data must also be based on the magnetic heading.

Additionally, all aircraft must have the same baseline; that today is magnetic headings. You cannot very well have the airlines flying true headings and the rest of us flying magnetic headings. In the future the highly accurate gyros and accelerometers used in inertial navigators might come down in price where their use can become widespread. However, you'll still have a huge legacy fleet that would have to be retrofitted.

So "in the future" is probably a long way off. Having said that, it is being discussed by IACO and IATA and it is a part of Nav Canada's "Vision to 2030." Nav Canada, the owner and operator of Canada's civil air navigation system, is soliciting support for the change. They already have a northern area where all navaid and runway references are to true north.

Conclusions:

It would be good to check with your avionics manufacturer to see what baseline magnetic model your system is using. If you hear something about changing from magnetic to true north navigation in the future, I hope this article will have provided you some useful background on the topic. And the next time you grumble about the high cost of the navigation database you should consider the ever-increasing instrument flight procedures that are being cranked out. Thankfully, the FAA is actively seeking to decommission seldom used procedures, but that is the topic for another article.



Discussion point:

Does It Affect Climate Change?

An interesting sideline to this story is the research, mainly in Europe, into climate change being caused by changes in the Earth's geomagnetic field. Life on earth is heavily dependent on the earth's magnetic field shielding us from the sun's charged-particle radiation. Research is exploring the effects of the

changes in both the tilt and strength of the earth's magnetic field in relation to the climate change we are experiencing. A French geophysicist, Vincent Courtillot, has been a focal point in this investigation. The U.S. appears to be locked in on fossil fuels being the sole reason for climate change. The governmental climate change programs are aimed at reducing the "greenhouse gasses." Canada seems to be more open to discussion of other causes of climate change. An article in the May 2016 issue of Canadian Geographic—a magazine of The Royal Canadian Geographical Society was titled: "Is Climate Change Linked to Geomagnetism? —Crackpot theory or viable explanation?" It is a good summary with numerous links to other articles, both pro and con. —BT



SAFETY PROGRAMS

Sorry to report that there are no APA FAASafety programs currently scheduled for the next 2 months as of right now. However, 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, why's, 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"!!

Fred



A Few Words About Safety

Denny Granquist

“

“Taking a visual approach clearance too early can end up getting you home too late.”

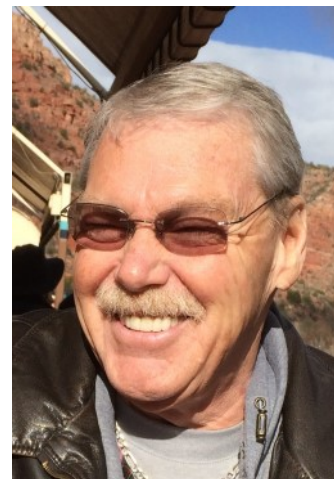
“You can never configure too early.”

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Fatal Accident Review

By Fred Gibbs

I am pleased to say that, as I write this during the last week of February, there are no fatal accidents to report. The new year – CY-2023 – is off to a good start. Irony of ironies, while doing a safety seminar down at Ryan Airport on January 21st, there was an accident at the airport during the program. Fortunately, no one was hurt, except for maybe the pilot's ego. It appeared to be a ground loop involving a tail dragger. If you have been following my articles, you obviously know that CY-2022 was NOT a good year, with 8 fatal accidents involving Arizona-based pilots, but none of them involved any APA members that I know of. Keep up the good flying, guys!



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!!!

February Aviation Accident & Incident Summary

by Jim Timm

The following are the reports of aviation accidents and incidents that have occurred in Arizona from January through February. 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 very good because of the number of accidents/incidents that had occurred, but most important, no one lost their life in any of the occurrences, and there was only one minor injury that had occurred.

In continuing with the expanded scope of the report, we're using information from the Aviation Safety Network (ASN), FAA, NTSB, and APA Members. These information sources give us a pretty good idea of what is happening out there so we can help make flying a bit safer.

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

Date: January 19, 2023
Source: FAA
Location: Gila Bend (E63)
Type: USAF F16
Injuries: 1 Uninjured

COLLISION WITH A UAS (INCIDENT)

The F16 was assigned to the 195th Squadron, TUS ANG. The aircraft was struck by a UAS. While there were no injuries, there was minor damage to the rear of the aircraft canopy.

Date: January 21, 2023
Source: FAA
Location: Lake Havasu (HII)
Type: Mooney M20
Injuries: 2 Uninjured

LANDING GEAR COLLAPSED ON LANDING (INCIDENT)

The landing gear collapsed during a hard landing at the Lake Havasu Airport. The damage was determined to be minor.

Date: January 21, 2023
Source: FAA, NTSB
Location: Skull Valley (15 mi southwest of Prescott)
Type: Cessna 172
Injuries: 2 Uninjured

LOSS OF CONTROL LANDING (INCIDENT)

The Cessna 172 lost control when landing and hit some trees. The damage was determined to be minor by the NTSB.

Date: January 21, 2023
Source: FAA
Location: Ryan Field (RYN)
Type: Extra EA-300
Injuries: 1 Uninjured

BRAKE FAILURE AFTER HARD LANDING (INCIDENT)

The pilot reported that he made a hard landing at Ryan Field (RYN) followed by the brakes not working. The aircraft went off the runway and came to rest. The pilot requested a tow to parking. The Airport Ops. people stated there was no aircraft damage nor damage to the airport environment.

Date: January 23, 2023
Source: FAA, NTSB
Location: Glendale (GEU)
Type: Piper PA30 Twin Comanche
Injuries: 2 Uninjured

LOSS OF CONTROL LANDING (INCIDENT)

During the landing the Piper Comanche ran off the runway, striking a runway light, resulting in a prop strike. Per the FAA the extent of the damage was unknown, but the NTSB assessed the damage to be minor.

Date: January 29, 2023
Source: FAA, NTSB
Location: Prescott (PRC)
Type: Sonic Zenos (Light Sport)
Injuries: 1 uninjured

LOSS OF CONTROL TAKING OFF (INCIDENT)

The Sonex Zenos ground looped during the takeoff roll, and then taxied back to the ramp. The damage was unknown, but the NTSB determined the damage was minor in nature.

Date: February 5, 2023
Source: FAA
Location: Buckeye (BXK)
Type: Cirrus SR20
Injuries: 2 Uninjured

BIRD STRIKE (INCIDENT)

The Cirrus encountered a bird strike while in the pattern at the Buckeye Airport. The type of bird was unknown, but there was damage to the right wing. The aircraft was flown to Goodyear Airport

(GYR) and made a safe landing. The extent of the damage was unknown.

Date: February 6, 2023
Source: FAA, NTSB, ASN
Location: Yuma
Type: Bell OH-58A
Injuries: 1 Minor Injury

INFLIGHT POWER LOSS

A Bell OH-58A helicopter was substantially damaged when it was involved in an accident near Yuma. The helicopter was operated as a Part 137 agricultural aerial application flight.

The pilot reported that after the night application of chemical insecticide, he landed on the load truck and the chemical hopper was filled with 50 gallons of water. He maneuvered the helicopter to an open field in low light conditions and expelled the water to rinse out the applicator system. While he was maneuvering about 30 to 40 feet above ground level, with a speed near effective translational lift at 80% torque, the helicopter suddenly started to bounce and yaw. The pilot heard the turbine engine spool down as he held full throttle position, and the engine lost all power. The pilot arrested his forward movement by raising the nose. He then leveled the helicopter and started to descend. The pilot raised the collective to control the descent, but the helicopter landed hard. Subsequently, the main rotor blade struck and severed the tail rotor driveshaft and the main rotor blade mast was damaged. The main rotor blades separated from the mast, and landed about 100 feet from the helicopter.



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Arizona January-February 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 January 14 through February 9 there were twenty-seven pilot deviations recorded by the FAA SDL FSDO. These deviations were committed by pilot certificate levels from Student through ATP/CFI, and of these twenty-seven deviations made, there was a need to issue nine Brashers. This month there were also twelve out of state pilots, and one from Mexico that committed the deviations. One of the Brashers issued may have involved more than one Military pilot because the incident involved a KC135 Tanker and several F18 fighters. The number of deviations reported were certainly up 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 information, and 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 try 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

1/16 IFR Altitude
Private Pilot
Out of California
Albuquerque Center (ZAB)

The Cessna was flying level at 10,000 ft MSL when the ZAB center controller cleared the Cessna to turn to a 360° heading. The aircraft read back the clearance correctly, but they did not begin the turn in a timely manner which resulted in the aircraft entering into a minimum IFR altitude area of 10,200 ft MSL. The controller issued a **Brasher**.

1/17 IFR Altitude
Private Pilot
Out of Washington
Phoenix TRACON (P50)

The Cirrus was southwest bound at 10,000 feet MSL, and was assigned a routing, ROSEE - IWA - FFZ. After passing ROSEE intersection, the Cirrus began a descent that was unassigned by ATC. The Cirrus' unauthorized descent resulted in a loss of separation with Terrain/Obstacles.

1/18 IFR Route & NORDO
Commercial/CFI
Out of Georgia
Albuquerque Center (ZAB)

At 1553Z, Tucson Approach cleared an aircraft to deviate 30 degrees right and then, when able, to proceed direct to T306. After that clearance, the aircraft did not answer any of the multiple radio calls made by ATC. The aircraft remained out of communication with ATC until 1610Z, when the controller established communications.

During this NORDO period the aircraft violated the TOMBSTONE MOA which was active. The controller issued a **Brasher**.

1/23 IFR Altitude
Commercial/CFI Pilot
Out of Texas
Albuquerque Center (ZAB)

The aircraft was level at 10,000 ft MSL, and had been cleared direct to SSO, then direct, and landing at DMN (Deming, NM). At 1746Z, the aircraft requested to change the destination to P33 (Willcox, AZ). The controller cleared the aircraft to P33 via radar vectors. Then at 1749Z, the controller asked the aircraft what approach he was requesting. The aircraft responded "the RNAV03" approach. The controller cleared the aircraft direct NOCHI, and direct KAYEP. At 1753Z, the controller observed the aircraft below the assigned altitude, and issued a low altitude alert. The aircraft had made an unauthorized descent to 9,200 ft which resulted in a loss of separation with terrain due to aircraft being in a 9,700 foot minimum IFR altitude area. The controller issued a **Brasher** notice.

1/26 IFR Altitude & NORDO
Private Pilot
Out of California
Albuquerque Center (ZAB)

The aircraft was inbound to Winslow (INW) at FL190. The ZAB center controller issued a descent clearance to FL140, and a clearance to go off frequency for the current weather and then to report back on frequency. The aircraft then replied with, "Will Do". The aircraft did not report back on frequency, and at 1646Z it had descended below FL140. At 1649Z, the aircraft had descended below the Minimum IFR Altitude of 9,700 ft to 9,200 ft. The aircraft then descended below the Minimum IFR Altitude of 9,000 ft to 8,000 ft. Multiple safety alerts were issued. The controller was finally able to raise the aircraft on the Winslow UNICOM. The pilot thought he had been cleared for the approach, and assumed he was VFR. The pilot also mentioned it was a training flight, and the pilots were concentrating

on the approach. The pilot stated that he thought he had been cleared for the approach and assumed that he was VFR.

2/2 IFR Altitude
Pilot Certification UNK
Phoenix TRACON (P50)

The aircraft departed Scottsdale on the standard 335° departure heading, and it appeared they had issues with their transponder, and did not 'tag up' until they were 3 miles north of Scottsdale. The PHX TRACON Biltmore controller reached out to the aircraft when they were 6 miles north of Scottsdale, and had not checked in yet. The Scottsdale ATC called the Biltmore controller at the same time to advise the Biltmore controller that the aircraft's radio was not switching to departure, and the Biltmore controller issued a climb to 7,000 ft. through the Scottsdale controller, and advised that if they cannot fix the radio, they will have to return to Scottsdale, and land. The aircraft then checked in with the Biltmore controller, and advised they were level at 5,000 ft. Unfortunately, they were 2 miles from a 6,000 ft. Minimum Vectoring Altitude (MVA) area, and the controller issued instructions to climb immediately, however the aircraft entered the 6,000 ft. MVA area prior to beginning the climb. The Biltmore controller issued a low altitude alert, and again issued a climb to 7,000 ft. expeditiously. The aircraft then began to climb, and continued its flight to Mexico.

CLASS BRAVO AIRSPACE DEVIATION

1/22 Entering Class Bravo Airspace Without Authorization
Private Pilot
PHX TRACON

The aircraft flew into the Class Bravo Airspace at 7,400 ft. descending to 4,500ft in the 4,000 - 9,000 ft., and the 5,000 ft - 9,000 ft shelves. The Deer Valley ATC issued the **Brasher** warning.

Later, the pilot stated he was having difficulty sequencing his auto pilot properly and knew he had violated the Class Bravo Airspace. He stat-

ed that once he knew he had violated the airspace he descended immediately to get out of it. There was no loss of separation with traffic.

1/23 Entering Class Bravo Airspace Without Authorization

Commercial/CFI Pilot
Out of Idaho
PHX TRACON

The aircraft was observed entering the PHX Class Bravo Airspace and the aircraft was tracked as a violator. When the aircraft landed at Falcon Field (FFZ) the PHX TRACON had FFZ give the pilot a **Brasher** warning. The aircraft appeared to depart FFZ in a climbing right turn to 4,100 ft. The bottom of the Bravo is 4,000 ft. in that area.

2/3 Entering Class Bravo Airspace Without Authorization

ATP/CFI Pilot
Out of Florida
PHX TRACON

The aircraft departed Scottsdale Airport VFR and called the TRACON Biltmore controller. The aircraft had entered the Class Bravo Airspace without a clearance. There was no loss of traffic separation.

CLASS DELTA AIRSPACE DEVIATIONS

1/11 Entering Class Delta Airspace Without First Establishing Communication

Commercial Pilot
Out of Maine
Scottsdale Airport (SDL) Tower

The aircraft entered the Scottsdale Class Delta Airspace from the East at 3,000 ft MSL. The aircraft transitioned Northwest-bound and exited the airspace to the Northwest. Aircraft callsign was obtained via the ADS-B readout.

1/15 Entering Class Delta Airspace Without First Establishing Communication

Private Pilot
Out of California
Falcon Field Airport (FFZ) Tower

The aircraft cut through the northeast corner of the FFZ's airspace inside of the Granite Reef Dam at 2,900 ft, MSL. There was no loss of traffic separation.

1/20 Entering Class Delta Airspace Without First Establishing Communication

Private Pilot
Deer Valley Airport (DVT) Tower

The aircraft departed from Scottsdale and flew through the DVT Class Delta surface area without a clearance. After multiple attempts on the various DVT frequencies, it was determined that the aircraft wasn't on any of their frequencies. Scottsdale was contacted by DVT ground control to see if they still had the aircraft on their frequency, but it was determined that the aircraft was no longer with them either. The errant aircraft had conflicted with multiple aircraft in the Deer Valley pattern.

1/22 Entering Class Delta Airspace Without First Establishing Communication

Private Pilot
Deer Valley Airport (DVT) Tower

The aircraft entered the DVT Class Delta Airspace from the northwest heading southeast. The pilot descended into the airspace but never established communications. The local controller attempted to establish communications but never received a response. No other aircraft were negatively impacted.

1/23 Entering Class Delta Airspace Without First Establishing Communication

Private Pilot
Falcon Field (FFZ) & Mesa Gateway (IWA)

The aircraft flew northbound from Chandler, and then turned towards the Superstition Springs Mall. The aircraft then proceeded to do multiple orbits over the mall, entering both the FFZ and

IWA Delta Airspace repeatedly. The aircraft landed at Chandler, and CHD was instructed to issue **Brasher** warnings for both FFZ and IWA. Traffic calls had to be issued, but no urgent action was needed to avoid immediate conflicts with the errant aircraft.

1/30 Entering Class Delta Airspace Without First
Establishing Communication
Private Pilot
Falcon Field (FFZ)

The aircraft called inbound to Falcon Field and was told to remain outside the FFZ Class Delta Airspace. The aircraft entered the Delta Airspace at 2,800 ft MSL from the south, and flew north-east bound through the Delta Airspace and climbed to 3,000 ft. The controller reached out and gave pattern entry instructions. There was no loss of separation with other traffic.

RUNWAY INCURSION

1/8 Entering a Runway Without Authorization.
Commercial/CFI Pilot
Out of New Mexico
Tucson Airport (TUS)

The Cessna landed on RWY 11L, and was given instructions to turn left at taxiway A11, and contact ground. The Cessna turned right instead, called Ground Control, and taxied past all hold bars, and onto RWY 11R.

A Piper was on short final for RWY 11R, doing pattern work, and had to be sent around. The Cessna called back to the controller, and was given instructions to turn right onto RWY 11R, and to turn right at Taxiway A8, cross RWY 11L and contact Ground Control. The Cessna did just as instructed, and then was issued the **Brasher** by the TUS Ground Control.

1/11 Entering a Runway Without Authorization.
Student Pilot
Mesa Falcon Field (FFZ)

The aircraft was piloted by a student on his first

solo flight. When he was number one for departure, the pilot contacted the tower, and was instructed to hold short of RWY 22L due to landing traffic. The pilot properly read back the hold short instructions, however, 10 seconds later the aircraft pulled out onto RWY 22L and began what appeared to be a takeoff roll. The controller observed this and instructed the aircraft to stop the departure roll and exit the runway. A **Brasher** warning was issued on the Ground Frequency.

1/13 Entering a Runway Without Authorization.
ATP Pilot
Out of Virginia
Sky Harbor Airport (PHX)

A Gulfstream turned onto Runway 7R without ATC authorization. The controller instructed the Gulfstream to cross Runway 7R at Taxiway Golf 4, and turn on Taxiway Hotel. The read back was correct. The Gulfstream entered Runway 7R and made a right turn on the runway heading westbound. The controller issued a go around to an Embraer that was on an approximate 1 mile final.

1/14 Entering a Runway Without Authorization.
Private Pilot
Mesa Falcon Field (FFZ)

The Piper was instructed to hold short of RWY 4R at taxiway B while an aircraft was on an arrival rollout. The Piper crossed the hold short bars on taxiway B, and came to a stop short of the RWY 4R edge line. The arrival aircraft had already touched down, and was finishing the rollout when the Piper had crossed the hold short bars, therefore a go around was not possible. The loss of separation was estimated to be 75 feet.

1/16 Entering a Runway Without Authorization.
Pilot Certification UNK
Out of Mexico
Tucson Airport (TUS)

The aircraft entered Runway 11L without ATC authorization. Ground Control (GC) had instruct-

ed the airplane to taxi via Taxiway Delta to Runway 11L for departure, and the read back was correct. The aircraft did not stop short of the hold line for RWY 11L and GC instructed them to stop. The aircraft was on Runway 11L. The controller issued a go around to a Cirrus Vision Jet that was on an approximate 1 mile final for RWY 11L. Ground Control informed the aircraft to exit Runway 11L on Taxiway Alpha 3.

1/17 Entering a Runway Without Authorization.
Private Pilot
Phoenix Deer Valley (DVT)

The aircraft crossed the hold short line of Runway 25R without ATC authorization. Ground Control (GC) instructed the aircraft to taxi via Taxiway Alpha for a Runway 25R departure, and the read back was correct. The aircraft crossed the hold short line of Runway 25R. GC instructed them to hold position, and they stopped prior to the runway edge line. Fortunately no other traffic was involved.

1/21 Entering a Runway Without Authorization.
Private Pilot
Out of Colorado
Phoenix Deer Valley (DVT)

The pilot deviation was reported by the Deer Valley tower when the aircraft entered RWY 25L without ATC authorization.

1/25 Entering a Runway Without Authorization.
Commercial/CFI Pilot
out of California
Mesa Falcon Field (FFZ)

The Beechcraft landed on Runway 4R and exited on Taxiway Delta 9. Ground Control (GC) instructed the airplane to turn left on Taxiway Delta to taxi to the far end of the runway and hold short of Runway 4R on Taxiway Delta 10. The read back was correct, however, the Baron crossed the hold short line of Runway 4R, but it did not cross the runway edge line. A Piper was touching down on the runway at that time.

MOA AIRSPACE INCURSION

2/5 Entered into Active MOA airspace without ATC Authorization.

Military Pilots
Pilot Certification UNK
Albuquerque Center (ZAB)

A KC135 from March Air Reserve Base in Riverside was cleared to refuel three F18s in the OUTLAW/JACKAL MOA. Per a Letter of Agreement, clearance into the OUTLAW/JACKAL area is only for subsegments B and C of the MOA. The aircraft were observed outside of the B and C subsegments and into subsegment A. A WHISKEY Alert was issued, and both flights were issued the **Brasher** warning. The three F18s and KC135 lead pilots stated that they were not briefed by the 162nd squadron to remain clear of the A segment of the airspace. Their moving map does not depict the airspace subsegments.

SURFACE INCIDENT

1/20 A Pedestrian Entered a Movement Area Without Authorization.
No Pilot Certificate Required
Chandler Airport (CHD)

A pedestrian entered taxiway November without ATC authorization. The pedestrian was observed getting out of a golf cart near the taxiway run-up area and proceeding onto the taxiway to retrieve FOD.

1/24 Entered a Movement Area Without Authorization.
Commercial/CFI Pilot
Scottsdale Airport (SDL)

The aircraft taxied to Runway 21 at Taxiway Alpha 15 without ATC authorization. Ground Control (GC) had instructed the aircraft to taxi via Taxiway Alpha and join the ramp run-up area at Taxiway Alpha 15 for their run-up, but not to the runway. The aircraft taxied via Taxiway Alpha and made a right at Taxiway Alpha 15 and held short of Runway 21. The pilot called the control-

ler that he was holding short of Runway 21 and advised their run-up was complete. No other traffic was involved.

Unknown Pilot Certification
Scottsdale Airport (SDL)

1/25 Entered a Movement Area Without Authorization.

The aircraft entered taxiway Alpha 15 without ATC authorization which blocked several IFR aircraft from departing, adding to the existing delays.

A Few Words About Safety

Denny Granquist

“*“Not briefing the flight can lead to lots of writing and phone calls.”*

“Stable approaches lead to nice landings.”

”

NEAR MID AIR COLLISIONS (NMAC's)

by Jim Timm

There were two Near Mid Air Collision incidents reported during the period from January 14, 2023 thru February 9, 2023. The details these four occurrences are as follows:

January 19, 2023

An F16 that was assigned to the 195th Squadron, TUS ANG was struck by a UAS. While there were no injuries, there was minor damage to the rear of the aircraft canopy.

January 29, 2023

Near Deer Valley Airport a Piper Archer, while descending through 2,300 ft. MSL, reported that a red drone at their altitude flew right at them. The pilot reported taking evasive action, but did not elaborate what that action was.

CFII Accepting New Students

Contact: Patrick Williams
(480) 737-5999

Email: pwilliamsaz@gmail.com



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

Contact: Steve Huff

Email: learaviator@yahoo.com

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.

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Email Stefanie at:

Webmaster@AZPilots.org

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submit articles

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Contact the newsletter editor, Cathy Paradee:

newsletter@AZPilots.org

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New pilots welcomed!

to new



Writers welcomed!



Stefanie Spencer— Webmaster

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