ARIZONA APA Pilots Association

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Page, AZ (Friday 4/21 - Sunday 4/23)

May 2023 *APA NEWSLETTER*

President's Report

Greetings,

I'll keep it brief this month because our annual membership meeting is only a few days away. On May 13th, we'll be meeting at 7350 E Evans Rd, Hangar E-110 near the Scottsdale Airport at 10 am. Come out and hear what your APA has been up to, learn about some opportunities and initiatives, and get plugged in. Our board is a dedicated group of pilots who love sharing their passion for aviation with you through all that APA does. As a bonus, some generous folks have sponsored several great door prizes. I'll see you there!

Blue Skies,

Brian

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

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Saturday, May 13, Starting at 10am. Light Refreshments Provided
Scottsdale Airport - 7350 E Evans Rd Scottsdale, AZ 85260

RSVP to contact@azpilots.org

Executive Director's Report

Jim Timm — May 2023

Well, spring must definitely be here because the bugs certainly are. As I mentioned last month, when I get back from the Saturday morning breakfast flight, I really have to scrub the airplane down. I don't know what your present flying experience is like, but perhaps you fly much higher and farther and don't encounter the pests like I do, but you have to takeoff and land, and that can be a mess.

I don't know how your airplane is equipped navigation-wise, but my fifteen-year-old experimental is only equipped with a GPS navigation receiver, and it has served me very well both locally and on long cross-country trips. I recently ran across an item discussing the FAAs plan for phasing out VORs, citing the increasing costs for maintaining the network. Apparently, there is a plan to retain a core of 30 VORs at larger airports around the country that are used primarily by Air Carriers. This remaining VOR network is being called the Minimum Operational Network (MON). Something to think about. When the VOR was introduced, the FAA said they were going to be getting rid of all the NDB stations and approaches. Guess what, there are still a few NDB stations left. It seems that only a few years ago there was activity to get rid of them, and some airports did. Apparently, some parts of the world still use NDBs, and so it will be with the VORs.

MISCELLANEOUS ITEMS

FAA

As you know, President Biden's nominee for FAA Administrator had removed his name for consideration for the position, and the acting administrator would continue in the position as a temporary administrator. Now we get the news that Billy Nolan, the acting administrator, has announced he is resigning. Fortunately, it appears that Nolan will remain in the position only until Biden nominates a new candidate and they are confirmed. Knowing that the government usually moves at the speed of a glacier, we can only hope the process can be sped up a bit in this case, so we can have an FAA Administrator to deal with the many issues at hand.

For those pilots that fly with a glass panel, be aware that the FAA has released an Information for Operators (InFO) notice warning of the dangers of inhibiting the terrain avoidance and warning systems (TAWS) and the aural alerts. While these warning alerts can become a nuisance or a distraction to pilots when flying at altitudes below the alerting threshold of the system, inhibiting the warning systems and ignoring the warnings, combined with deteriorating weather conditions, can lead to a

loss of situational awareness which has been found to be the cause of some CFIT (controlled flight into terrain) accidents.

The FAA was mandated to issue a report to Congress on three years of data from the BasicMed program and advise how the program was working. According to the FAA's report, "No difference was found in the risk of BasicMed and third-class medical airmen having an aviation accident." The FAA's report to Congress confirms what we have known for years, BasicMed works and BasicMed pilots are just as safe as third-class medical pilots.

AIRSPACE

Once again, I'm not aware of any airspace changes or FAA regulation changes, or proposals for changes that would impact your flying activities. Let's just hope this status quo will continue.

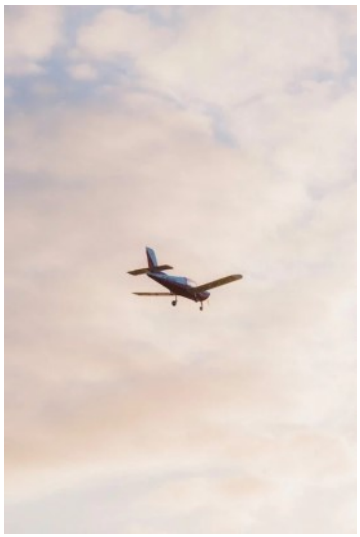
SAFETY

The number of pilot deviations that were recorded in the past reporting period have gone up drastically, and again I have no explanation as to why. I wish pilots would just listen more carefully to ATC instructions and then adhere to them. If you can't comply, tell them why *immediately*. When flying in controlled airspace, pilots shouldn't get creative. Instead, tell ATC first before you 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 will 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:

8 IFR Deviations	5 Brashers
8 Class Delta Airspace Deviation	2 Brashers
1 ATC Instructions	No Brasher
8 Runway Incursions	1 Brasher
2 Surface Incidents	No Brashers
1 Movement Area	No Brasher
2 Wrong Surface Landing	No Brashers
1 NORDO Incident	1 Brasher

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



In the past reporting period general aviation safety was not very good because of the number of aircraft accidents and incidents that were reported. While the accident numbers were high, there is a positive side to the report because none of the accidents resulted in a fatality, and there were no injuries reported.

Fortunately, in this past reporting period, the FAA did not report any Near Mid Air Collisions (NMAC's).

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

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

CONSTRUCTION

It seems like many of the airports around the state are having construction or repair projects underway. Unfortunately, we don't have any specific details of any one of the projects, but we certainly suggest that you always check for NOTAMS at your destination airport so you don't have a surprise when you arrive.

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. In the last reporting period, we met with the Payson Airport Master Plan team to review the progress on their Master Plan Update program.

THINGS TO DO - PLACES TO FLY FOR BREAKFAST:

The Coolidge (P08) breakfast has ceased for the summer months.

On the second Saturday of the month, 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 has a fly-in breakfast 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.

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. The upgrading of the lunch area has yet to meet inspection requirements. Hopefully, it will get approved soon so a permanent operator can get in operation.

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

Arizona Skies Aviation

ArizonaSkiesAviation.com

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Tailwheel Training
Aerobatics
Spin Training
Upset Recovery
Flight Review

Citabria 7GCAA $240/Hour - Dual

Enstrom F28C

Private
Commercial
Instrument
CFI/CFII
Flight Review
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Mountain Flying Courses

Enstrom F28C $360/Hour

Glenn Roberts – Airplane & Helicopter CFI
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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	**April '23** ***(Apr. 14 & 15)***	*Jim Knapp & Stella McCray*	*Leanne* *(leanne@azpilots.org)*
Windsock Maintenance ***Volunteers Needed!***	*Buzzards Roost* *(Windsock Only)*		*Complete* *Thanks Dave Lenz & Team!*
	Pleasant Valley Young (24AZ) *(Base, Pole & Windsock)*		*In Work* *(pleasantvalley@azpilots.org)*
	Vulture Mine *(pretty bad shape needs a drag)*		*Tommy Thomason* *(vulturemine@azpilots.org)*
Airstrip Maintenance ***Volunteers Needed!***	*Red Creek* *(OK shape needs east end rock walls)*		*Tommy Thomason* *(redcreek@azpilots.org)*
	Double Circle Ranch *(Airstrip Shoulder Mowing - Help Needed!)*		*In Work* *Thanks to Josh Leavitt and the Bryce Families!* *(doublecircle@azpilots.org)*
	Forepaugh *(General Strip Maintenance)*		*Kit Murphy* *(forepaugh@azpilots.org)*

CLASSIFIEDS

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

GAJSC GENERAL AVIATION JOINT SAFETY COMMITTEE

The $300 Inspection

The FAA and industry will conduct a public education campaign emphasizing the value of detailed aircraft inspections conducted by qualified aircraft mechanics with Inspection Authorization.

Outreach Month: May 2023

Topic: The $300 Inspection

DOWNLOADS:

PowerPoint Presentation Slides...

https://www.youtube.com/playlist?list=PL5vHkqHi51DQj1Qy-tAstk19DdXdjwk5Y

The FAA developed a series of short videos on Complex Airfield Geometry to raise awareness and help pilots navigate the seven airfield geometry configurations that most frequently lead to challenges resulting in runway incursion.

These videos cover:

- Direct access to runways from ramp areas
- Short taxi distances from ramps or aprons to runways
- Taxiways intersecting runway at non-right angles
- Wide expanses of taxiway pavement along a runway
- Short distance between parallel runways
- Runway thresholds in close proximity
- Hold short lines in unexpected places

Page, AZ (Friday 4/21 - Sunday 4/23)

by Rod Kunkel

Our first weekend getaway of 2023 is behind us! Seventeen of us spent a few days in Page. The weather was beautiful with sunny skies and temperatures in the 70s each day!

Everyone arrived at Classic Aviation Friday morning. After a quick lunch at the Gone West restaurant we headed off for a tour of Lower Antelope Canyon. We all stared at spectacular and endless red rock formations in the slot canyon, with changing views every few steps as we gazed skyward at the changing shadows. Friday night we had BBQ at Big John's Texas BBQ, seated outside on their patio with a live band playing for the crowd.

Most of Saturday was spent enjoying a rafting trip down the Colorado River. We were transported by bus to the base of Glen Canyon Dam through a tunnel that was originally built when the dam was constructed in the 1960s. We boarded a pontoon boat for a 4-hour / 15 -mile ride down the river, including a stop to view petroglyphs just before entering Horseshoe Bend. This stretch of river is very calm. We got off the boat at Lees Ferry for the bus ride back to town. Later in the afternoon we drove to the Horseshoe Bend overlook to view the section of the river we had just traversed a couple hours earlier.

Saturday night was a great Tex-Mex meal at El Tapatio. Some enjoyable conversation and joke telling was fueled by tasty and generous-sized margaritas. Everyone departed for home Sunday morning.

As a side note, my friend Steve and I used this weekend in Page as an opportunity to complete our "around the border of AZ" trip we started a few weeks back but had to cut short due to poor weather in the northern part of the state. Steve and I flew to Page a day early, covering most of the eastern border of AZ, including a stop at Window Rock to capture credit for the Passport program. We then did a right 270 over the Four Corners monument and headed west to Page. When leaving Page on Sunday, we continued westbound to the NV border, then southbound, following Lake Mead and the Colorado River to Lake Havasu City where we had originally started a few weeks back.

Upcoming Weekend Getaways

We have another getaway coming up for **Willcox** over Memorial Day weekend (Friday 5/26 - Monday 5/29). We are planning to visit Inde Motorsports and also do a fair amount of hiking and wine tasting. The deadline for Willcox has passed, but I am in the early planning stages for a few more getaways later in the year. Tentative destinations:

Bullhead City / Laughlin (river boat cruise, Oatman, casino show)

Douglas (Gadsden Hotel, speakeasy experience, Slaughter Ranch, wine tasting)

Sprucedale Guest Ranch (dude ranch experience)

If you have any questions or suggestions for future getaways, please contact me at **getaways@azpilots.org**.

Rod


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MOVIE NIGHT
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OCTOBER 14TH
NOVEMBER 18TH
DECEMBER 16TH
2023 DATES
JANUARY 20TH
FEBRUARY 17TH
MARCH 17TH
APRIL 14TH
MAY 19TH
DOORS OPEN AT 6PM FOR THE EARLY BIRDS
MOVIE STARTS AT 6:30PM
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Technically Advanced Aircraft (TAA)

by Paul Wiley

To be considered as a TAA the aircraft must have:

- Autopilot
- Moving Map Display
- IFR Capable RNAV (GPS) Navigation

Note that to be a TAA does not necessarily require a “glass cockpit.” Typically, a glass cockpit uses Attitude Heading Reference System (AHRS), Air Data Computer, and GPS along with other sensors and all this data is then displayed to the pilot on 2 or more large flat panel displays.

Also, while not technically a component of a TAA, the iPad with an application like ForeFlight running on it has become very common in many high performance and Technically Advanced Aircraft. This information must also be managed. Having a wealth of information has positive and negative aspects. New skills are required to manage the risk associated with large amounts of information in the cockpit.

Some positive aspects of all this information are better situational and positional awareness, more accurate calculations (e.g., fuel calculations), better awareness of airspace restrictions including TFR’s, and in-cockpit, near real-time weather.

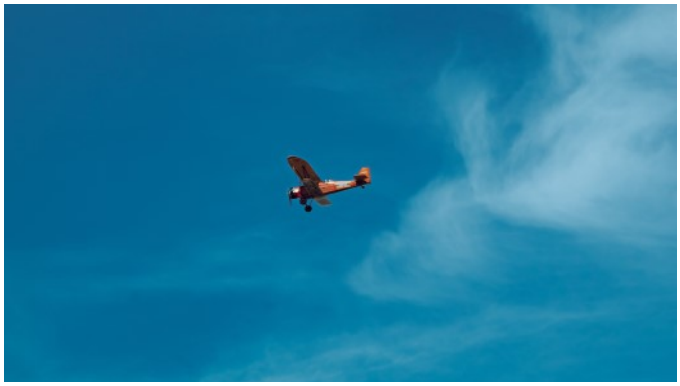
Some negative aspects of all this information are fixation and subsequent loss of situational awareness, excessive head down time, improper workload management, and overdependence upon the technology. Especially dangerous is the misinterpretation of in-cockpit weather (more about weather later in this article).

There are three Key Flight Skills needed to safely manage flight in a TAA.

Information Management

The information available to the pilot includes (but is not limited to) information about the aircraft, airports, airspace, VFR and IFR procedures and, of course, weather. The information presented to the pilot of a TAA is overlaid and can create a very “busy” or workload intensive cockpit environment at critical times during flight. Typically, the manuals for GPS and autopilot operation are large, detailed and usually are required to be in the aircraft during flight. Many symbols and abbreviations are used to allow

for display of a large amount of information in a limited space. This is especially true when dealing with weather reports and forecasts. Information overload is a risk that must be understood and mitigated/managed. Familiarity with symbols and abbreviations used as well as proficiency with your aircraft's systems is the antidote to being "information rich and knowledge poor." To enhance your proficiency, study your aircraft's manuals and use a desktop simulator, especially for your aircraft's GPS unit, if available.

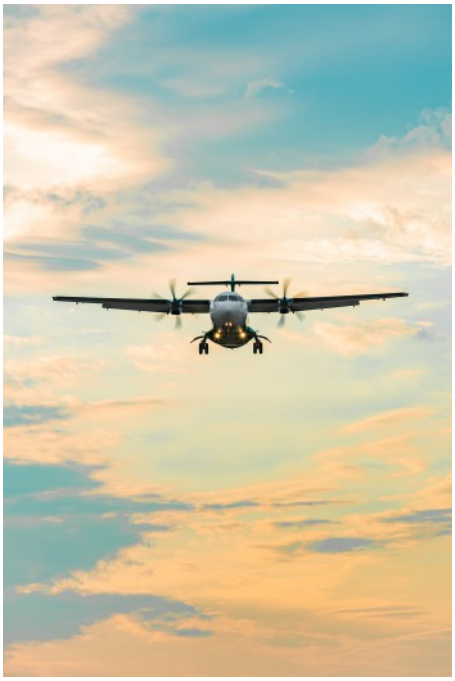


Automation Management

Managing the automation is an important aspect of safely flying a TAA, especially when conducting instrument departures, arrivals, and approaches. The autopilot can dramatically reduce the pilot's workload, but only if the pilot knows how to properly set up and use the autopilot. Get a thorough checkout, understand how to use your autopilot, and then practice using your autopilot in a low workload environment before using it during busier operations such as flying to a busy airport for the first time, during an instrument approach, or in poor weather. If you are instrument rated, practice both coupled approaches using the automation and "hand flying" approaches. Be familiar with reversionary modes and how and when to disconnect the autopilot.

Risk Management

Understanding and managing Risk is critical to a safe flight. Sound Aeronautical Decision Making (ADM) is fundamental to being able to identify and manage risk. This is especially true when making the critical "go/no-go" decision. For some years now the FAA has evaluated pilot applicants on risk management during checkrides. The FAA has made it a requirement for the pilot applicant to demonstrate the "ability to identify, assess and mitigate risks" associated with every task the examiner is evaluating. A good way to understand important risk factors for a given task is to review the Airman Certification Standards (ACS). Start with ACS for the Private Airplane - FAA-S-ACS-6A.



Also, there are many tools available online today to help the pilot identify, assess, and manage risk. One such tool is the PPP model.

The **PPP** model is a process consisting of 3 elements:

- **P**erceive (hazards), i.e., always be on the lookout for hazards when planning a flight or flying.
- **P**rocess (assess the level of risk) i.e., evaluate the risk and how it could impact your safety of flight.
- **P**erform (Risk Management). This is the elimination or mitigation of hazards to acceptable levels of risk. Proper management of the risks associated with any flight is a process. There are good

processes and many tools (such as checklists) available to pilots to help them evaluate and manage risk.

A note about obtaining in-cockpit weather. It is critically important to use in-cockpit weather, like ADS-B weather displayed on your iPad, for strategic weather avoidance and never for tactical maneuvering. For example: trying to pick your way around or through thunderstorms at night using the weather displayed on your iPad is very risky, mainly due to limitations involving this type of weather display. There have been several fatal accidents in the past few years involving pilots improperly using the near real-time weather displayed in cockpit with disastrous results. Remember that accidents categorized as “VFR into IMC” are fatal about 90% of the time.

In summary, have fun flying your Technically Advanced Aircraft, but first take the time to study the manuals and practice until you become proficient in properly using all the information and automation these aircraft provide.

Paul

ISO Cirrus for Rent

Contact: Kay

(602) 820-6286

Email: kacorbin@post.harvard.edu

Eliminate Batteries in ANR Headset

Price: $35.00

Jake McKernan

Email: jake.mckernan@cox.com

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

CHECK US OUT!

AFTW.ORG

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!

BACKCOUNTRY WEEKEND GETAWAY

Sprucedale Guest Ranch

Alpine, AZ

September 6 - 9, 2023

This will not be your typical weekend getaway. We are headed to the Sprucedale Guest Ranch in the heart of the White Mountains in eastern AZ. A couple of our members recently visited the ranch, establishing a relationship that made this event possible. This will be a drive-in event for most of us (about a 5-hour drive from the Phoenix area). There is a nearby open meadow with an unmaintained historic airstrip that is perhaps suitable, but only for properly-equipped backcountry aircraft and highly-experienced backcountry pilots. If interested in flying to this event, please contact me for further information including the requirements for flying in.

The Sprucedale Guest Ranch is a family-owned, working ranch that provides all the ingredients for good old-fashioned fun (rustic cabins, family-style meals, horseback riding, ranch activities, million-star skies).

A typical day includes:

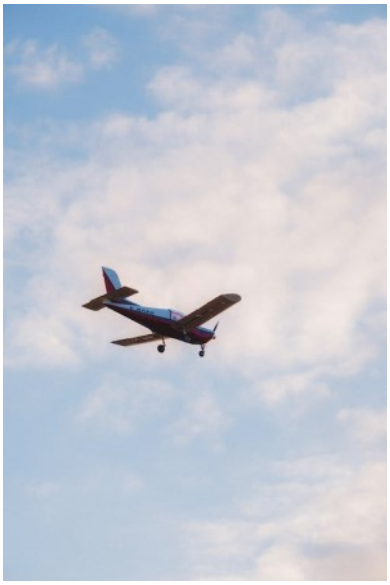
- Hearty/Healthy breakfast
- Morning trail ride (optional)
- Yummy lunch
- Afternoon trail ride (optional)
- Delicious dinner
- Ranch activities (bonfires, games, dancing, hayrides)

Even if you are not interested in the optional horseback rides, there are plenty of activities around the ranch to fill your day. And you can always sit back, sip an adult beverage (BYOB), and read a book if the activities aren't your style.

The game plan is to arrive on Wednesday 9/6 by early afternoon. Check in time is 2:00PM. We'll stay 3 nights, departing Saturday 9/9 by 10:00AM.

Check out their website for much more information about the ranch and what it has to offer: https://sprucedaleranch.com

The cost is **$155 per night for single occupancy** and **$300 per night for double occupancy**. That includes lodging, all meals, and ranch activities. It



does not include the cost of optional horseback rides, which are $40 per ride. Sprucedale will require a $100 deposit to hold your cabin. **Registration deadline is Thursday June 15**.

If interested, please contact Tiffany Willis @ Sprucedale Guest Ranch directly. Tiffany's email address is sprucedale@sprucedaleranch.com. Tiffany's phone number is (928) 333-4984. You can pay Sprucedale directly. Sprucedale will charge a $50 cancelation fee if you cancel for non-weather reasons and request a refund. Regardless of the reason for cancelation, you can avoid the $50 cancelation fee by rescheduling a stay within 2 years.

Also, please let me know if you are coming, especially if you'd like more information about flying to this event.

Page Update

I'm pretty confident that our first weekend getaway of 2023 to Page, AZ will be deemed a success. We had 17 people enjoy a weekend of beautiful weather, red rock sight-seeing in Antelope Canyon, Colorado River rafting, and good food/drink. A good time was had by all!

Willcox Update

Our second getaway to Willcox is coming up fast, scheduled for Friday 5/26 - Monday 5/29 (Memorial Day weekend). The game plan is to visit Inde Motorsports, plus partake in a variety of hiking, wine tasting, and eating activities.

As always, please contact me at getaways@azpilots.org if you have any questions or suggestions.

Rod

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CALL US AT 480-605-1989!

$999

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!
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Email: pwilliamsaz@gmail.com

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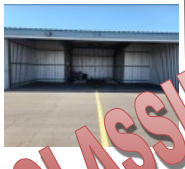
Email: learaviator@yahoo.com

Hangar for Rent Glendale Airport

Contact: Michael Haubrich

(262) 672-1956

Email: skyboundaz@gmail.com



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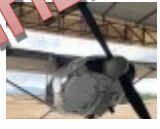


1956 Cessna Straight-Tail 182

Contact: Ron Orozco

(520) 609-5026

Email: ronorozco@energiatotal.com

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

EMERGENCY IN FLIGHT

By Howard Deevers

When working to earn your Pilot Certificate, emergency procedures are a required part of your training. We all remember our instructors bringing the throttle to idle and telling us that our engine has failed. Now the drill begins. The instructor explains the sequence of events to follow: squawk 7700, use 121.5, find a place to land, switch fuel tanks, mixture rich, carb heat if carbureted, try to restart the engine, if it does not restart, make the best landing that you can.

This drill will be repeated several times during training, and you can expect one engine out emergency on your check ride with the DPE.

As a new CFI I used this same drill-training with all students making sure that they knew that transponder code 7700 is for emergencies, and 7600 is for loss of communications. And I thought that I was doing a good job of teaching my students about emergencies. Then I found out that this instruction may not be just right.

A student of mine had passed his Private Pilot and had bought a Piper Arrow. We flew lots of check out hours in the Arrow and he was a good and proficient pilot. Later we agreed to meet at Fond Du Lac and go to Oshkosh. He and another friend would fly the Arrow, and I would fly my Cherokee and arrive about at the same time.

Flying north and getting flight following from Milwaukee Approach, they had a sudden rough running engine (caused by a bad valve in one of the cylinders we later found out). The "surprise factor" kicked in, and he thought that the engine was about to quit.

His immediate reaction was to squawk 7700 on the transponder, and switch to 121.5 on his radio and declare an emergency. Just as I had taught him, he got about 3 responses on his radio. The first thing they wanted to know was "Where are you?"

He was shocked to learn that they did not know his location! He made a safe landing at Watertown, KRYV, left the plane there, rented a car and drove the remaining 38 miles to Fond Du Lac. When we met there he told me all about the incident and still did not understand why no one knew where he was.

Then I understood that just teaching the emergency procedures “by the book” is not enough. I had to apologize to him and tell him that I had never said to him that if you are already talking to any ATC ser-

> “If you are already talking to any ATC service, and have an emergency of any kind, stay with them and declare your emergency with them.”

vice, and have an emergency of any kind, stay with them and declare your emergency with them. Don't change frequencies, unless you cannot make contact with anyone on the frequency you have been using. That ATC contact is the one that does know where you are and is your best resource in case of any emergency. If another frequency would be better for ATC, that controller will tell you to change to it.

Since that learning experience, I have modified my emergency procedures instruction to include the ATC contact. And that is why it is always a good idea to get flight following from ATC, if they have time; remember this is a "workload permitting" service that they provide. Their contracted duties must come first, but I can say that ATC is very accommodating for flight following when they can.

If you want to know more about emergencies, and flight safety, come to a Safety Program sponsored by Arizona Pilots Association, and the FAASTeam. They are free and count for the WINGS Program. Check the website for a location near you. Don't forget to “Bring your wingman!”

Howard

Don’t come to a safety program by yourself, but don’t just bring your old buddy who always comes with you. Bring someone new, and get your BFF to also bring someone new.
We need you to help us expand our audience, to expand our reach, and to expand that ocean of faces.

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

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

FALCON FIELD PANCAKE BREAKFAST

2022-2023

3rd Saturday of the Month

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

7:30 am - 11 am

Falcon Field WWII Hangar
4626 Fighter Aces Drive
Mesa AZ 85215

Dates

2022
October 15
November 19
December 17

2023
January 21
February 18
March 18
April 15
May 20

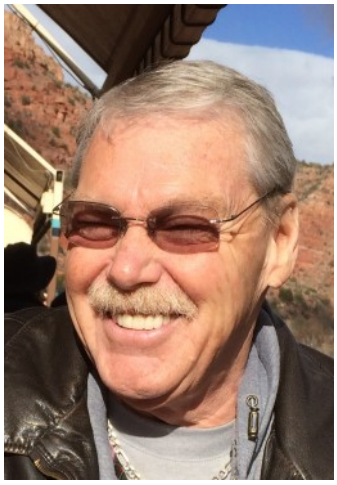
Menu

Pancakes
Scrambled Eggs
Sausage
Orange Juice
Coffee

$10 suggested donation

602-705-4413

GAARMS REPORT MAY 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.

ENGINE FAILURES

A couple of years ago, the General Aviation Joint Steering Committee, the FAA, airframe manufacturers, user groups, associations and other parties joint together in developing ways to mitigate the threat of engine failures as a fatal accident cause. Ironically, recommendations from that effort are still emerging, but I believe that most engine failures are not mechanical in nature but are pilot-related.

That's not to say sometimes things just break for no apparent reason. But more often than anyone wants to admit, it appears carburetor ice—which conveniently disappears by the time investigators arrive—is an unidentified co-conspirator, unless the aircraft was fuel-injected. I'd also lump in fuel mismanagement and just plain old failure to properly operate the engine. All that said, it's of little comfort when an engine quits and you didn't do anything wrong. While the same is true for system failures, they're much less frequent here and certainly less lethal.

None of which really matters when you can't continue the flight and need a decent landing area. Mitigations for engine/systems failures aren't as sexy or tangible as for other defining events, but they are obvious. Perhaps the most bang for the buck is a strict maintenance regimen: Don't skimp on inspections, oil analysis or manufacturer's recommended operating procedures and lubricants. Operate the engine(s) like a finely tuned instrument, always with loving care and a delicate hand. Remember, your engine(s) is/are hard-working, temperamental assets containing a bunch of moving parts keeping you in the air.

When it comes to maintenance decisions, err on the side of caution. Hoping that one soft (low compression) cylinder will make it to TBO isn't a safety-oriented strategy. Good risk management is in the eye of the beholder, i.e., YOU, the pilot. You could plan your flight to avoid terrain inhospitable to emer-

gency landings, or fly the risky ones high and in daylight. Use the new tools available on EFBs and in your panel to ensure you're always close to land or an adequate airport.

And practice engine-out procedures at every opportunity. When your engine quits is not the time to look up the best-glide speed or the off-airport landing checklist. If you fly a twin, regularly plan some dual on one-engine inoperative flight, shoot some approaches with one turning and one burning, and make full-stop landings from them. Remember, the likelihood of a typical light twin successfully going around from a balked landing or missed approach is slim. If you remember last months article, even the single 600shp turboprop engine of the aircraft did not save the aircraft during a go-around due to the high-torque roll tendency at low airspeed.

Do you really know the best glide speed for your aircraft? PS – It is not just one airspeed!!! Just like Va (Maneuvering speed), it, too, is not just one speed, but that is a story for another day. Some day, just for the fun of it, try practicing engine out from cruising altitude into your home airport. Obviously you would need to coordinate with tower, or constant updates on position and altitudes at a non-towered airport. Again, obviously, ***DO NOT SHUT THE ENGINE DOWN*** **!** Set the throttle just at idle, set up best angle of attack, and see what what best glide speed is for your airplane, what rate of descent is, and could you really make the airfield. With your engine at idle, run the trim to full nose up. Let your airplane stabilize out, and see what airspeed it settles on. *(Hint – it should be very, very close to your best glide speed for your present weight!)* If your ForeFlight App shows you your glide distance, see if that actually works, and you need to ball-park figure your glide distance per 1000 feet of altitude. For instance, a C172 has a glide ratio of 10 to 1, which, in simple terms, for every 100 feet of altitude you can glide 1000 feet! Or stated another way, if you are 1000 feet above the ground, you could glide approximately 10,000 feet, or just shy of 2 statute miles or 1 2/3 nautical miles (NM). Punch up "Nearest" on your GPS, look at bearing and distance, compute the amount of altitude available between your altitude to that airport's elevation, use the glide ratio for your airplane and try it. Another way to really improve your chances should you lose your engine is to practice the Commercial 180 degree accuracy landing. (All commercial pilot candidates have to perform this maneuver on their checkride.) Abeam the 1000-foot marks on the runway, pull the power back to idle, and (try to safely) land on the 1000-foot marks and not more than 200 feet past them, on centerline at the correct landing speed(s). At a non-towered airport, stay very very vigilent and broadcast what you are doing and definitely be prepared to go around if it does not look good!! At a towerered airport, coordinate a close-in simulated engine out approach with the tower, usually asking for the option in case you don't like what is happening. Most tower's will try to work with you. Obviously, it is traffic dependent, and you may have to stay very flexible in the pattern. Here in Flag, we often request to do 360's on downwind for spacing.

FUEL-RELATED

Fuel starvation and mismanagement have well-understood roots: Either the flight ends because there's no fuel aboard or there's fuel aboard but it can't get to the engine(s). Although there certainly are scenarios where mechanical faults or other events typically beyond anyone's control are culpable, the outcome is the pilot's fault in the vast majority of these accidents.

Start with a firm understanding of your specific airplane's fuel system, which may vary considerably from the way it left the factory. Be aware that some engine/airframe combinations return excess fuel from the engine to a tank other than the one selected—the system could be pumping fuel overboard. If the airplane has aftermarket auxiliary tanks, they may be approved for use only in straight-and-level flight, not for takeoffs or landings. Remember that fuel gauges in typical personal airplanes are… well, aspirational. In this modern age, it's foolhardy to base your fuel burn estimates on analog engine power instruments and a stop watch. Install and learn how to use a fuel-flow meter, many of which can be linked to a GPS—even a portable unit—to provide a wealth of information like time/distance to empty, fuel remaining at destination and even miles per gallon (the latter of which can be discouraging compared to a Prius!).

Finally, if there's any chance you'll not arrive at your destination with adequate fuel aboard, stop and get some. It's Aviation 101. If you find yourself in a bind, use the words "minimum fuel" with ATC and you'll likely receive priority handling, even if VFR. It might be considered insensitive to say this, but there's really no excuse for running out of gas. With all that as preamble, it's important to remember that the NTSB's list of defining events doesn't include everything, and tend to put causes into the pre-defined boxes, i.e., Loss of Control, Engine failure, fuel starvation, etc. Many accidents are unique, and almost always have more than one root cause. (Remember the Swiss cheese model?)

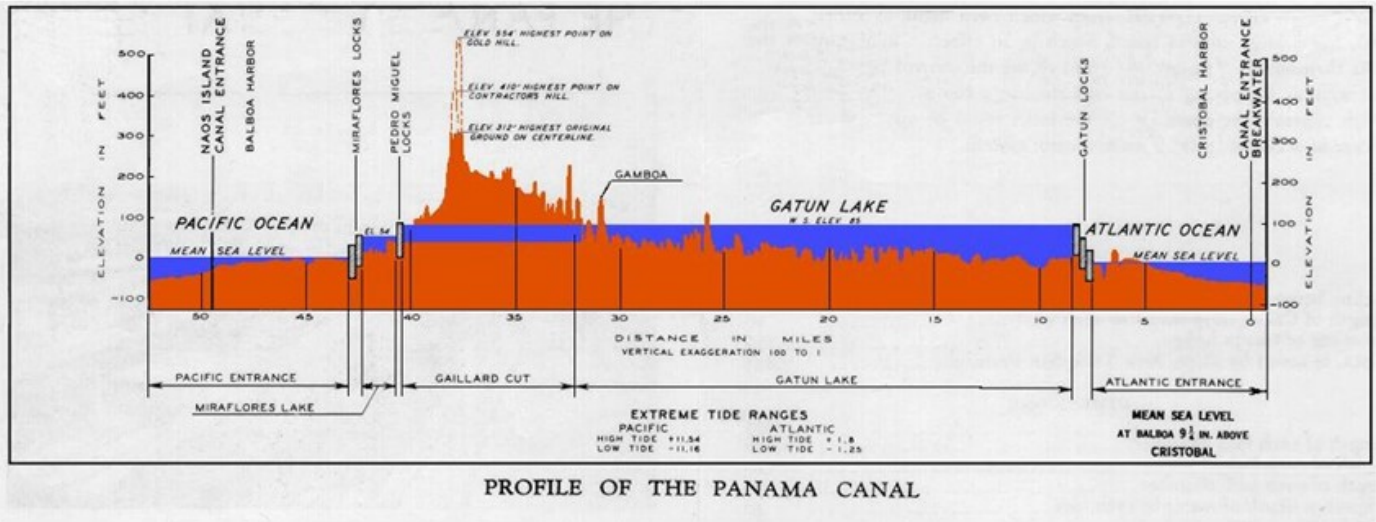
I STAND CORRECTED:

Regarding my comment in last month's article in the quiz section about "Mean sea level," I received this input and correction from one of my astute readers, not to the answer, but to my misunderstanding of the actual levels of the oceans as stated here -

"Last time I checked, the Atlantic and the Pacific oceans are not equally level. If they were, why would we need the locks in the Panama Canal to raise and lower the ships passing thru?"

It would be nearly impossible to dig the Panama Canal deep enough to reach seal level. The locks are required to lift the ships to the 85 ft ASL elevation of the main portion of the canal. Also, even if it were dug down to seal level, the extreme tidal surges that would occur through the canal as the two sides tried to "balance" would make navigation nearly impossible (Pacific tides are +/- 11 ft, Atlantic is +/- 1.5 ft).

The lakes and locks act as a buffer.



PROFILE OF THE PANAMA CANAL

So there you have it! Both oceans are at MSL, the canal is not. I, therefore, stand corrected.

Thanks to Dean DeRosia. In am now smarter than I was last month!!

***QUIZ of the MONTH**:*

1. *If the air temperature is +8 °C at an elevation of 1,350 feet and a STD lapse rate exists, what will be the approximate freezing level?*
   a. *9,350 feet MSL.*
   b. *3,350 feet MSL.*
   c. *5,350 feet MSL.*
   d. *What's a freezing level?*

2. *What relationship exists between the winds at 2,000 feet above the surface and the surface winds?*
   a. *The surface winds tend to veer to the right of the winds at 2,000 feet and are usually weaker.*
   b. *b.) The winds at 2,000 feet and the surface winds flow in the same direction, but the surface winds are weaker due to friction.*
   c. *c.) The winds at 2,000 feet tend to parallel the isobars while the surface winds cross the isobars at an angle toward lower pressure and are weaker.*
   d. *There is no relationship with the altitude difference of 2000 or more feet.*

3. *Unsaturated air flowing upslope will cool at the dry adiabatic lapse rate of approximately –*
   a. *2°C per 1,000 feet.*
   b. *2.5°C per 1,000 feet.*
   c. *3°C per 1,000 feet.*
   d. *4.4°per 1,000 feet*

4. If you fly into severe turbulence, which flight condition should you attempt to maintain?

a. Constant airspeed (VA).
b. Level flight attitude.
c. Constant altitude and constant airspeed.
d. power off, top of the white arc

5. The station originating the following weather report has a field elevation of 1,300 feet MSL.

SPECI KOKC 2228Z 28024G36KT 3/4SM BKN008 OVC020 28/23 A3000

A PIREP reports top of the OVC is 3800 feet. How thick is the overcast cloud layer?

a. 2,500 feet.
b. 500 feet.
c. 1,700 feet.
d. 700 feet.

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

SAFETY PROGRAMS

FYI, I am pleased to report that there are 2 APA FAASTeam safety programs currently scheduled for the month of May as of right now. They are May 6th in Payson and May 27th in Yuma. 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.

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

(answers: 1– c 2-c. 3-c. 4- b and 5- b.)

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

newsletter@azpilots.org

March—April
Aviation Accident & Incident Summary

by Jim Timm

The following are the reports of aviation accidents and incidents that occurred in Arizona from mid-March through April. We hope you use the following detailed accident information to learn from the mistakes being made by others and take the necessary action to prevent similar occurrences.

In this reporting period the number of accidents were up, and the incidents were drastically up. The most important part of this report is that no one lost their life or was seriously 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 suits our purpose of trying to get an idea of what is happening out there so we can help make flying safer.

Date: March 17, 2023
Source: FAA (Incident)
Location: Prescott (PRC)
Type: Cessna 172
Injuries: 1 Uninjured

STRUCK TAIL DURING LANDING

The Cessna 172 did a touch and go on RWY 3R and canceled the takeoff due to a possible tail strike. The aircraft exited the runway and taxied back to the ramp without an issue, and an airfield vehicle attendant inspected the aircraft, and declared it usable. A flight supervisor reported the tail skid had been bent up, and an FAA Form 8020-9 was filled out.

Date: March 19, 2023
Source: FAA (Incident)
Location: Scottsdale (SDL)
Type: Cessna Citation
Injuries: Unknown Uninjured

FLIGHT CONTROL ISSUE

The Scottsdale Tower received a call from the Phoenix TRACON that a Cessna Citation was returning to land at Scottsdale and was declaring an emergency due to a flutter in the flight controls. The Citation landed on RWY 3 safely and taxied to parking. No other operations were affected. Earlier the Citation had to abort a takeoff from Scottsdale because of a "No Takeoff Alert," but later did make a departure.

Date: March 20, 2023
Source: FAA (Incident)
Location: Near Winslow
Type: Cessna 210
Injuries: 4 Uninjured

FUEL EXHAUSTION

The pilot made an emergency landing on State Route 99 due to a loss of power 2 miles east-southeast of Winslow. There were no injuries nor damage to the aircraft. After the aircraft was removed and inspected, the pilot reported the left tank was dry, and the right tank had 15 gallons of fuel in it.

Date: March 23, 2023
Source: FAA (Incident)
Location: Superior (E81)
Type: Cub Crafters CC11-160
Injuries: 1 Uninjured

NOSED OVER ON LANDING

The Carbon Cub veered off the dirt RWY 22 while landing at Superior and nosed over on landing. The damage incurred was minor.

Date: March 25, 2023
Source: FAA (Incident)
Location: Mesa Falcon Field (FFZ)
Type: Piper PA28-181
Injuries: 1 Uninjured

LOSS OF CONTROL LANDING

While flying a Piper Archer, the Student Pilot attempted to land on RWY 22L at Mesa Falcon Field, and when trying to slow the aircraft down, the pilot lost control and exited the runway and went into the infield between taxiways D3 and D4. The pilot managed to keep the aircraft upright and taxied off the runway onto Taxiway Delta. There was no damage to the airport environment or the aircraft.

Date: March 25, 2023
Source: FAA (Incident)
Location: Scottsdale (SDL)
Type: Beechcraft Barron
Injuries: 3 Uninjured

NOSE GEAR COLLAPSED

The Barron's nose gear collapsed during the landing on Scottsdale's Runway 21. The extent of damage was determined to be minor.

Date: March 28, 2023
Source: FAA (Incident)
Location: Prescott (PRC)
Type: Cessna 172
Injuries: Unknown Uninjured

RUNWAY EXCURSION

The Cessna 172 blew a tire on landing and went off the runway. RWY 21R was closed and airport personnel were sent out to the airplane. No damage to the airport or aircraft was reported.

Date: March 29, 2023
Source: FAA (Incident)
Location: Near Maricopa
Type: Lancair Columbia 400
Injuries: 2 Uninjured

INFLIGHT LOSS OF POWER

The Columbia was flying IFR enroute to Chandler Airport when the pilot experienced a loss of engine power, and the airplane made a forced landing near Mobile, Arizona. ATC services were being provided by the Phoenix TRACON. Because of the remote location, the passengers were picked up by a helicopter and the airplane was released to the owner to be retrieved at a later date. Damage was reported to be minor.

Date: April 1,2023
Source: FAA (incident)
Location: Chandler (CHD)
Type: Vans RV-7
Injuries: 1 Uninjured

RUNWAY EXCURSION

When the RV-7 airplane was landing on Chandler Runway 22R, the tower controller noticed a shimmy in the nose wheel. The aircraft exited the runway into the dirt on the southwest side of Runway 22R, and then taxied back onto the runway, and to the hangars via Taxiway Delta. Airport operations conducted a runway inspection, and then went to check on the pilot and aircraft. There was no damage to the airport or the aircraft.

Date: April 2, 2023
Source: FAA (Incident)
Location: El Tiro (AZ67)
Type: Schempp-Hirth Discus 2b
Injuries: 1 Uninjured

HARD LANDING

The motor glider made a hard landing as a result of a nearby dust devil, and the damage to the glider was unknown.

Date: April 5, 2023
Source: FAA (Incident)
Location: Goodyear (GYR)
Type: Cirrus SR-20
Injuries: Unknown Uninjured

LOSS OF CONTROL ON TAKEOFF

During its takeoff roll from Goodyear RWY 3, the

Cirrus advised they were aborting the takeoff, veered off the runway, and came to a stop in the runway safety area. A city operations vehicle went to the scene and reported the aircraft had a flat tire. No damage to the airport lighting or the aircraft was reported.

Date: April 9, 2023
Source: FAA, NTSB
Location: Mesa Falcon field (FFZ)
Type: Piper PA28-180
Injuries: 1 Uninjured

LOSS OF CONTROL LANDING

The solo student lost control while landing on RWY 22R, veered off the left side of the runway and struck a sign, causing substantial damage to the aircraft. The pilot was uninjured.

Date: April 22
Source: ASN
Location: Mesa Falcon Field (FFZ)
Type: PA28-181
Injuries: 2 uninjured

LOSS OF CONTROL LANDING

The Piper Archer made an excursion off the runway while landing and impacted an airport sign. The extent of aircraft damage incurred was unspecified.

A Few Words About Safety

Denny Granquist

"Deciding not to fly today can lead to logging more hours."

"Sometimes refusing to do what others expect maybe the best choice."

March-April 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 report from March 10 through April 13 there were thirty-one pilot deviations reported by the FAA SDL FSDO. These deviations were committed by pilot certificate levels from Student through ATP/CFI, and of these thirty-one deviations reported, there was a need to issue nine Brashers. In this month's report there were also thirteen out-of-state pilots that committed the deviations. The number of Brashers reported was certainly down for the number of deviations committed this period.

It should be noted that this month's report includes eight incidents that occurred during the period from 2/18 to 3/10 that didn't get included in last month's report, but are now covered in this report. In this limited period there were also three Brashers recorded.

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 should never be creative, but rather, talk to ATC before they do something that differs from the instructions given. Pilots must always be aware of what type of airspace they are flying in, or may be about to enter, and know what may be expected of them. Always fly with care and forethought.

The details of the deviations this month are as follows:

IFR DEVIATION

2/22 IFR Route
Private Pilot
Out of Arkansas
Phoenix TRACON

On departure, the Citation immediately turned northbound counter to his assigned Standard Instrument Departure routing.
A **Brasher** warning was issued by the TRACON SANTAN sector. There were no conflicts with any other aircraft or loss of separation.

3/9 IFR Route
ATP Pilot
Out of Texas
Albuquerque Center (ZAB)

At 1918z, the Center Controller cleared the Bombardier Challenger to turn 10 degrees left for traffic. At 1924z, the controller cleared the Challenger "direct San Simon." Aircraft read back the clearance correctly. San Simon (SSO) was NOT on the Challenger's flight plan. The Challenger turned about 40 degrees off course. The Challenger accepted, and acted on a clearance without getting clarification on what the identifier was for San Simon or where to rejoin the routing that the aircraft had been previously cleared for. This unauthorized turn resulted in the Challenger violating the RUSTLER MOA which was active, up to FL500. A **Brasher** was issued.

3/13 IFR Route
Private Pilot
Phoenix TRACON

The pilot deviation was reported by the TRACON when the Piper did not fly the MESA ONE Departure as published.

3/16 IFR Altitude
UNK Pilot Certification
Albuquerque Center (ZAB)

At 2204z, a Super King Air called Albuquerque Center, VFR, for an IFR clearance to SGU (St. George, UT). The Center Controller advised the King Air that he was currently under an active military area, and they could only get him up to 10,000 feet until he was clear of the MOA. At 2207z, the controller cleared the King Air to maintain his own terrain obstruction clearance up to 10,000 feet and issued the IFR clearance to maintain 10,000 feet. The King Air read back the clearance correctly. At 2208z, the King Air asked the Center if he was supposed to climb to FL220. At this point the King Air had already made an unauthorized climb to 10,800 feet. This climb violated the JACKAL MOA. A **Brasher** was issued.

3/17 IFR NORDO
ATP/CFI Pilot
Albuquerque Center (ZAB)

AT 2027z, The Albuquerque Center Controller cleared the Bombardier Challenger to contact Albuquerque Center on 132.45. Aircraft read back the clearance correctly, but the Challenger did not check in on the new frequency nor answer any of the subsequent attempts made at that time to establish communications. The Challenger remained out of contact with ATC until 2101z, when a Los Angeles Center Controller established communications. A **Brasher** issued by the LA Center at 2107z

3/20 IFR Route
ATP/CFI Pilot
Albuquerque Center (ZAB)

The Pilatus had been cleared, “after JARPA direct to LARKS for the LARKS2 arrival”. At 1933z, as the aircraft had just passed JARPA, the Center Controller observed the Pilatus was off course, and asked where they were navigating. The Pilatus responded, “ALS”. The Pilatus had made an unauthorized turn of about 15 degrees and was not proceeding as cleared. A **Brasher** was issued. The pilot admitted the error, and that he had been cleared via JARPA then LARKS.

3/29 IFR Altitude
UNK Pilot Certification
Phoenix TRACON

The Learjet climbed above his assigned altitude of 9,000 feet. The climb above the assigned altitude conflicted with VFR traffic in the vicinity of Phoenix Sky Harbor.

4/4 IFR Altitude
UNK Pilot Certification
Tucson TRACON

The pilot deviation was reported by the Tucson TRACON when a Learjet climbed above it’s assigned altitude and caused a loss of separation with other aircraft.

CLASS DELTA AIRSPACE DEVIATION

2/28 Entering Class Delta Airspace Without First Establishing Communication
ATP/CFI Pilot
Out of New Jersey
Williams Gateway Tower (IWA)

A Cessna was observed entering the Gateway Class Delta Airspace from the northwest and was heading southeast. After attempting to establish contact, the Gateway tower contacted the Falcon Field tower who was still in communication with the Cessna. Communications was established between the Cessna and Gateway after the aircraft was approximately 4 miles into the Gateway Class Delta Airspace. The Cessna’s mode C transponder code was verified with the Phoenix TRACON, and the Cessna was instructed to fly east and exit the airspace due to other inbound traffic.

3/4 Entering Class Delta Airspace Without First Establishing Communication
Private Pilot

Out of California
Chandler Airport Tower (CHD)

The helicopter was observed entering the Chandler Class Delta Airspace 4 nautical miles north of the airport, and the Chandler Tower attempted to reach out to the helicopter as it was entering the Delta Airspace. After the helicopter was one mile into the Delta Airspace they established communications with the tower, and they were cleared to land at the Helo Pad. There was no loss of separation with other traffic, and a **Brasher** was issued to the pilot by ground control.

3/7 Entering Class Delta Airspace Without First Establishing Communication
ATP/CFI Pilot
Williams Gateway Tower (IWA)

The aircraft was on a course to Mesa Falcon Field from the southeast above the Gateway Class Delta Airspace, however, the aircraft descended into the Gateway Class Delta Airspace two miles miles north of the airport. The aircraft was not in conflict with any traffic. The Phoenix TRACON advised Gateway that the aircraft was NORDO, and asked if Gateway had talked to them. The TRACON instructed Falcon Field to issue a possible pilot deviation to the aircraft.

3/10 Entering Class Delta Airspace Without First Establishing Communication
Commercial Pilot
Phoenix Deer Valley Airport Tower (DVT)

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

3/27 Entering Class Delta Airspace Without First Establishing Communication
Private Pilot
Out of Washington
Phoenix Deer Valley Airport Tower (DVT)

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

3/31 Entering Class Delta Airspace Without First Establishing Communication
Private Pilot
Out of Nevada
Phoenix Deer Valley Airport Tower (DVT)

The aircraft entered the Deer Valley Class Delta Airspace 4.4 miles north-northeast, and was heading southbound. Both of Deer Valley's north and south controllers reached out to the aircraft without getting a response. The aircraft never made contact with the Deer Valley tower before turning back northbound and exited the delta airspace to the northwest. The Deer Valley north controller had to cap a Cessna's altitude while it was operating in the pattern to avoid a conflict with the errant aircraft. No further incident had occurred.

4/1 Entering Class Delta Airspace Without First Establishing Communication
Sport Pilot
Mesa Falcon Field Airport Tower (FFZ)

The aircraft transitioned through the Falcon Field Class Delta Airspace from the east to the northwest at 2,900 feet. The pattern altitude is 2,400 feet. The aircraft made no attempt to contact the tower for the transition. A **Basher** was issued.

4/2 Entering Class Delta Airspace Without First Establishing Communication
Private Pilot
Out of Nevada
Phoenix Deer Valley Airport Tower (DVT)

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

ATC INSTRUCTIONS

3/7 Failure To Comply With ATC Instructions

UNK Pilot Certification
Out of Utah
Phoenix Deer Valley Airport Tower (DVT)

The pilot deviation was reported by the Deer Valley Tower when the helicopter did not comply with the altitude assigned by ATC.

RUNWAY INCURSION

3/17 Entering A Runway Without Authorization
Private Pilot
Out of New Mexico
Tucson International Airport (TUS)

The Piper did not follow taxi instructions, and crossed the hold short line of Runway 11L without ATC authorization. Ground Control (GC) instructed the Piper to taxi to Runway 11L via Taxiway Delta, and hold short of Runway 21. The read back was correct. GC instructed the Piper to cross Runway 21 and hold short of Taxiway Delta 2 for opposite direction traffic. The Piper read back hold at Taxiway Delta 2. The Piper passed Taxiway Delta 2 and GC instructed the aircraft to make two 180s and hold short of Taxiway Delta 2. The Piper read back taxi. GC instructed the Piper to taxi to Runway 11L via Delta after traffic had passed. The Piper was still past Taxiway Delta 2 and GC instructed them to make another 180. GC amended the taxi instructions to Runway 11L via Taxiways Delta, Alpha and Alpha 3. The Piper made the wrong turn at Taxiway Alpha and held short of Runway 21. GC instructed them to make a 180 and follow a Challenger via Taxiways Alpha and Alpha 3. The Piper read back follow the Challenger. The Piper did not follow the Challenger but turned onto Taxiway Delta and crossed the hold short line of Runway 11L.

3/19 Entering A Runway Without Authorization
Private Pilot
Out of North Dakota
Tucson International Airport (TUS)

The Light Jet entered Runway 11L at Taxiway Delta without ATC authorization. The Controller transmitted asking if the jet was ready with no response. The controller then transmitted again, asking the jet if they were up with no response. The Jet then transmitted saying “cleared for takeoff Runway 11L” as they entered Runway 11L. The controller then issued a takeoff clearance for Runway 11L and advised the aircraft they needed to wait for a clearance next time. No other traffic was involved. A **Brasher** was issued.

3/20 Entering A Runway Without Authorization
Commercial Pilot
Out of California
Scottsdale Tower (SDL)

The pilot deviation was reported by the Scottsdale Tower when the Beechcraft crossed the Runway 21 hold short line without ATC authorization.

3/20 Entering A Runway Without Authorization
No Pilot Certification Available
Chandler Tower (SDL)

A vehicle was observed entering RWY 22R on the north side of the runway near Taxiway Hotel and drove down to the approach end of the runway, then turned around and exited at the departure end of the runway. All this was done without communicating with ATC.

3/26 Entering A Runway Without Authorization
No Pilot Certification Available
Phoenix Sky Harbor Tower (PHX)

A pedestrian crossed Runway 25R from Taxiway Foxtrot 12 to the western edge of Taxiway Echo 12 with an air carrier on final.

3/28 Entering A Runway Without Authorization
Private Pilot
Out of Minnesota
Mesa Falcon Field (FFZ)

The pilot deviation was reported by the Falcon Field Tower when an aircraft landed on Runway 22R without ATC authorization.

3/29 Entering A Runway Without Authorization
Private Pilot
Phoenix Deer Valley Tower (DVT)

The Cessna entered Taxiway Charlie and started it's departure roll without ATC authorization. Ground Control (GC) had instructed the Cessna to taxi via Taxiway Delta for a Runway 7R departure, then to continue taxi via Taxiway Delta 1. The pilot read back the runway assignment, taxied to Taxiway Delta 1, and advised they were ready for departure. The controller cleared the Cessna for takeoff on Runway 7R. The read back was correct but the Cessna turned onto Taxiway Charlie and started it's departure roll. The Controller instructed the aircraft to stop. No other traffic was involved.

4/7 Entering A Runway Without Authorization
Student Pilot
Mesa Falcon Field (FFZ)

The Cessna was holding short of RWY 4L, and called ready for departure. The North Controller responded with the instruction "Hold short RWY 4L, landing traffic", and the Cessna read it back correctly. The Cessna then Taxied out onto the runway with an aircraft on a 1 mile final. The controller saw the Cessna on the runway, and told the Piper on final to go around. The Cessna exited the runway without further incident.

SURFACE INCIDENT

3/11 Entering A Taxiway Without Authorization
Unknown Pilot Certification
Phoenix Sky Harbor Airport (PHX)

An unspecified vehicle, or person, entered Taxiway Delta without ATC authorization.

3/19 Entering A Taxiway Without Authorization
Private Pilot
Mesa Falcon Field Airport (FFZ)

The pilot deviation was reported by the Falcon Field tower when a Cessna entered Taxiways Echo, and Echo 1 without ATC authorization.

MOVEMENT AREA

3/8 Entering A Movement Area Without Authorization
Private Pilot
Williams Gateway Airport (IWA)

The aircraft was instructed to taxi via TWY Y and to hold short of TWY G. The aircraft was observed to be on TWY B from TWY Y2.

WRONG SURFACE LANDING

3/9 Landing On The Wrong Runway
Private Pilot
Phoenix Deer Valley Airport (DVT)

A VFR Cessna was in the left traffic pattern for runway 7L. When the Cessna completed their left base to final turn, the aircraft had overshot the final for 7L, and misaligned for, and landed on runway 7R. A VFR Piper was on right base for runway 7R when the pilot advised the South Controller that they were initiating a go-around maneuver when the pilot observed the Cessna was on final and landing on runway 7R. No direct overflight occurred between any of the aircraft.

4/8 Landing On The Wrong Surface
Private Pilot
Prescott Airport (PRC)

The VFR Aircraft was cleared to land on Runway 3L, however, they aligned with and landed on a closed portion of Taxiway C. There were no other aircraft or vehicles involved.

NORDO INCIDENT

3/13 Departure Without Radio Communications
Private Pilot
Out of Montana
Tucson International Airport (TUS)

A departing Mooney was given a left turn to "A" mountain, and then on course (A left downwind

departure), and the Mooney was told to maintain at or below 4000, but there was no response to the controllers' instructions. The Mooney was then told to turn left to a heading of 270°, and there was still no response. The controller called the traffic to a Tecnam Twin, and a Vans RV, and they turned to avoid the departing traffic, and they also reported the Mooney in sight. The Tucson TRACON called the Tucson Tower to determine if the Mooney was talking with them, and if they had the twin in sight. The Tucson TRACON was asked to issue a **Brasher** warning.

A Few Words About Safety

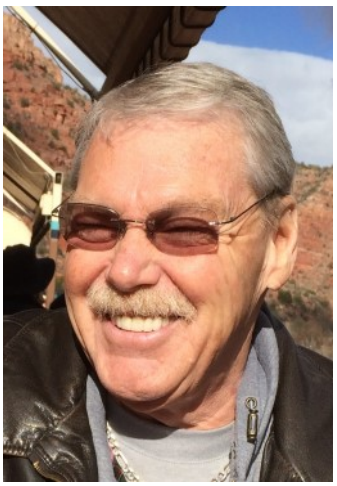
Denny Granquist

"When you encounter any turbulence do something and say something."

"Reading lots of accident reports make you a better pilot."

Fatal Accident Review

By Fred Gibbs



As of my last query on April 27th into the NTSB database, there have still been NO fatal accidents in Arizona since January 1st of this year. That is a great statistic, finishing out the 1st quarter of 2023 with no fatal accidents, and we entered the 2nd quarter still accident free!!

Furthermore, the NTSB database only shows 7 other accidents, 6 aircraft and one helicopter, all non-fatal, across the state for the same time period covered above. That is another good sign we are operating very safely.

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

Fred

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
Mgr: Jack @ 1st Svc Res (480) 987-9348			480 888 6380 Erik@Pilotexpeditions.com
Pilot's Rest Airstrip	Paulden	4/25	
Resident: Carol 661-733-2247			
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
Mgr: Tommy Thomason (480) 488-3571			480 888 6380 Erik@Pilotexpeditions.com
Stellar Air Park	Chandler	95/105	**Erik McCormick** - Choice One Properties
Mgr: SRUA, Inc. (480) 295-2683			480 888 6380 Erik@Pilotexpeditions.com
Sun Valley Airpark	Fort Mohave	55/107	
Mgr: Jim Lambert (928) 768-5096			
Thunder Ridge Airpark	Morristown	9/14 (on 160 acres)	
John Anderson janderson72j@gmail.com			
Triangle Airpark	White Hills	115 acres	
Mgr: Walt Stout (702) 202-9851			
Twin Hawks	Marana	2/40 (4 acre lots) on 155 acres	
Mgr: Tim Blowers (520) 349-7677			
Western Sky	Salome	all 200 acres for sale	
Mgr: Mr. Hauer (877) 285-0662			
Whetstone Airpark	Whetstone	5 / 12	
Mgr: Brian Ulmer (520) 456-0483			

APA Website

Please visit our website for the latest information. www.azpilots.org A great resource for APA's work in the state, archived newsletters, current events, APA's continuous work with legislators, a calendar of activities, and more.

APA is a volunteer run organization. It survives on membership dues and sponsor revenue. Stefanie Spencer manages the website on a continuous basis.
Email Stefanie at:

Webmaster@AZPilots.org

Stefanie Spencer— Webmaster

Newsletter Contributors

Article Deadline

20th

Editor reminds the Team to submit articles

25th

Authors submit articles and advertisements

Contact the newsletter editor, Cathy Paradee:

newsletter@AZPilots.org

For anyone wanting to contribute to this newsletter please submit your writing in an email file along with photos and captions (separate files). The APA would like to publish information about what's happening in your area of Arizona. Subject matter could range from regulatory issues to new pilots.


New pilots welcomed!


Writers welcomed!

APA Clothing

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