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June 2023

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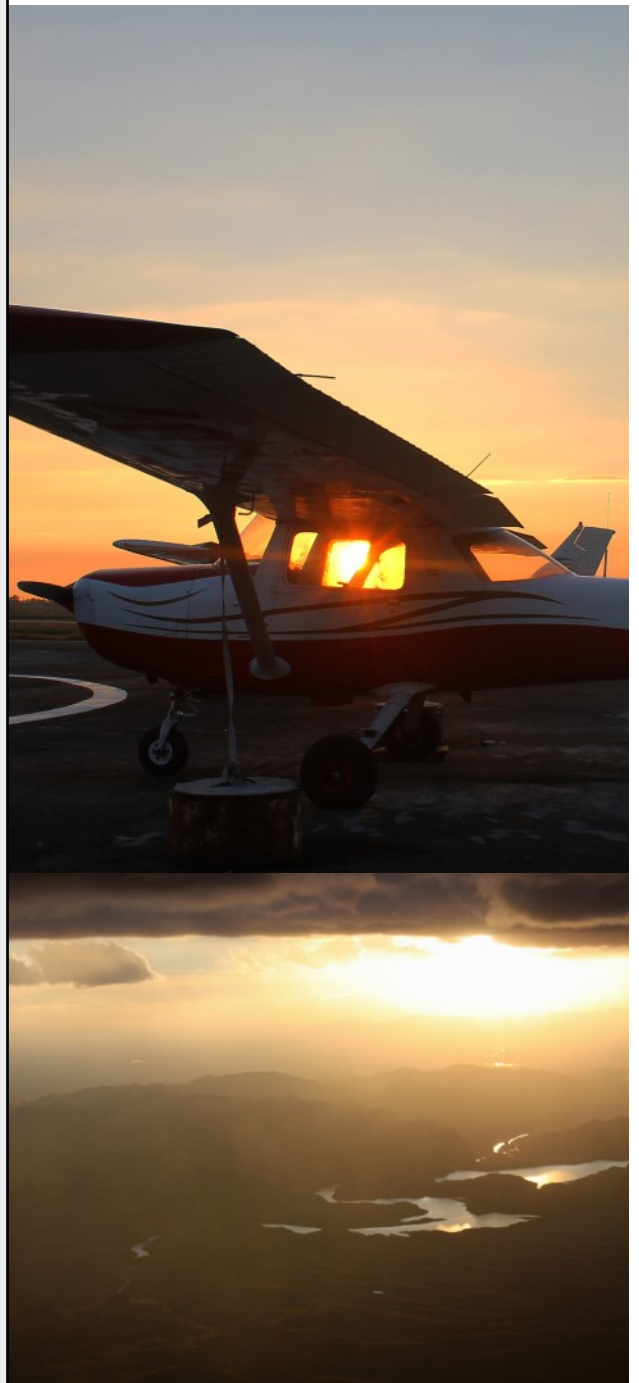
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# President's Report

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Greetings,

We enjoyed meeting many of our members at the annual meeting on May 13th in Scottsdale. We met several scholarship winners and we got to hear what your APA is doing at the legislative level, for backcountry strips, recreation, and preparing for the future. While the acoustics weren't fantastic, we appreciate the opportunity to share and to hear from membership.

Our FlyAZ Passport app is proving to be wildly popular. A recent update allowed a couple of key features, including the ability to reset passwords from the app. We appreciate your patience as an unexpected "feature" to perform the initial reset does require a bit of manual work on the backend of the app from our side. If you are experiencing any reset or login issues, please send a quick email with your username to [flyazpassport@azpilots.org](mailto:flyazpassport@azpilots.org) and we'll get you back on track.

I'd like to thank Tommy Thomason and Kit Murphy for arranging the venue and handling many of the logistics challenges needed to pull something like this off. Thanks also to Chris Nugent and Rick Bosshardt for handling the meeting sponsors and the breakfast items. Lastly, I'd like to thank the many donors for the excellent door prizes and to our sponsors for their incredible support. APA is volunteer led and volunteer run - thank you to every member who has helped us become THE voice of general aviation in Arizona. We couldn't do it without you!

Blue Skies,

Brian





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# Executive Director's Report

Jim Timm — June 2023

Well, the full swing of spring is here, and it's almost summer with its really high temps. So far, flying out for the Saturday morning breakfast has been great with cool smooth flights going. However, coming home, if we are a bit slow getting under way, the return flight can get a bit bumpy, even if the temps aren't too bad. It seems that most aviation activities have started slowing down, and some of the fly-in breakfasts have stopped for the season. I guess we will have to start considering the higher locations like Payson.

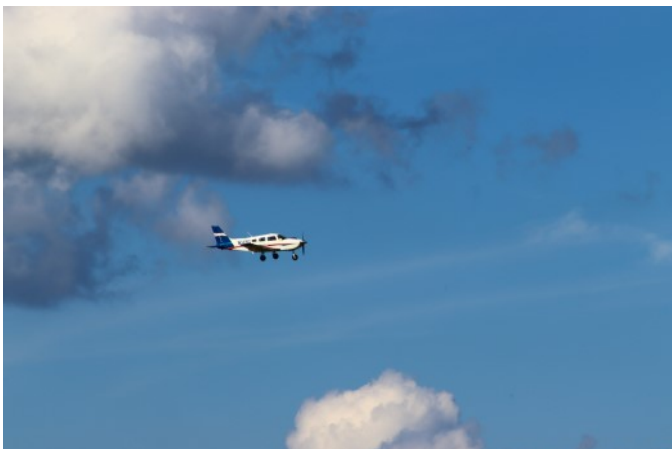


Now that the hot weather is beginning, please be aware of the degraded performance that we will be experiencing from both the powerplant (engine & propeller) and from the airplane. I suspect pilot performance may also be a bit reduced when hot. When you fly into the higher elevation airports this summer, please be very aware of the density altitude of the airport you will be departing from. Consult the aircraft POH and heed the information. If necessary, depart in the cooler evening or early morning. Don't become an entry in the monthly accident report.

## MISCELLANEOUS ITEMS

### FAA

For those who have older, or vintage (prior to 1980) aircraft, maintaining and modernizing them is becoming difficult and costly. To ease the problem, owners have recently been able to install revolutionary electronic flight instrument systems and autopilot systems through STC programs in 2016 - 17, thus providing more affordable and improved cockpit technology. To address the maintainability issue, using entirely existing policy, the FAA has initiated a new program called "Vintage Aircraft Replacement and Modification Article," or VARMA. VARMA uses several ACs and other policies to allow an ordinary A&P mechanic to evaluate the suitability of off-the-shelf parts for substitution into



"Vintage" aircraft, by verifying that the substituted parts match the "fit, form, and function" of the original part. The part would have to meet AC 43-18's definition of a "criticality level three" part. Level three parts are those that would pose no risk to the safe completion of the flight. While many off-the-shelf parts would be eligible under the VARMA program, critical flight control components would not be approved. The VARMA parts would still have to be installed using an FAA Form 337.

The FAA Aircraft Registry is now offering limited





online aircraft registration services at [cares.faa.gov](https://cares.faa.gov) . Aircraft owners can now complete self-guided aircraft registration applications, upload legal, and supplemental documents, receive auto-generated notifications, request aircraft registration N- numbers, use modernized online payment options, receive instant notification of payment, and digitally sign Aircraft Registration Applications. Online services will be continuously improved to include corporations, LLCs, partnerships, and non-citizen trusts.

NOTE: Remember, the aircraft owner is responsible for the aircraft's compliance with all applicable Airworthiness Directives, ADs. When a mechanic signs the aircraft's logbook for an inspection, they certify that the aircraft complies with all applicable ADs, and the logbook should include a list of these ADs. Therefore, knowing how to capture all applicable ADs is critical. Airworthiness Directives can be obtained from the FAA Dynamic Regulatory System (DRS). The web site is: [drs.faa.gov](https://drs.faa.gov)

## 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.

The FAA has informed us that numerous airports have announced that their ATC tower hours of operation are often being adjusted because of staffing issues. Always check NOTAMS for the latest hours of operation as they may have been adjusted from those published.

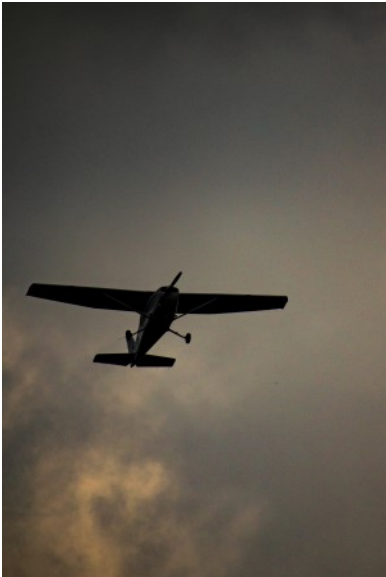
Mesa Falcon Field has advised that contract bids are being solicited for the construction of a new ATC Tower. The new tower will be located immediately east of the present tower.

The USAF Luke RAPCON has been attempting to get the Aux Field 1 ILS equipment restored, however the restoration efforts have been unsuccessful due to repeated vandalism. Efforts are being explored to control the problem, and it's unknown if/when it will be available for use. Ideas anyone??? Another practice ILS in the valley is much needed.

## SAFETY

The number of pilot deviations that were recorded this past reporting period are still rather high. I just don't understand why pilots commit the deviations that they do. Based on the number and type of deviations occurring, one would think the accident rate would be even higher than it is. I wish pilots would just listen more carefully to ATC instructions, and then adhere to them. If you can't comply, immediately tell them why you can't comply.





When flying in controlled airspace, pilots shouldn't get 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 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:

5 IFR Deviations	3 Brashers
1 Class Bravo Deviation	1 Brasher
5 Class Delta Airspace Deviations	4 Brashers
2 ATC Instructions	1 Brasher
4 Runway Incursions	No Brashers

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

In this past reporting period general aviation safety has not been very good because of the number of aircraft accidents and incidents that had been reported. While the accident numbers are high there is a positive side to the report because none of the accidents resulted in a fatality.

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 [jtimmm@azpilots.org](mailto:jtimmm@azpilots.org) with the date, location, aircraft make, and type, if anyone got hurt, and with as much detail as possible. Thank You.

In this past reporting period, the FAA did report two Near Mid Air Collisions (NMAC's). The details of these NMAC's are contained in the Pilot Deviation Report under ATC INSTRUCTIONS, dated April 13 to May 11, 2023.

**CONSTRUCTION**

At Phoenix Deer Valley Airport (DVT) the PAPIs for RWY 7L/25R have been upgraded and are now operational. The PAPIs for RWY 7R/25L will be upgraded soon, but a date has not yet been set.

At Gateway Airport (IWA) RWY12C/30C is now open, however the ILS 30C IAP will not be available until it can get flight checked. A date for the flight check was not available.

It seems like most of the airports around the state are having construction or repair projects underway or planned. Unfortunately, we don't have specific details of all these 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.

### THINGS TO DO - PLACES TO FLY FOR BREAKFAST:

The fly-in breakfast at Coolidge Municipal Airport (P08) was on the first Saturday of the month but has ceased until fall.

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 had a fly-in breakfast on the third weekend of the month but has ceased until October.

Grapevine is open full time, but the third Saturday camping and cookouts have ceased until fall.

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.

When you fly to any of these venues, be sure to look for the Fly Arizona Passport Placard at the restaurant, or at the airport terminal. 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



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

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

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# APA Volunteer Opportunities

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

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

Thank you in advance for your participation!

Opportunities		APA Point of Contact
<b>APA Member Services Volunteers Needed!</b>	Mailing Donor Thank You Cards Mailing Membership Cards and a Welcome Letters Clothing Store Inventory and Shipping Orders	Stefanie ( <a href="mailto:stef@azpilots.org">stef@azpilots.org</a> )
<b>Day Trips Volunteer Needed!</b>	Coordinating fly-in destinations or day trips	Brian ( <a href="mailto:brian@azpilots.org">brian@azpilots.org</a> )
<b>Grapevine Monthly Camping Weekend</b>	<b>April '23 (Apr. 14 &amp; 15)</b>  Jim Knapp & Stella McCray	Leanne ( <a href="mailto:leanne@azpilots.org">leanne@azpilots.org</a> )
<b>Windsock Maintenance Volunteers Needed!</b>	Buzzards Roost (Windsock Only)	Complete Thanks Dave Lenz & Team!
	Pleasant Valley Young (24AZ) (Base, Pole & Windsock)	In Work ( <a href="mailto:pleasantvalley@azpilots.org">pleasantvalley@azpilots.org</a> )
	Vulture Mine (pretty bad shape needs a drag)	Tommy Thomason ( <a href="mailto:vulturemine@azpilots.org">vulturemine@azpilots.org</a> )
<b>Airstrip Maintenance Volunteers Needed!</b>	Red Creek (OK shape needs east end rock walls)	Tommy Thomason ( <a href="mailto:redcreek@azpilots.org">redcreek@azpilots.org</a> )
	Double Circle Ranch (Airstrip Shoulder Mowing - Help Needed!)	In Work Thanks to Josh Leavitt and the Bryce Families! ( <a href="mailto:doublecircle@azpilots.org">doublecircle@azpilots.org</a> )
	Forepaugh (General Strip Maintenance)	Kit Murphy ( <a href="mailto:forepaugh@azpilots.org">forepaugh@azpilots.org</a> )

## Hangar for Rent Glendale Airport

Contact: Michael Haubrich  
(262) 672-1956

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



## 1956 Cessna Straight-Tail 182

Contact: Ron Orozco  
(520) 609-5026

Email: [ronorozco@energiatotal.com](mailto:ronorozco@energiatotal.com)

## Regulatory Roadblock Reduction

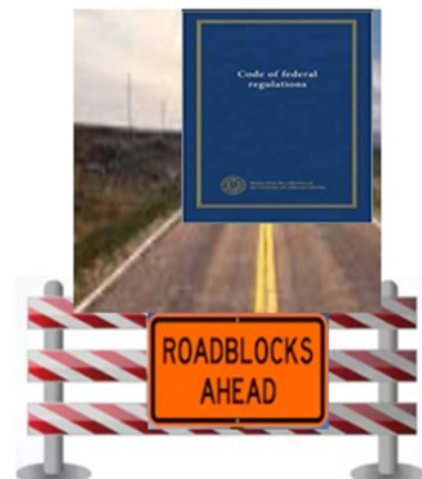
The GAJSC believes the FAA must find ways to help reduce the cost to install safety enhancing technology as the installation may have minimal risk but can offer substantial safety benefit.

**Outreach Month: June 2023**

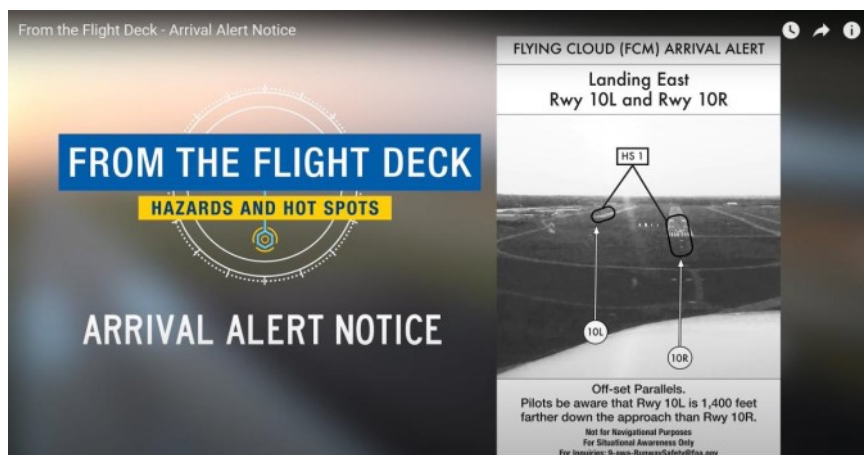
**Topic: Regulatory Roadblock Reduction**

**DOWNLOADS:**

[PowerPoint Presentation Slides...](#)



Arrival Alert Notice: To address wrong surface events where an aircraft lines up to, lands on, or departs from the incorrect runway, taxiway, or airport, the FAA released Arrival Alert Notices in the May 19, 2022 charting cycle for several airports with a history of misalignment risk. Arrival Alert Notices provide a graphic visually depicting the approach to a particular airport with a history of misalignment risk. There is also language describing the misalignment risk area.



<https://www.youtube.com/watch?v=wgA2RXUwaxo>



## Willcox Wine Country Getaway

### May 26 to 29, Memorial Day Weekend

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by Rod Kunkel

Our second weekend getaway of 2023 is behind us! Six of us spent Memorial Day weekend in Willcox. The weather was beautiful, with sunny skies. Temperatures reached about 90F each afternoon and dropped to about 60F each evening.

Everyone arrived at Cochise County Airport Friday morning. We then headed to nearby Inde Motorsports where we toured the extensive facility, each got a “hot lap” around the racetrack in a Porsche Cayman S, and finished with a delicious lunch. We then checked into our accommodations for the weekend at Rhumb Line Vineyard and Lavender Farm. Our rooms were a modern take on Quonset huts, but very well-equipped and comfortable for our 3-night stay. Friday night we took a tour of Tirrito Farm, which is a local farmstead featuring a dairy, orchard, craft brewery, restaurant, event center, lodging, paintball, glamping (coming soon) ... “Lots going on there” as one person noted.

Saturday morning, we hiked to Fort Bowie which dates back to the Apache wars of the late 1800s. Very interesting history and ruins in the mountains southeast of Willcox. Saturday afternoon was spent wine tasting at a couple of venues, including one unique location (Yaqui Hideout) that was a former drug lord's compound seized by the government in the 1990s. Saturday was capped off by a hearty meal at Isabel's South of the Border restaurant.







Sunday was another day of hiking and wine tasting. In the morning, we hiked in the Chiricahua National Monument. The higher elevation provided some cooler weather and views of hoodoos and other spectacular rock formations. Sunday afternoon was another vineyard (Coronado). Sunday night, my friends Sam and Dorothy hosted a wine pairing dinner at their bed and breakfast in Dos Cabezas. Sam cooked a hearty meal consisting of shrimp skewers, jerk chicken, Mexican corn, and apple tart. Each course was paired with a wine from Laramita Cellars, whose owner (Greg Gonnerman) poured for the group, often along with an interesting story.

### Upcoming Weekend Getaways

Our next getaway will be at the **Sprucedale Guest Ranch** from September 6-9. Details are in the May newsletter. The deadline for sign-ups is June 15.





I am also in the early planning stages for a couple more getaways later in the year. Tentative destinations:

**Sun Valley / Laughlin** (dinner cruise, Oatman, BBQ, casino show). Tentative dates are October 27-29.

**Douglas** (Gadsden Hotel, speakeasy experience, Coronado National Memorial, Bisbee, wine tasting). Dates TBD.

If you have any questions or suggestions for future getaways, please contact me at

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



Rod



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Email: [jake\\_mckernan@cox.com](mailto:jake_mckernan@cox.com)

#### CFII Accepting New Students

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(480) 737-5999

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



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

Contact: Steve Huff

Email: [learaviator@yahoo.com](mailto:learaviator@yahoo.com)

Aerofair 2023 Sponsorship Contact  
Jim McGarvie / [jim@mcgarvie.us](mailto:jim@mcgarvie.us) / 619-890-7340

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# New Operations at Superior Municipal

by Chris Nugent

Some of you may have noticed a NOTAM for Superior Municipal Airport (E81) indicating that the airport was closed for glider training operations. It turns out that Fairfax O'Riley and the team at Aerial Engagement in Scottsdale have formed a sister company, Superior Soaring, to bring glider operations to E81. While the objective is to bring a commercial glider operation to the area, they will also work to bring educational programs to Superior to introduce students to the world of aviation through their non-profit partner Fledgling Youth.

The Superior Soaring operation will be slightly different in that they will use winch tow techniques to launch gliders. This type of glider launch method is very common in Europe versus the aero-tow launch that is used here in the States. They have acquired a brand-new Skylaunch winch from the UK and several Schweizer gliders, including two SGS 2-33 trainers, for use in their operation. The 2-33's have been restored by K&L Soaring and they are immaculate!



*Skylaunch Glider Winch*



*Schweizer SGS 2-33A*

I had a chance to visit E81 while the team from Superior Soaring were doing their winch operation training and area familiarization with the 2-33's. While E81 can be a bit of a challenge in terms of the local terrain, the runway offers a great location for glider operations. Frank Gomez, Chief Instructor for Superior Soaring, was kind enough to take me for a ride in a 2-33 while I was there – my first winch tow experience. It's quite a ride compared to an aero tow launch! You can [see some launch videos on the Town of Superior Facebook page](#).

The town of Superior has been very supportive and is working with Superior Soaring on long term plans to put a hangar and other infrastructure at the airport to support the operation. However, it will be some time before these plans can be finalized as the airport will need to have access to water for fire suppression. An option is to tap into a water pipeline project planned for the nearby Boyce Thompson Arboretum planned for completion in 2024.

In the meantime, Superior Soaring is in the process of finalizing plans and schedules for operating at Superior. So, if you if you have a glider rat-



*Frank Gomez (Superior Soaring) and  
Chuck Schroll (Tucson Soaring Club)*

ing or are interested in getting a glider add-on keep an eye on the APA Facebook page and newsletter for updates!

***One final note, please be sure to check the NOTAMS for E81 if you are planning to use the airport or do any flying in the Superior area to avoid potential conflicts with glider operations.***

Chris



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## ***Got interesting aviation videos that you wish to share?***

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

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

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### **ISO Partnership Tucson Area**

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Contact: Michael Hutchinson

(831) 776-2210

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



# 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 an airstrip (open meadow, not maintained) which is suitable only for properly-equipped planes 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](mailto:sprucedale@sprucedaleranch.com). Tiffany's phone number is (928) 333-4984. You can pay Sprucedale directly. Sprucedale will charge a \$50 cancellation fee if you cancel for non-weather reasons and request a refund. Regardless of the reason for cancellation, you can avoid the \$50 cancellation 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.**

Rod



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# **AFTW**

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- **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!**

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AFTW.ORG**



# ~ APA Scholarship Program ~

---

by Chris Nugent

In this month's Scholarship Corner article, we will wrap up our introduction of the 2023 scholarship recipients. It's hard to believe that it's June already and we're fast approaching another APA Scholarship cycle!

## **Benjamin O'Hara Hayworth**

*Eventually, I hope to become a Wildlife Manager with Arizona Game and Fish. I feel that Arizona Game and Fish does a fantastic job of managing our precious water, land, and animal resources in Arizona for the enjoyment of all. Being a Wildlife Manager will allow me to work in the great outdoors while helping to educate others to respect and appreciate what we all share. Becoming a pilot will aid me in my work as a wildlife manager by allowing me to use flying to shorten the distances across our beautiful state, as well as to assist the department managing resources from the air in a unique and incredibly useful way.*



*While my near-term goal is to earn my Private Pilot Certificate, I have a longer-term goal of earning my Commercial Pilot Certificate, as I feel that it would be very useful and unique to have in my career as a Wildlife Manager. As I am paying for flight training myself, the APA scholarship is the only way I have of funding my Private Pilot Certificate. I am very grateful for being awarded an APA scholarship.*

## **Jeffre Antoff**

*My whole life I've been passionate about aviation. I joined the Air Force in 2009 and worked as an assembly technician at Icon Aircraft in Vacaville, CA. Thanks to the APA scholarship, I just graduated from the AMT Program at Chandler-Gilbert Community College. Once I receive my last license, I hope to apply for maintenance technician jobs at Lockheed Martin and Top Aces. Thank you again for your help with this scholarship!*

## **Tavian Schnack**

*I currently attend the East Valley Institute of Technology aviation program. I've been very passionate about aviation since I was a little boy and ultimately want to become a pilot for the US Forest Service. The APA scholarship has allowed me to start down that*







*path and I am currently training for my PPL at the Chandler Airport. I hope to progress on to my Commercial and Instrument ratings shortly thereafter. Thank you again for your help in getting me started on the path to my aviation career!*

That wraps up our look at the 2023 scholarship recipients. Thank you again for your support in helping APA build the next generation of Arizona aviation professionals – we could not do it without you!

Chris



# PARTNER 91



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**CLASSIFIEDS**

## HELLO FROM NASA, JOHNSON SPACE CENTER

**By Howard Deevers**

Houston, Texas seemed to be an odd place for the location of the main control center for the US Space Program. But it had, and still has, all of the things that NASA was looking for in the early days of the US Space Program: Over 1000 acres of affordable land, close to a major sea port, mostly a mild climate, good air transport airports, and one other thing; Rice University. First called the Manned Spacecraft Center (MSC) in 1961, it was later renamed in honor of former President Lyndon B Johnson. Sure, other locations were considered, and politics played a part in selecting the location too, but it all came together at the right time, and Houston became famous again.

The facility operates constantly, day and night, all days of the year, and in all weather. Houston NASA is in constant contact with the International Space Station (ISS), that has been in orbit around the Earth since 1998. And they are the control center for any manned space flights.

My tour of the Johnson NASA Space Center was conducted by Anthony Varhea, mission flight director #91 in a line from the first Director, Christopher Kraft. The Flight Director must monitor the activity of a mission and make informed decisions on the conduct of the flight.

Anthony Varhea was a neighbor across the street from my home in Monroeville, PA, before I moved to Tucson. He knew that I had an airplane and he wanted to learn to fly. At age 15 he had built his own flight simulator on his home computer and was making mock cross-country trips on the comput-



*Anthony Varhea NASA*



er, even to England and back. I took him on several instruction flights in Western Pennsylvania, but I had to tell him that he could not solo until his 16<sup>th</sup> birthday. I also told him that we would be moving to Tucson, and that he would need to find another instructor to complete his solo and get his Private Pilot Certificate. I also told him about Embry-Riddle University in Florida where he could complete all the ratings he would need to pursue a career in aviation.

Then he asked if I would be moving my plane from the Pittsburgh area to Arizona. I said that I would come back for the plane after we got settled in Tucson. He wanted to know if he could ride along with me to Arizona. I said that he could IF his dad approved. His dad did approve. In June 1999, I flew from Phoenix back to Pittsburgh on American Air Lines. After a two day stay with friends, Anthony and I set off for the long cross country to Tucson.

The three-day trip included an overnight stop to see an old friend in Sparta, TN. Then a stop in Little Rock, AK for fuel, and on to Dallas, TX for fuel, and an overnight at Abilene, TX. When the weather was good, I would let Anthony fly left seat as much as possible. He did very well. From Abilene we made a fuel stop at Wink, TX then on to El Paso. From El Paso, I flew the last leg of the trip to try to avoid the bumps in New Mexico, with little success. Anthony stayed with us for three days so we could show him as much of Tucson as we could at that time.

After graduation from high school in Monroeville, PA, he did go on to Embry-Riddle in Florida. He graduated with a degree in engineering, and not as a pilot. He was hired by a NASA contractor in Florida and worked his way up to Flight Director at the NASA Johnson Space Center. Still remembering our flights in Western PA, and to Arizona, he wanted to give me a personal tour of NASA in Houston as a “Thank you” for getting him started on this career path.

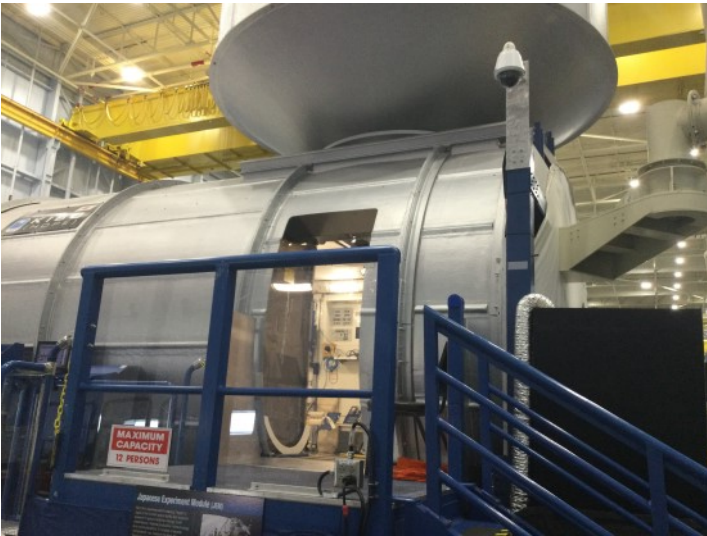


*Entrance to Johnson Space Center*



I stayed at a hotel near the entrance to the NASA facility and Anthony picked me up from there to conduct the tour. Tours are open to the public and several are going on every day. Our first stop was the building that displays the Saturn V rocket. The Saturn V is truly a very large rocket with multi stages that was used to lift the first explorers to the Moon. It did the job, but was very expensive and a use-once-only vehicle.

Our second building of interest was the International Space Station Mockup building. They have an exact model of the ISS including each of the other country units that are now part of the ISS. This is



*NASA - One module of the mock-up of the International Space Station*



*NASA - These space suits weigh 300# on Earth, nothing when in space*

where all of the astronauts that will work on the ISS train in advance of being deployed to orbit the Earth. Training for a mission can take up to two years.

Our next building was the Mission Control Building. There is a gallery where you can see the control room monitoring the ISS. At the time we were there, the Russian astronauts were getting ready for a “spacewalk” to service something on the outside of the module. There are cameras mounted all over the Station and you could see what was going on in actual time.

In another room there is a mockup of the control center that was in use when the first manned lunar mission took place. And a complete rebroadcast of the event was presented to the spectators in the gallery. That was most interesting to me, since I remember seeing that lunar landing and first foot-print on the Moon on TV in my game room in my home in Pittsburgh July 20, 1969.

At the entrance to the Johnson Space Center there is a Boeing 747 on display with a Space Shuttle unit mounted on top of it. The Space Shuttle did not always land back at Kennedy Space Port in Cape Canaveral, Florida. If it landed elsewhere it had to be transported back to Florida for another launch on the specially modified 747.



*the command room for a mission*







*Anthony in front of a display photo showing him as Flight Director for a mission*



*Howard at NASA*

A tour of the NASA Johnson Space Center can take several hours. Anthony knows his way around the facility very well and is certainly no longer that 15-year-old young man that flew from Pittsburgh to Tucson with me. He answered all of my questions and had a great knowledge of the history of the Space Program. I will look forward to another tour in the future!

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!!!***

# **WELCOME ABOARD!**

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**Saturday, July 15, 2023**  
**7:00 a.m. to 11:00 a.m.**



**EAA**  
**CHAPTER 1044**

**Mogollon Airpark is located  
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Enter on Air Park Drive.**

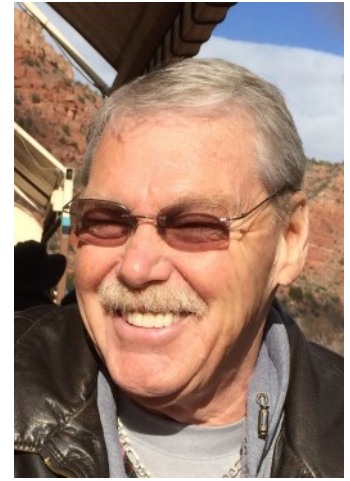
[chapters.eaa.org/ea1044](http://chapters.eaa.org/ea1044)





# ***GAARMS REPORT JUNE 2023***

***By Fred Gibbs***



*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.*

## **AVOIDING ELT FALSE ALERTS**

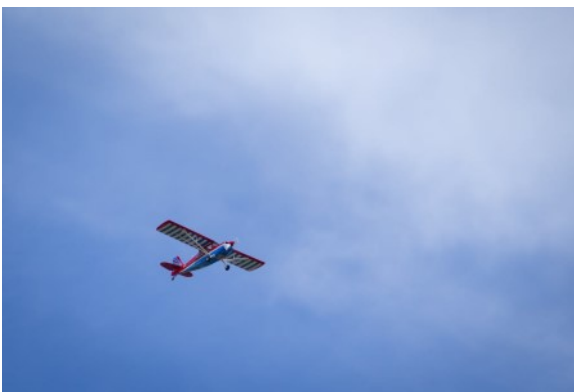
Did you know that Emergency locator transmitters (ELTs) cause over 8,000 false alerts each year in the United States? Yup, that is what they say.

Most of these false alerts occur during testing and maintenance, and they account for 98% of all beacon activations. A false alert is a non-distress activation of an emergency beacon and can be caused by accidental activation during testing, mishandling, improper installation, or unfamiliarity with beacon operation.

False alerts create a problem for Search and Rescue (SAR) personnel, since they respond to every activation of an emergency beacon. SAR response will stop only when the activation has been proven a false alert. Therefore, every false alert has the potential to put rescuers in harm's way and waste valuable resources.

***You should make every effort to prevent or identify false alerts, which will help save time and resources for SAR personnel and allow for a better response to actual emergencies.***

It is important for pilots to register their ELTs because the simplest and quickest way for SAR personnel to confirm a false alert is to place a phone call to the person to whom the ELT is registered. They do this using the information provided by the beacon owner in the National Oceanic and Atmospheric Administration (NOAA) Search And Rescue Satellite Aided Tracking (SARSAT) Beacon Registration Database system.



Your ELT can be, and should be, registered through the NOAA via the SARSAT portal. Your contact information should be kept up to date after registration as well.

You should conduct ELT self-tests and annual tests according to the manufacturer's instructions. If the ELT is accidentally activated, immediately cancel the false alert by calling the U.S. Air Force Rescue Coordination Center at 1

-800-851-3051, the U.S. Coast Guard at 1-855-406-USCG (8724), or the nearest Federal Aviation Administration Air Traffic facility and providing the beacon’s hex ID.

**VOR DISCONTINUANCE CANDIDATE LIST**

The FAA remains committed to the plan to retain an optimized network of VOR NAVAIDs. The Minimum Operational Network (MON) will enable pilots to revert from Performance Based Navigation (PBN) to conventional navigation for approach, terminal and en route operations in the event of a GPS outage and supports the NAS transition from VOR-based routes to a more efficient PBN structure consistent with NextGen goals and the NAS Efficient Streamlined Services Initiative.



The FAA continues to plan the NAS transition from defining ATS routes and instrument procedures using VORs and other conventional NAVAIDs to a point-to-point system based on RNAV and Required Navigation Performance (RNP). RNAV will generally be available throughout the NAS and RNP will be provided where beneficial. The FAA's network of DME NAVAIDs will provide a PBN-capable backup to GPS; however, for aircraft without scanning DME receivers (DD) or DD with Inertial Reference Unit aiding (DDI) equipment, the FAA will provide a conventional navigation backup service based on the proposed VOR MON. The VOR MON is designed to enable aircraft, having lost Global Navigation Satellite System (GNSS) service, to revert to conventional navigation procedures. The FAA has increased the power levels of the remaining low altitude VOR to guarantee 70-mile reception at or above 5000 feet. The VOR MON is further designed to allow aircraft to proceed to a MON airport where an ILS or VOR approach procedure can be flown without the necessity of GPS, DME, ADF, or Surveillance. Of course, any airport with a suitable instrument approach may be used for landing, but the VOR MON assures that at least one airport will be within 100 NM.

Provided below is a candidate list of VORs being considered for discontinuance in the Western Service Area in Phase 2 (2021-2025) as the FAA works toward the establishment of a VOR MON. It is tentative and may be adjusted based on economic or other factors.

VOR MON Program—Phase 2 Candidate Discontinuance List (FY2021-FY2025)			
ID	VOR Name	City	ST
Western Service Area (WSA) Phase 2 Discontinuance Total: 5			
COE	COEUR D'ALENE	COEUR D'ALENE	ID
DEN	DENVER	DENVER	CO
HUH	WHATCOM	BELLINGHAM	WA
PAE	PAINE	EVERETT	WA
STS	SANTA ROSA	SANTA ROSA	CA



## **QUIZ of the MONTH:**

1. Everybody knows what Vx or Vy is, but just what does the “V” mean?
  - A. Vertical climb speed
  - B. Velocity
  - C. Vitesse
  - D. Who cares, I know what the intended meaning is!!
  
2. Consider the following statements regarding a Pilot Weather Report (PIREP), and select which answers are correct:
  - a) A vertical visibility entry does not constitute a ceiling.
  - b) Fog (FG) can be reported only if the visibility is less than 5/8<sup>th</sup> of a mile.
  - c) The ceiling layer will be designated by a “C”.
  - d) Mist (BR) can only be reported if the visibility is equal to or greater than 5/8<sup>th</sup> of a statute mile.
  - e) Temperatures reported below zero will be prefixed with a “-”.
  - f) There is no provision to report partial obscurations.
  - A. b, d and f
  - B. b, c and e
  - C. a, b, e and f
  - D. I give up!
  
3. What type of ADS-B equipment is required in class A airspace?
  - A. ADS-B Out that operates on the 1090MHz frequency
  - B. ADS-B Out that operates with UAT on the 978MHz frequency
  - C. Either ADS-B Out on 1090 or the 978MHz frequency
  - D. Either ADS-B Out on 1090 or the 978MHz frequency, but including ADS-B “IN”
  
4. OK, you have just passed your commercial pilot check ride - OOHRAH!! You have been flying on your private ticket with Basic Med. You have been offered a job as a jump pilot for a local skydiving operation. Are you qualified to fly skydivers?
  - A. YES, now that you hold a Commercial certificate
  - B. No, you must first receive a jump pilot endorsement to fly skydivers.
  - C. YES, but you must first receive a jump pilot endorsement to fly skydivers.
  - D. NO, you are not medically qualified.
  
5. The first indication of carburetor icing in an aircraft equipped with a constant-speed propeller would most likely be a
  - A. Decrease in engine RPM
  - B. Decrease in manifold pressure
  - C. Rough running engine followed by loss of RPM
  - D. Can't get ice with a constant-speed prop

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

## SAFETY PROGRAMS

FYI, I am pleased to report that there were 2 APA FAASafety programs held during the month of May. They were May 6<sup>th</sup> in Payson and May 27<sup>th</sup> 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](http://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](mailto: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 *Vitesse is the French word for speed*  
2- a.  
3- a *ADS-B "IN" is NOT required,*  
4- d *Commercial OPS requires an FAA medical, and a BasicMed is NOT an FAA medical, and*  
5- b. *Prop governor will make every effort to hold RPM, but manifold pressure will decrease.*

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# May Aviation Accident & Incident Summary

by Jim Timm

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

In this reporting period aviation safety was not good because the number of accidents were up. The most important part of this report is that no one lost their life.

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.

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

Date: April 18, 2023

Source: FAA

Location: Glendale Airport (GEU)

Type: Remos GX

Injuries: 1 Uninjured

## LOSS OF POWER DURING TAKEOFF

The pilot reported a loss of power after a departure from RWY1 at Glendale Airport (GEU) and landed on a residential street damaging the landing gear and the left wing. There was no damage reported to items on the ground, but the aircraft damage was reported to be substantial.

Date: April 22, 2023

Source: FAA NTSB

Location: Mesa Falcon Field (FFZ)

Type: Piper PA28-181 Archer

Injuries: 2 Uninjured

## HARD LANDING AND LOSS OF CONTROL

The Piper Archer made a hard landing on RWY 22R at Mesa Falcon Field (FFZ) resulting in the left main and nose gear collapsing on landing. The aircraft veered off the runway and came to rest between the parallel runways. The NTSB assessed the damage to be substantial.

Date: April 25, 2023

Source: FAA (Incident)

Location: Nogales International Airport (OLS)

Type: Piper PA32RT-300T

Injuries: 1 Uninjured

## LANDED GEAR UP

The Piper Lance made a gear up landing at Nogales International Airport. The damage was assessed to be minor.

Date: April 26, 2023

Source: ASN, FAA, NTSB

Location: Glendale (GEU)

Type: Remos GX

Injuries: 2 Uninjured

## HARD LANDING

The Remos GX landed hard, bounced, and rolled off the runway into the dirt. Damage to the airplane was reported to be substantial.

Date: April 27, 2023

Source: FAA (Incident)

Location: Goodyear

Type: AS350 Eurocopter

Injuries: Unknown Uninjured

## BIRD STRIKE

The Eurocopter experienced a bird strike 15 NM southwest of Goodyear Airport, and the helicopter made a landing at a helipad without incident. There was damage to the front left nose of the helo from the bird strike. An assessment of the damage had not yet been made when this report was prepared.

Date: April 29, 2023

Source: ASN, FAA, NTSB

Location: Queen Creek, Pegasus Air Park (5AZ3)

Type: Cessna 170B

Injuries: 1 Uninjured

### **LOSS OF CONTROL LANDING**

The Cessna 170B flipped over on its back after an encounter with a crosswind at Pegasus Airpark (5AZ3). The aircraft damage was substantial.

Date: May 5, 2023

Source: FAA (Incident)

Location: Tucson Ryan Field (RYN)

Type: Piper PA28

Injuries: 2 Uninjured

### **LOSS OF CONTROL LANDING**

After touchdown the Piper PA28 veered off the runway. The pilot called the tower and requested permission to taxi back onto taxiway B, and they taxied back to parking without incident. The pilot later stated that the student had improperly applied the brakes upon landing. There was no reported damage to either the aircraft or the airport.

Date: May 8, 2023

Source: FAA (Incident)

Location: Mesa Falcon Field (FFZ)

Type: Piper PA44-180 Seminole

Injuries: 2 Uninjured

### **LOSS OF CONTROL TAKING OFF**

Immediately after commencing the takeoff roll, the pilot lost control of the aircraft. It slowly exited the runway environment and went into the infield next to the runway. Airport personnel reported there was no damage to the aircraft or to the airport infrastructure.

Date: May 21, 2023

Source: ASN, NTSB

Location: Motown (5AZ6) (Near Mobile)

Type: Aviat A-1B Husky

Injuries: 2 Uninjured

### **HARD LANDING**

The Aviat Husky took off from Ak-Chin Regional Airport and subsequently experienced a landing gear collapse and nose over during its landing at Motown Airport (5AZ6), south of Mobile.

Date: May 24, 2023

Source: ASN, APA Member

Location: Tucson (TUS)

Type: Cessna 177B Cardinal

Injuries: 1 Serious Injury

### **LOSS OF CONTROL AFTER TAKEOFF**

The Cessna Cardinal sustained substantial damage when it crashed during takeoff from Tucson International (TUS). It was reported that the pilot appeared to be attempting to return to TUS after takeoff. It was also suspected that the engine may have recently been overhauled.

Date: May 24, 2023

Source: ASN

Location: Casa Grande (CGZ)

Type: Cessna 172S Skyhawk

Injuries: 2 Uninjured

### **LOSS OF CONTROL LANDING**

The Skyhawk departed Chandler Airport and during its landing at Casa Grande Municipal Airport it was substantially damaged when it veered off the runway and struck a fence and a tree.



# April-May Pilot Deviations

by Jim Timm

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

In the reporting period from April 13 through May 11 there were seventeen pilot deviations reported by the FAA SDL FSDO office. These deviations were committed by pilot certificate levels ranging from Student through ATP/CFI, and a military pilot. Of these seventeen deviations reported, there was a need to issue nine Brashers. In this period's report there were also seven out-of-state pilots, that included four Canadians, that committed the deviations. It appears that the percentage of Brashers issued this month may have been up a bit.

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.

## IFR DEVIATION

4/10 IFR Altitude  
Military Pilot  
Tucson TRACON (U90)

The F16 departed Davis Monthan AFB on RWY 12, and was instructed to climb to FL170, and was observed at FL180, and then descending to FL 170. The F16 pilot advised they had overshot their assigned altitude, and had corrected it.

4/14 IFR Altitude  
ATP/CFI Pilot  
Out of Texas  
Phoenix TRACON (P50)

The pilot deviation was reported by the Phoenix TRACON when the Challenger busted their assigned altitude of 5,000 feet when departing Scottsdale Airport.

4/22 IFR Route &Altitude  
Commercial/CFI Pilot

## Albuquerque Center (ZAB)

The Piper was cleared for the ILS RWY 5 approach at Casa Grande (CGZ), however, when executing the missed approach the Piper executed their own missed approach, not the published missed approach. They had turned the opposite direction. Through coordination with the Phoenix TRACON a **Brasher** was issued.

When the pilot called the FAA, he stated he had made a mistake, and should have flown the published missed approach. He saw another airplane in the pattern and followed it, and then realized it was wrong.

4/24 IFR Flight Plan  
Comm/CFI Pilot  
Albuquerque Center (ZAB)

The Piper was cleared into the Coolidge Airport (P08), and they advised the Albuquerque Controller that they would "close their flight plan on the ground". The Piper did not close their flight plan. When Albuquerque contacted dispatch they were told that the Piper was enroute back

to DVT. A **Brasher** was issued through dispatch.

The pilot called the facility and stated that they attempted to contact Prescott (PRS) FSS for 20 minutes with no response. When they departed they attempted to contact PRC FSS on 122.5 with no success.

5/7 IFR SID  
UNK Pilot Certification  
Out Of Canada  
Phoenix TRACON (P50)

The Falcon-7X filed and was issued the FLG1 SID to OATES. Approximately 12 miles before OATES, the aircraft turned right, and flew back towards FLG. The controller issued a **Brasher** warning.

## CLASS BRAVO AIRSPACE DEVIATION

5/2 Entering Class Bravo Airspace Without Approval  
Private Pilot  
Out Of California  
Phoenix TRACON (P50)

The Diamond DA40 aircraft departed Goodyear Airport (GYR) VFR and entered the Phoenix Class Bravo Airspace without a clearance. The DA40 called the Class Bravo Willy sector controller for VFR flight advisories enroute to Winkler County (Texas) Airport (INK). The Willy Sector controller issued the **Brasher** warning.

## CLASS DELTA AIRSPACE DEVIATION

4/10 Entering Class Delta Airspace Without First Establishing Communication  
Private Pilot  
Out Of California  
Phoenix Deer Valley (DVT)

The Rockwell Commander 114 was observed transitioning northbound through the east side of

DVT's Class Delta airspace without first establishing communication with the tower. The north and south local controllers both reached out to the aircraft with no response. The aircraft later was later tagged up with the Phoenix TRACON (P50) for flight following. The DVT ground controller contacted P50 to have them issue the **Brasher**. Traffic was issued to an Archer on the upwind of the departure end of RWY 7R, referencing the Commander.

4/17 Entering Class Delta Airspace Without First Establishing Communication  
Private Pilot  
Mesa Falcon Field (FFZ)

A Cessna entered the Falcon Field (FFZ) Class Delta Airspace from the south at 2,300 feet. They flew approximately 1.5 miles into the FFZ airspace, and then turned around to return to Chandler Airport (CHD). No traffic needed to be diverted to avoid the intruder. The Chandler Tower issued the **Brasher** warning.

4/20 Entering Class Delta Airspace Without Permission  
UNK Pilot Certification  
Out Of Canada  
Williams Gateway Tower (IWA)

The pilot deviation was reported by the Gateway Tower then the Piper entered the Gateway Class Delta Airspace after being instructed to remain clear of the airspace.

4/24 Entering Class Delta Airspace Without First Establishing Communication  
ATP/CFI Pilot  
Out Of Ohio  
Williams Gateway Tower (IWA)

The Citation entered the Gateway Class Delta Airspace from the SE at 3,300 feet. They continued North, and after being tagged up as an airspace violator IWA was called by Falcon Field (FFZ), and the Phoenix TRACON (P50). FFZ advised they were talking to the aircraft and they were instructed to issue the **Brasher**. P50 advised that they had provided service to the Cita-



tion, and had validated their Mode C signal. No other aircraft were impacted.

- 5/3     Entering Class Delta Airspace Without  
First Establishing Communication  
ATP/CFI Pilot  
Phoenix Goodyear Airport (GYR)

The Cirrus entered the Goodyear Class Delta Airspace from the southeast, and was north-bound at 2,300; and was descending to 2,100. The Cirrus conflicted with an aircraft that was on a left downwind for RWY 21L. A traffic alert was issued, and the aircraft on downwind reported the traffic in sight. The Cirrus never established communications with the Goodyear tower, continued north, and landed at Glendale. The Goodyear controller asked the Glendale tower if they were talking to the Cirrus at the time of the occurrence. and Glendale stated negative. When the Cirrus checked in with Glendale, they called Goodyear, and Goodyear asked Glendale to **Brasher** the pilot, and have them call Goodyear.

## ATC INSTRUCTIONS

- 4/13    Failure To Follow ATC Instructions (Also  
reported as a NMAC)  
Student Pilot  
Phoenix Deer Valley Airport (DVT)

The solo student, flying a Piper Cherokee, was cleared for takeoff on runway 25L at DVT, and was instructed to fly straight out. When the Piper was in the upwind the controller instructed the Piper to follow traffic ahead and to their right in the crosswind turn. the Piper reported that traffic off his right was in sight, and began a crosswind turn inside of the aircraft that was in the crosswind. Their closest proximity was 0.10 NM laterally and 300' vertically.

- 4/21    Failure To Follow ATC Instructions (Also  
reported as a NMAC)  
Comm/CFI Pilot  
Out of New Mexico  
Mesa Falcon Field (FFZ)

The Piper Cherokee was instructed to take off on RWY 22L and to fly straight out. The Piper

read back the instructions and flew straight out. Approximately two miles in the upwind the Piper started a right turn to the north without authorization, causing a conflict with another aircraft that had departed off of runway 22R, and was told to extend up wind. The other aircraft reported that a Cherokee had cut them off and was at same altitude approximately 200 feet away. The other aircraft stopped their crosswind turn to pass behind the Cherokee. A controller issued a **Brasher** to the Piper Cherokee for turning without permission. Later the Piper Cherokee entered the Phoenix Class Bravo Airspace without authorization.

## RUNWAY INCURSION

- 4/11    Entering A Runway Without Authorization  
(Aircraft Under Tow)  
Not Applicable  
Mesa Falcon Field (FFZ)

An aircraft under tow entered RWY 22L without ATC authorization.

- 4/11    Entering A Runway Without Authorization  
Student Pilot  
Mesa Falcon Field (FFZ)

The controller issued an instruction for crossing RWY 4R to an airport vehicle with an aircraft in tow. A Piper crossed RWY 4R behind the airport vehicle and truck towing the aircraft without a RWY crossing clearance. There were no aircraft landing within one mile, and there was no disruption of air traffic.

- 4/16    Entering A Runway Without Authorization  
Comm/CFI Pilot  
Prescott Municipal Airport (PRC)

A Cessna advised the Controller that he was holding short of Runway 3R. The controller acknowledged by saying Roger. Approximately 3 minutes later, the Cessna proceeded onto Runway 3R, and asked if the controller had cleared them to line up and wait on Runway 3R. The controller advised negative, and issued go around instructions to an aircraft on final due to the Cessna on the runway.

4/16 Entering A Runway Without Authorization  
Student Pilot  
Prescott Municipal Airport (PRC)

The controller instructed the Cessna to enter a left downwind for Runway 3R. The read back was correct. A few minutes later, the controller advised the Cessna of a runway change and cleared the aircraft to land on Runway 3L. The read back was correct, but the Cessna turned

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## A Few Words About Safety

Denny Granquist

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*“Telling tower you don't have the traffic is very professional.”*

*“Sometimes it's what you don't do that has the most impact.”*

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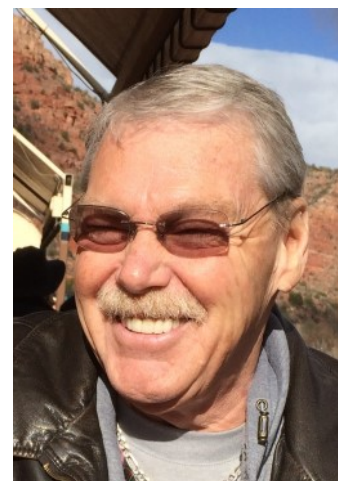
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## Fatal Accident Review

By Fred Gibbs

The outstanding safety beat here in Arizona goes on!!! As of my last query, May 27<sup>th</sup>, 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 five months of 2023 with no fatal accidents. Can we actually end the 2<sup>nd</sup> quarter, the next 30 days, still fatality free?? Fingers crossed...

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. Yes, we still have our share of fender-benders, aka incidents, but not big-time accidents. 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
<b>Big Springs Airpark</b>	Prescott	12	
Mgr: Peter Hartman (928) 626-7207			
<b>Castle Well</b>	Morristown	8/11	
Mgr: Gerald DaFoe (810) 516-9122			
<b>Eagle Roost Airpark</b>	Aguila	85 / 115 (5 acre lots)	
Mgr: John Greissing (928) 685-3433			
<b>Flying Diamond Airpark</b>	Tucson	20/97	
Mgr: Lou Cook (520) 399-3879			
<b>Flying J Ranch</b>	Pima	2/ 28	
Mgr: Howard Jenkins (928) 485-9201			
<b>Hangar Haciendas</b>	Laveen	39 lots w/sep taxi ways	
Mgr: Scott Johnson (602) 320-2382			
<b>High Mesa Air Park</b>	Safford	/19 (2.5 acre lots)	
Mgr: Phil DiBartola 928-428-6811			
<b>Inde Motorsports Ranch Airport</b>	Wilcox	4/9 (1 acre lots) on 100 acres w/race track	
Mgr: Britney Kirk (520) 384-0796			
<b>Indian Hills Airpark</b>	Salome	75	
Mgr: Gerry Breeyear (928) 916-0608			
<b>La Cholla Airpark</b>	Oro Valley	122	
Mgr: Larry Newman (520) 297-8096			
<b>Mogollon Airpark</b>	Overgaard	60	
Mgr: Sherry admin@mogollonairpark.com			
<b>Montezuma Heights Airpark</b>	Camp Verde	43/44	
Dr. Dana Myatt (602) 888-1287			
<b>Moreton Airpark</b>	Wickenburg	2	
Mgr: Daniel Kropp (602) 315-0323			
<b>Payson Airpark</b>	Payson	40+	
Coord: Dennis Dueker (928) 472-4748			
<b>Pegasus Airpark</b>	Queen Creek	15/40	<b>Erik McCormick</b> - Choice One Properties 480 888 6380 <a href="mailto:Erik@Pilotexpeditions.com">Erik@Pilotexpeditions.com</a>
Mgr: Jack @ 1st Svc Res (480) 987-9348			
<b>Pilot's Rest Airstrip</b>	Paulden	4/25	
Resident: Carol 661-733-2247			
<b>Ruby Star Airpark</b>	Green Valley	13 / 74	
Mgr: Wendy Magras (520) 477-1534			
<b>Valley of the Eagle (Sampley's) Airpark</b>	Aguila	30	
Mgr: Jerry Witsken (928) 685-4859			
<b>Skyranch at Carefree</b>	Carefree	20	<b>Erik McCormick</b> - Choice One Properties 480 888 6380 <a href="mailto:Erik@Pilotexpeditions.com">Erik@Pilotexpeditions.com</a>
Mgr: Tommy Thomason (480) 488-3571			
<b>Stellar Air Park</b>	Chandler	95/105	<b>Erik McCormick</b> - Choice One Properties 480 888 6380 <a href="mailto:Erik@Pilotexpeditions.com">Erik@Pilotexpeditions.com</a>
Mgr: SRUA, Inc. (480) 295-2683			
<b>Sun Valley Airpark</b>	Fort Mohave	55/107	
Mgr: Jim Lambert (928) 768-5096			
<b>Thunder Ridge Airpark</b>	Morristown	9/14 (on 160 acres)	
John Anderson janderson72j@gmail.com			
<b>Triangle Airpark</b>	White Hills	115 acres	
Mgr: Walt Stout (702) 202-9851			
<b>Twin Hawks</b>	Marana	2/40 (4 acre lots) on 155 acres	
Mgr: Tim Blowers (520) 349-7677			
<b>Western Sky</b>	Salome	all 200 acres for sale	
Mgr: Mr. Hauer (877) 285-0662			
<b>Whetstone Airpark</b>	Whetstone	5 / 12	
Mgr: Brian Ulmer (520) 456-0483			

## APA Website

Please visit our website for the latest information.

[www.azpilots.org](http://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](mailto:Webmaster@AZPilots.org)

## Newsletter Contributors

Article Deadline

20<sup>th</sup>

submit articles

25<sup>th</sup>

advertisements

Contact the newsletter editor, Cathy Paradee:

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

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

is-



sues

*New pilots welcomed!*

to new



*Writers welcomed!*



Stefanie Spencer— Webmaster

Editor reminds the Team to

Authors submit articles and





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