ARIZONA APA Pilots Association

August 2023 *APA NEWSLETTER*

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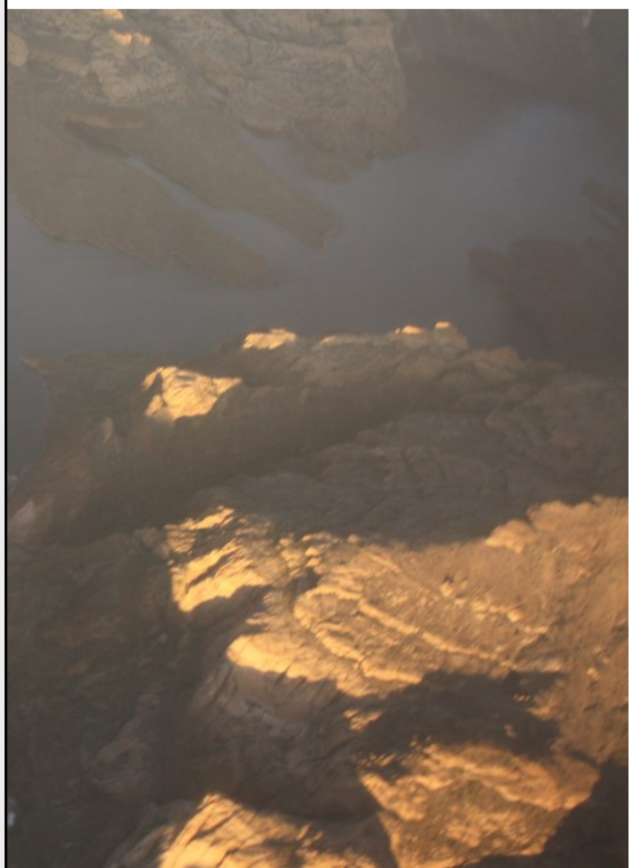

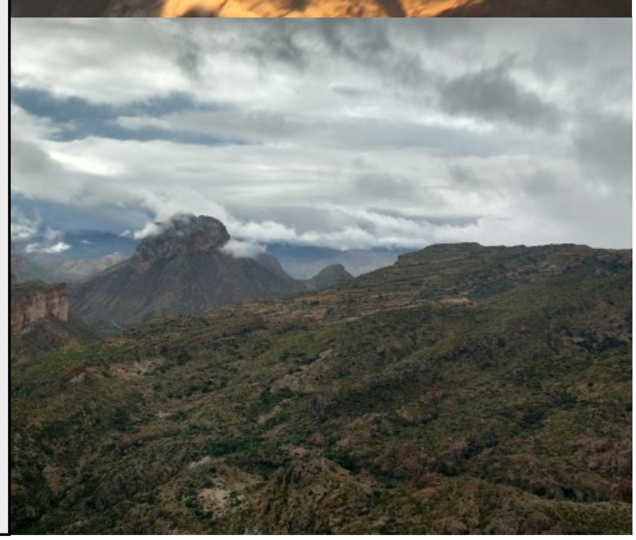

President's Report

Greetings,

This is my first President's Report since being elected president and I'm excited to serve in this role! Although I've served on the Board and as a Vice President over the past several years, it's a bit humbling to take over this leadership position for such a great organization. We've seen our membership continue to grow over the past few years and I know that the board is committed to ensuring that APA remains the voice of general aviation in Arizona.

As you know, the APA is an all-volunteer organization, and I would be remiss in not recognizing our outstanding Officers and Board of Directors

North Vice President:	Tommy Thomason
South Vice President:	Mark Spencer
Secretary:	Kit McCloud Murphy
Treasurer:	Stefanie Spencer

We also appointed several BOD positions and committee directors, again they are all volunteers.

Executive Director:	Jim Timm
Backcountry Committee:	Rick Bosshardt
Airport Passport Program:	Trent Heidtke
Grapevine Host Coordinator:	Leanne Tawoda
Grapevine Maintenance Coordinator:	Mike Andresen
Getaway Coordinator:	Rod Kunkel
Daytrip Coordinator:	Mike McCann
Scholarship Program:	Andrew Vogeney/Rick Bosshardt
Sponsorship & Marketing:	Rick Bosshardt

As you can see, some of these folks wear multiple hats, but that just points to their strong commitment to making APA a success. I know that the membership at large also makes a strong contribution to our volunteer activities and steps up when asked to help with projects such as Grapevine and Double Circle maintenance. Keep an eye on our Facebook page and newsletter for upcoming events and volunteer opportunities.

Last, but certainly not least, I want to thank Brian Schober for his leadership and commitment to making APA a better organization and that is certainly reflected in the success of the FlyAZ Passport, Backcountry, and Scholarship Programs. These kinds of programs fall into the "says easy, does hard" category and their success is a testament to Brian's energy and focus.

Thank you for supporting APA's mission through your membership and please feel free to reach out to me at chris@azpilots.org if you have any comments, concerns, or questions.

Fly Safe,

Chris

Why Choose Pegasus?

- Private Airpark, NO Ground Leases
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- 10 of the units have individual street access and can have residential/office buildout.

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

Executive Director's Report

Jim Timm — August 2023

The report may be a bit short this month because it's being written in the evening at the annual EAA AirVenture Fly In at Oshkosh. A lot is happening, and there is a lot to see. Not only that, but this year it's a bit hot, and these first days have been a bit smokey because of the forest fires in Canada. I pity those that have flown in, and there are a lot of them, because the visibility has been quite limited because of the smoke.

It has been good to see old friends again, and I have been surprised to discover the number of friends that I have run into that are from the Phoenix area. After only a couple of days tromping around, I've discovered that I must get better prepared next year and spend at least a couple of weeks or more getting in shape for all this walking. I am really super beat! If you have never been here before, I would strongly suggest planning ahead and coming. If you wanted to see a bit of everything, it would really take almost a week, and it's truly an international event. I've run into, and visited with people from England, Australia, and New Zealand, and have heard group discussions in a language I have no idea what it was. It's a great event. See you here sometime.

MISCELLANEOUS ITEMS

FAA

At the EAA AirVenture it was announced that just a few weeks ago the FAA issued a notice of the release of a Notice of Proposed Rule Making (NPRM) for the long awaited, and anticipated, Modernization of Special Airworthiness Certification (MOSAIC) proposal for aircraft certification. When the NPRM is published in the Federal Register, it will be open for comment for 90 days. After 90 days, all the comments received will be examined, and possible adjustments to the rule will be made, and the final rule will be published. In brief, the MOSAIC rule would re-adjust many of the regulations on Light Sport Aircraft. This would include the replacement of the present weight limit with a more flexible limit based on stall speed and would be in compliance with an FAA plan to arrive at an airplane that would be easy to fly and that would weigh less than approximately 3,000 pounds. Some of the other parameters that will also be changing, such as the new "clean" stall speed (Vs1) will be 54 kts calibrated airspeed, and a maximum level airspeed (VH) of 250 kts, and a seating capacity of 4 occupants only. (A light sport pilot will still only be able to fly with 2 of the seats occupied.) Under the proposed rule, the light sport

pilot may be able to fly aircraft that have a retractable landing gear, a constant speed propeller, and a complex aircraft with an appropriate endorsement. There is much more in the proposal that needs to be examined, and it is suggested that the proposal be studied and comments be submitted before the comment period ends. This is a monumental change in the regulations, so it is important that you review the proposal and submit comments.

At the EAA AirVenture in Oshkosh the usual "Meet the Administrator" meeting was canceled, and in its place was a meeting to have the various department heads present what they are doing and answer questions. The present temporary director has only been in the position such a short time, and it wouldn't have been appropriate to have her comment. Mr. Mike Whitaker has been nominated for the position of FAA Administrator and is yet to be confirmed.

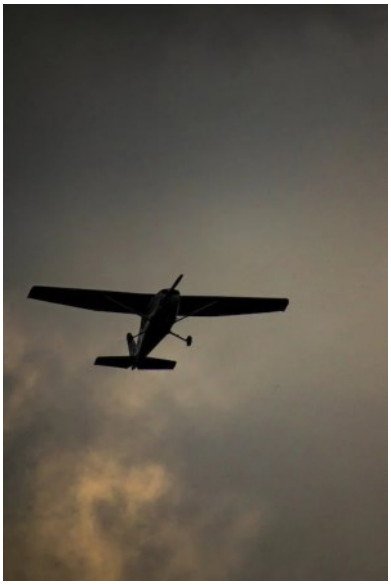
Mr. Whitaker was second in command of the FAA under Michael Huerta from 2013 to 2016 and focused on the modernization of the air traffic control system. He is a lawyer and reportedly obtained his pilot's license while he was working for the FAA.

AIRSPACE

I'm not aware of any airspace changes or FAA regulation changes, or proposals for changes, that could negatively impact your flying activities, and I hope this status quo will continue.

SAFETY

It would appear that pilot deviations were up this month to a level that they have been in other times. Once again, I'm positively amazed with what is going on in the cockpit when I see some of the deviations that are happening. At times, Pilots seem to forget where they are, or what type of airspace they are about to enter, and what is going to be required of them. I just wish pilots would listen more carefully to ATC instructions and then adhere to them. If you can't comply, immediately tell the controller why you can't comply. When flying in controlled airspace, a pilot shouldn't get creative, but tell ATC first before you do something that differs from the instructions given. Always know what type of airspace you are flying in and know what the controller may be expecting 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
2 Class Bravo Deviations	1 Brasher
3 Class Delta Airspace Deviations	No Brashers
5 Runway Incursions	2 Brashers
3 TFR Deviations	2 Brashers
1 Movement Area Deviation	1 Brasher

For the details of these deviations see my Pilot Deviations Report locat-

ed elsewhere in this newsletter.

This past month general aviation safety has not been too bad. The number of accidents and incidents were down, the severity of the accidents were down, and most importantly there were no reports of fatalities.

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.

This past reporting period the FAA reported one Near Mid Air Collision. The incident happened on June 2 at Tucson International Airport (TUS) when a flight of four F16s conflicted with a Cessna 182 on a downwind to RWY 11L at Tucson.

CONSTRUCTION

It's summer, and many of the airports around the state are involved with having numerous construction projects underway, or at least well into the planning stage. Unfortunately, we don't have any specific details on all these projects, but we certainly suggest that you always check for NOTAMS at your destination airport so you don't have a big 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. Presently Payson airport has their Master Plan update in progress, and we will be attending one of their planning meetings later this month.

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 they have ceased until next 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 it has ceased until October.

Grapevine is open full time, and the third Saturday camping and cookouts will resume on October 13-15. Grapevine, which lies within a National Forest, is heavily used by the Forest Service for fighting wildfires and the Military for Special Training.

On the last Saturday of the month a fly-in breakfast is continuing to be put on by the Casa Grande Masonic Lodge in the air-conditioned Terminal of the Casa Grande Airport.

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 in our FlyAZ Passport app 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

"Come out and fly!"

Night Flying Courses

Citabria 7GCAA

Tailwheel Training
Aerobatics
Spin Training
Upset Recovery
Flight Review

Citabria 7GCAA $240/Hour - Dual

Enstrom F28C

Private
Commercial
Instrument
CFI/CFII
Flight Review
Photo Flights

Mountain Flying Courses

Enstrom F28C $360/Hour

Glenn Roberts – Airplane & Helicopter CFI
602 463-5528
ArizonaSkiesAviation@gmail.com

Ask about discounts for Veterans & Seniors

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

Personal Minimums and Weather Cameras

The FAA and industry will conduct a public education campaign emphasizing the best practices associated with establishing personal minimums and with periodic review and adjustment of those minimums with a Flight Instructor. The FAA will also alert General Aviation Pilots to the availability of Weather Cameras at select locations.

Outreach Month: August 2023

Topic: Personal Minimums and Weather Cameras

DOWNLOADS:

PowerPoint Presentation Slides...

Human Factors: The Myth of Multitasking: Human factors are a real and often overlooked component in the safe operation of any aircraft. Understanding the basics of some of these human factors, as well as appropriate mitigation techniques, can keep flying more efficient, and above all, safe.

https://www.youtube.com/watch?v=303Pd_2UAmU

Aerofair 2023 Sponsorship Contact

Jim McGarvie / jim@mcgarvie.us / 619-890-7340

OCT 21,2023

10AM - 2PM AT THE PAYSON AIRPORT

PAYSON, AZ

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SIMULATORS • MUCH MORE!

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AVIATION EDUCATION

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Member Photo by Carl Guilliams - Page, AZ

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

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

Fly a Helicopter!

Price:$ 330.00

Contact: Glenn Roberts

(602) 463-5528

glennsroberts@icloud.com

Fly Loops and Rolls!

Price:$ 220.00

CLASSIFIEDS

Sling TSI empennage kit

Contact: Carry ~ tonrayb@gmail.com

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

Featured

Douglas Weekend Getaway

by Rod Kunkel

Douglas, AZ
Gadsden Hotel, Wine Tasting, and Hiking
October 27 - 29, 2023

Sprucedale Getaway

Our third getaway of 2023 to the Sprucedale Guest Ranch is coming up, from Wednesday 9/6 - Saturday 9/9. We have 8 people signed up to enjoy a few days of ranch activities and relaxation in the crisp, cool White Mountain air of eastern AZ. Given current temps in the valley, we're really looking forward to it!

Douglas Weekend Getaway

Our fourth weekend getaway of 2023 to Douglas is in the final planning stages. It is scheduled for Friday 10/27 - Sunday 10/29. The trip will feature the famous Gadsden Hotel, a local and national treasure. If you've never stayed there, prepare to take a step back in time. You are in for a week-end of Old West hospitality and Arizona history.

I've visited this corner of Arizona several times in the past couple years. It is refreshingly laid-back and uncrowded, yet rich with history and interesting things to do. My wife Jackie and I have also hiked in the nearby Chiricahua National Monument every year since we moved to Arizona in 2016. This is a very under-rated area of Arizona!

Here is the itinerary:

Friday 10/27

- Everyone arrives at **Douglas Municipal Airport (KDGL)** late morning. The runway is in better condition than some online commenters would lead you to believe. It has some cracks and bumps, but is no worse than say, Ak Chin, to put it in perspective.
- **Lunch at the Gadsden Hotel** in Douglas.
- **Wine tasting at High Lonesome Vineyard** in nearby McNeal.

- Return to Douglas for a behind the scenes **tour of the Gadsden Hotel**.
- **Dinner** at a local restaurant TBD.
- **Overnight at the Gadsden Hotel**.

Saturday 10/28

- **Breakfast at the Gadsden Hotel**.
- **Hike at Chiricahua National Monument**, very famous for its unique rock formations called hoo-doos! This is what originally drew Jackie and I to this area. If you've been there, you know what I mean. If you haven't, get ready for scenery the likes of which you likely haven't seen.
- Return to Douglas. If we have time, we'll visit some **local Douglas museums** to get a better historical perspective of the area.
- **Cocktails in the Speakeasy at the Gadsden Hotel**. This is a very special underground room beneath the lobby of the Gadsden that you'll definitely want to experience.
- **Dinner at the Gadsden Hotel**.
- **Overnight at the Gadsden Hotel**.

Sunday 10/29

- **Breakfast at the Gadsden Hotel**.
- Back to Douglas Municipal Airport, **leave for home**.

I'm estimating the cost to be **$500 for singles** (you get your own room) and **$800 for doubles** (2 of you share a room). That includes lodging for Friday and Saturday night, and all meals from Friday lunch through Sunday breakfast, except for Saturday lunch when we'll be hiking. It also incudes wine tasting at High Lonesome Vineyard. It does not include alcoholic beverages (other than wine tasting at High Lonesome).

If interested, please send me a deposit of **$250 for singles** and **$400 for doubles** to hold your spot. **Reservation deadline is Monday 9/25**.

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

Rod

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!**

~ APA Scholarship Program ~

by Chris Nugent

It's hard to believe that 2023 has gone so quickly, but we're quickly approaching another APA scholarship application cycle. The deadline for applications is 31 October 2023 and we encourage all students pursuing aviation careers to apply. The Scholarship Committee will be starting our communication and outreach sessions in the late August timeframe to ensure students (and parents!) are aware of our program and how to apply.

I would encourage those of you that are talking to students about the APA scholarship program or considering applying to visit azpilots.org and check out the Scholarship Program page under "Pilot Info." This page provides all program information and includes:

- ***Scholarship Program Overview*** – provides details related to the overall goals of the program and specific information for required documents and application process.
- ***Scholarship Application*** – the application link will take you directly to the online application form for completion and uploading of required documents (cover letter, transcripts, and letters of recommendation).

I also encourage any applicant that has questions on the process to reach out to us at scholarships@azpilots.org for help. We're happy to help and want to ensure that each application is submitted successfully before the deadline.

We've seen a steady increase in our program over the last several years and I expect 2023 to be no exception based on the continued growth of the aviation industry. However, none of this would be possible without your support of the program. Thank you again for helping APA continue to build the next generation of Arizona aviation professionals!

Fly safe,

Chris

Fly Out To Bar 10 Ranch

October 22-24

Join the New Mexico Pilots Association on the North Rim this October at the Bar 10 Ranch

Reserve your room today, call Sarah to make your reservation

435-628-4010

Arrive Bar Ten Sunday, October 22nd - Depart Tuesday the 24th

Fly out to local airstrips planned Monday morning, i.e. Grand Gulch

Side by Side ride to North Rim on Monday afternoon.

Optional: Tuacahn Amphitheatre St George, UT.

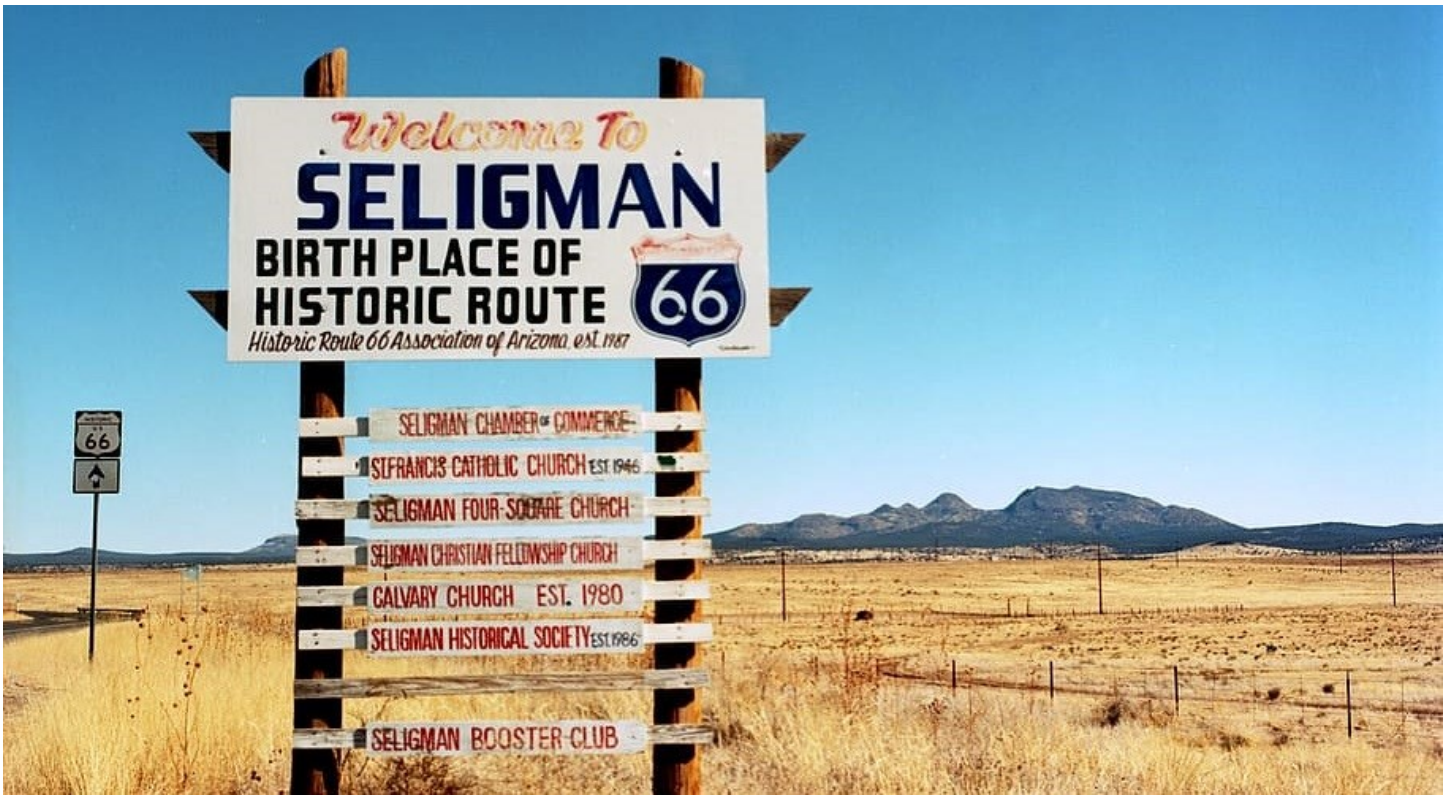
This is an incredible show, and will be Tarzan - October 21st

You should purchase tickets in advance, call 435-652-3300

Contact Sarah at Bar Ten Bar10.com to make your reservation: 435.628.4010

Contact Perry Null for more info: perrydnull@gmail.com 505.870.1233

More information at New Mexico Pilots Association



Breakfast DAYTRIP to Westside Lilo's Cafe
Saturday September 9th Arrive at 8:00AM
Seligman Airport (P23)

Day Trip Activities:
As promised in last month's APA newsletter, our day trips will be morning breakfast flights while the Arizona summer heat continues. In this way, we can avoid the afternoon heat build-up but still socialize with fellow APA pilots while enjoying fun breakfast destinations.

Our first breakfast flight will be on Saturday, September 9 to Seligman, Arizona (airport P23). Seligman sits on Route 66 and our breakfast destination will be the famous "Westside Lilo's Cafe" which is well known among pilots and Route 66 fans alike. For those who have flown to Seligman, you know that the morning temperatures in Seligman are refreshingly cool. The restaurant is a short, 5–10-minute walk from the tie-downs.

Lilo's is typically a busy place, but they can accommodate 16 of us so *we'll be limited to that number for this breakfast event*. Please sign up using this Google Form Link. Our planned arrival time at P23 will be 8:00am and we'll walk to the restaurant as a group. Seligman airport is uncontrolled and field elevation is approximately 5,200 ft so include density altitude in your flight planning. The single runway is nicely paved (4,800 ft long) and there's plenty of tie downs for aircraft. And don't forget, P23 is part of APA's AZ Passport program. Plan to attend and add P23 to your completed destinations!

Feel free to contact me with any questions (daytrips@azpilots.org) and we'll look forward to a fun breakfast on September 9th.

Safe flying,

Mike McCann

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

Owner Performed Maintenance

By Howard Deevers

A “newly minted” pilot called me for some information recently. The pilot had purchased an RV6A in Florida after passing his checkride in Florida. He had flown the plane and was proficient in it. He flew it from Florida to Tucson, with appropriate stops. I flew with the pilot in that plane and was pleased with his performance being so new a pilot. His call was to ask if I know a mechanic in Tucson that can do an oil change on his plane. After about 50 hours, he thought it was a good idea to change the oil.

I agreed that changing the oil at about 50 hours was good practice. Then suggested that he do his own oil change and offered to assist and show him how. The plane has a Lycoming 0-320 engine, very similar to the engine in my Piper. I told him where he could buy the oil and get a new oil filter.

He was surprised that he could do his own oil changes! He thought that all maintenance must be done by a certified mechanic. Then I told him about FAR Part 43, Owner Performed Maintenance, and that there are about 30 items listed there that owners can perform and log in their airplane records.

I don't remember any questions on the Private Pilot Knowledge test about maintenance, and during the oral part of the checkride, I don't know if the DPE is required to ask questions about maintenance, other than “who is responsible for knowing that the aircraft is airworthy?” My instructors from years ago, taught me about oil changes, and many other small airplane maintenance issues. Naturally, I was interested in all things related to airplanes, and I learned a lot from them. Then, when I purchased my first used airplane, the education really began.

There are books written for just about everything you can fix, work on, or need to understand on small aircraft. Over the years I have read many such books, including engine overhaul books, and have done much more work on my planes than I care to list in this short article.

Now, I must say that not all aircraft owners *want* to do their own maintenance. That is OK if you can afford to hire a good mechanic, and these days, can find one that will fit you in, then go ahead and job out your required work, including oil changes. I also suggested that the pilot join the EAA chapter and learn more about his airplane.

Also, I should mention that not all pilots have the talent to do mechanical work. It does take some knowledge and ability to even change the oil, or remove a tire for replacement, or do service on the brakes. If you don't have that ability, then ask for help. With the shortage of mechanics, they just don't have the time to instruct you in your own maintenance, but your local EAA chapter is full of owner/operators, with many that have built their own airplanes, and they will be happy to share their knowledge and talents.

Airplanes can be intimidating even if you did work on your car before owning an airplane. The work on an airplane may take different tools and should be completed with more care or attention to detail than working on a car. For example, just jacking up an airplane to change a tire is much different than jacking up a car. If you don't do it right, it could result in more damage than you want to deal with. The plane slipping off the jack could do major damage to a wing or other structural part of the airplane. When in doubt, ask for help. Also, some items need to be “safety wired” after installation. Knowing how to properly safety wire an oil filter, or other critical bolts or fittings, is important. If you don't know how to properly safety wire, then ask your EAA Chapter for help.

Other parts require certain torque specs after installation. If you don't have a torque wrench or don't know how to use one, again ask your EAA Chapter for help.

A good set of tools is a big help. Over the years I have added so many new tools to my toolbox that it is hard to pick up. Some of those tools may only be needed once a year, but when you don't have that one special tool and really need it, you may spend extra time looking for one. I'm sure that I don't have every tool that I could use, but I’m pretty close by now.

The old saying is “practice makes perfect.” After the first time of doing some maintenance on your plane it will get easier. I can still remember taking the main landing wheels off my plane to change the tires and to clean and repack the bearings. Now the job seems more routine. Oil changes, too. The first oil change took me half a day, but I can change the oil in my plane much quicker now, and I feel better about doing it.

Want to learn more about maintaining your airplane? Come to an ARIZONA PILOTS ASSOCIATION safety seminar. They are presented all over the State and are free, and the seminars count for the WINGS Program. Check the website for a location near you. And don't forget to “Bring our wingman.”

Howard

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

newsletter@azpilots.org

ISO Cirrus for Rent

Contact: Kay

(602) 820-6286

Email: kacorbin@post.harvard.edu

Eliminate Batteries in ANR Headset

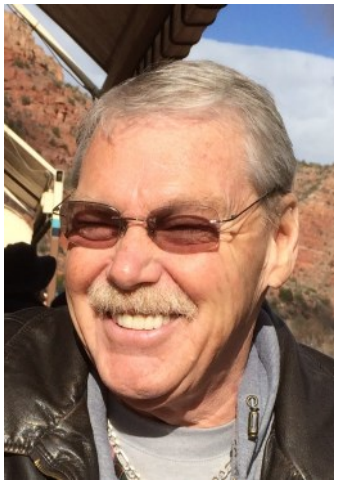
Price: $35.00

Jake McKernan

Email: jake.mckernan@cox.com

GAARMS REPORT AUGUST 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.

Normalizing Deviance

From NASA's space shuttle to crosswinds in your Cessna, if we think we got away with something, we'll also think we can get away with it again.

By Mike Hart—Published: July 6, 2023

This smoke from one of the shuttle Challenger's solid-rocket boosters was the first visual evidence of a problem. A myriad of management and human factors issues within NASA allowed important safeguards to be ignored, leading to an attempted launch in weather too cold to guarantee the boosters' integrity.

Humans are really good at rationalizing. We do it all the time, every time when we cut corners, break rules or ignore evidence in pursuit of a successful outcome. We continue because it often has no consequences. The thing about rationalizing, though, is it can change our behavior. What once seemed wrong starts to feel normal, and outcomes that may be mostly due to good luck start to feel more like skill and deep understanding. In aviation, rationalizing can result in disaster.

In a book that examined the shuttle Challenger disaster and its root causes, sociologist and professor Dr. Diane Vaughan coined a term, the "***normalization of deviance***." She defined it as, "*the gradual process through which unacceptable practice or standards become acceptable. As the deviant behavior is repeated without catastrophic results, it becomes the social norm for the organization*."

You may recall that NASA officials chose to repeatedly fly the space shuttle despite having knowledge of a design flaw involving the booster rockets' O-rings and their behavior in cold weather. The "group think" that lead NASA to accept the risk was the defining case for normalized deviance.

Seven years after Vaughan's book was published, the same mode of failure struck NASA again with the shuttle Columbia. After 22 years, it was well-known that when foam blocks broke off the space shuttle's external tanks during launch, they would strike and often damage the thermal shielding on the main shuttle. There was never any consequence, so it came to be viewed as a maintenance issue rather than a safety issue. This second normalization of deviance also ended in catastrophe.

Normalizing

Academic safety experts primarily write about the normalization of deviance as an issue that affects corporate safety cultures and organizations, but it is just as applicable to individuals.

Humans are great at rationalizing our actions and normalizing our own deviations. One of our behavioral norms is to drive safely and follow traffic laws, but sometimes we make exceptions. On a busy interstate, I might decide to drive over the speed limit by rationalizing that it is safer to stay with the flow of traffic (and maybe it is). But when the other lanes become empty, am I still driving above the posted limits? If I am, my SOP of following the speed limit has been subverted. My rationalized excuse is gone, but the behavior remains. I am headed down the slippery slope of normalization of deviance. Worse, I haven't even asked myself whether I was justified in breaking the law in busy traffic or just in a hurry and looking for an excuse.

In a post-accident safety presentation, "The Cost of Silence: Normalization of Deviance and Groupthink," NASA's Chief of Safety and Mission Assurance stated, "There is a natural tendency to rationalize shortcuts under pressure." And pilots are almost always under some form of pressure. Staying ahead of weather, managing fuel, optimizing headwinds, arriving prior to nightfall are all pressures that might lead us to cut corners in the name of safety. And there's nothing like a good, juicy rationalization.

Rationalizing

Checklist discipline is an area where individual pilots can develop bad habits. We may be creatures of efficiency and discipline, but we don't like unnecessary tasks. Checking pitot heat on a CAVU day seems redundant. Checking aircraft lights for a day flight seems unnecessary. It becomes pretty easy to disengage, stop reading the excessive details and subsequently miss critical items. It doesn't help that checklists can be overburdened with details plugged in by lawyers to protect the manufacturer from liability rather than improve pilot safety.

Checklist discipline is completely lost when pilots start normalizing deviance by blowing past items

that appear unnecessary. In a 2014 fatal runway overrun in Bedford, Mass., the crew of a Gulfstream IV must have been so comfortable pencil-whipping their checklist, they missed four (!) separate opportunities to remove the gust lock that remained in place on takeoff. That the gust lock is on the checklist four times is both a testament to how important it is to disengage it, but also an explanation about why it may have been ignored: If you do it right the first time on most flights, the other three times seem annoyingly redundant.

Desensitizing ourselves to accept greater risk can be insidious, building for years before disaster strikes. Sidney Decker, a professor at Griffith University in Brisbane's Safety Science Innovation Lab, wrote about this in "The Field Guide to Understanding 'Human Error." He describes the normalization of deviance as "Drift." He says that Murphy's law is wrong: "What can go wrong usually goes right and then we draw the wrong conclusion: that it will go right again and again, even if we borrow a little more from our safety margins." NASA came to a similar conclusion: "The lack of bad outcomes reinforces the rightness of trusting past success instead of objectively assessing risk."

In other words, when outcomes are successful, it reinforces the natural human tendency to focus on the results and assume the steps leading to the outcome were correct. By extension, if a shortcut was taken, it worked. We conclude that it will likely work again.

Luck ≠ Proficiency

Another challenge is discerning where experience, personal growth, learning and gains in proficiency cross the line into deviance. Nearly all pilots are continuously learning our limits and those of the aircraft we fly.

Take a pilot landing a Cessna 206 in a 29-knot crosswind at full gross. This is well beyond the demonstrated crosswind component of the aircraft, but the pilot has 2000 hours in 206s and this particular aircraft has VGs installed, so it has a bit more rudder authority than a stock Cessna. A plane at full gross has a bit more inertia so it is less apt to get tossed around by gusts. After the pilot safely lands the plane, he thinks he's the next incarnation of Bob Hoover and can handle this combo just fine. Was it skill or luck? My guess is that 95 percent of pilots will take the ego stroke before considering that it might have been good luck, that maybe the wheels touched down right as the gusty wind backed down. Rationalization was just reinforced and deviance normalized.

The danger is starting to think, based on a good outcome, that we can do 29-knot crosswinds in any 206 with any load, or without VGs.

Inoculating Yourself

Sidney Dekker says the best practice for avoiding drift, the slide into the normalization of deviance, is to stay chronically uneasy. As pilots, that means maintaining a skeptical and questioning attitude about our own competence and discipline. The problem for us as individuals is that preventing our own deviance from becoming normalized is very difficult when we are the subject of the insidious

behavior modification. It is hard to objectively see risks when our history of safe flights desensitize us. It just reinforces that our decisions, or short-cuts, are safe enough, our skills are up to the task and our past performance provides evidence for a safe outcome.

While NASA's findings after their shuttle disasters were written for an organization or team, they are pertinent for us. Below, I have paraphrased and adapted the most important conclusions from NASA:

- Beware the false illusion of invulnerability. (When NASA engineers raised the possibility of O-ring blow-by, it was said the risk "was true of every other flight we have had.") If you feel invulnerable, are you really that good all the time or just lucky? Would a new pilot would accept the risk you are about to accept? If not, why not?
- Prove to yourself you ARE safe rather than seeking proof that you are NOT. Be skeptical of your own thinking. Are you just assuming you are safe? What is your evidence?
- Check your rationalization. What is novel about this flight that you are ignoring? What is not routine? What are the most likely modes of failure? If the weather is changing (which it usually is), assume it will be worse. Instead of approaching your flight with confidence, assume it will go bad. Be prepared to meet your incompetence.
- Listen to skeptics. "Are you really flying in this weather?" If others cast doubt on your proposed flight because it makes them uncomfortable, ask yourself why? Are you really that much better than the person questioning your judgment? Is your plane really up for the task? Do they consider things you may have skipped over in your delusion of confidence?

- Self-censor. Are you about to violate a FAR, your own personal minimums, or some reasonable limit, for the sake of expediency? Maybe you should reconsider.
- Don't accept silence as agreement. Are you making assumptions or have you actually checked?
- Don't ignore dissent. If the briefer is saying VFR is not advised, maybe you should file or possibly cancel.
- Listen to experts. Bounce your plans off others who are more experienced or perhaps more cautious. You might learn something.

I wince a little about all this nervous-Nellie advice to live in doubt and skepticism because I have never enjoyed listening to buzzkill from wet-blanket, fun-police types treating me like a student pilot and standing in the way of my plans. That said, they deserve some consideration because there is

plenty of evidence they are a voice of experience and reason and maybe, just maybe, they have a point I am missing.

It would be nice if circumstances leading to accidents were more obvious, if warning bells or lights went off every time we became overly self-satisfied with our skills or complacent with our decisions and actions. But it doesn't work that way. The best we can do is to recognize that as we take shortcuts or as we accept greater aviation challenges commensurate with our increasing skills, we may also be normalizing some of our deviance. Even if we did just nail that 30-knot crosswind landing, it may not wholly be due to demonstrating our greater skill and proficiency, but perhaps a bit of luck. None of us are Bob Hoover.

Cockpit Rationalizations

There are a lot of areas common to pilots that are ripe for rationalization. Some examples:

SOP: "Sump the tanks before each flight."
Rationalization: "*I sumped the right one; I'm sure the other one is fine."*

SOP: "Check the oil before each flight."
Rationalization: "*I just changed the oil last week, and I haven't flown since then."*

SOP: "Calculate fuel burn for the intended trip using most recent weather data."
Rationalization: "*It always takes 20 gallons for this flight, I'll have enough."*

SOP: "Weigh all the payload, and calculate the weight and balance before each flight."
Rationalization: *"It wasn't out of CG last time with a similar load, so why do the calculation?"*

SOP: "Field is IFR, obtain an IFR clearance."
Rationalization: *"I am only 5 miles from the airport; it will be safer to land before it gets worse."*

Aviation Is Ripe for Drift

Normalization of deviance can be found as a root or contributing cause in numerous infamous industrial and transportation accidents, including many aircraft mishaps. It is relatively easy to identify after the fact, similar to lining up the holes in the Swiss cheese or following the links-in-a-chain accident models, which help us identify root causes when it is quite easy to work backward. After an accident, we know the outcome, so we ask, "How did we get here?"

Uncovering normalization of deviance and exposing it to light prior to the accident is much more challenging. An organization can hire outside auditors and evaluators. The primary way an individual uncovers the gradual drift from the norm is through critical self-examination.

We pilots are a pretty disciplined lot all in all, and we

generally don't just flagrantly stop following rules and norms. I would venture to say that when we do, we do it slowly, often with good rationale and lots of reinforcement.

That is what makes it hard to recognize the slippery slope that we may be on, or break that link in the chain, to prevent an otherwise-inevitable accident.

This article originally appeared in the December 2019 issue of Aviation Safety magazine.

QUIZ of the MONTH:

1. *I am ready to taxi. I call ground, using the correct phraseology, and tell them I am ready to taxi. Ground clears me to taxi to runway 22 via Alpha. UGH!!! I am behind a CRJ-200 commuter jet heading for the same runway. I hear Ground tell the commuter they have a release time of 1435. Time now is 1420. By the time they, and me, get to the runway, tower tells the commuter "Good news, You are relaease and you are cleared for takeoff", and off they go. As they pull out on the runway, I tell the tower I am also ready to go in sequence. Tower then tells me there will be a 3-minute delay behind the commuter.*
    a) *What a bummer, I got to sit here for another 3 minutes*
    b) *Tower can clear me for takeoff if I just ask to go*
    c) *I can tell the tower I waive the 3-minute requirement*
    d) *Who cares, It does not really impact me anyway!*

2. *Alrighty now!! I am flying my F-22, climbing straight up (a 90 degree pitch up), standing vertically on my tail and accelerating? Is my wing creating any lift??*
    a) *NOPE, only the thrust is creating lift*
    b) *NOPE, the angle of attack is pirpendicular to the direction of flight*
    c) *Impossible!!!*
    d) *Yes*

3. *Which action is appropriate if an aircraft, operating under 14 CFR Part 91and for which a master minimum eqiuipment listhas not been developed, is determined to have an inoperative instrument or piece of equipment that does not constitute a hazard to the aircraft? The item should be -*
    a) *Removed and repaired prior to the next flight*
    b) *Repaired and returned to service with in next 10 hours*
    c) *Placarded as "INOP" and repaired at the next required inspection*
    d) *Deactivated and placarded as "INOP" but repairs can be deferred until the next annual*
    e) *Deactivated and placarded as "INOP" but repairs can be deferred until forever.*

4. *OK, so you think you have finally memorized all of the FAA acronyms, right?? Well, what the heck is EMAS???*

    a) *Emergency Memory Attribution System."*
    b) *Engine Monitoring Automation System.*
    c) *Engineered Materials Arrestor System.*
    d) *You say, "sure, I got this 'cause I know exactly what you are asking me.", but I'n not gonna tell ya!!!*
    e) *"if I told you I would have to shoot you!.*

5. *OK, smarty pants, now what is ASDE-X?*

    a) *Atmospheric Study for Dark Energy - Experimental*
    b) *Astronomic Space Detection Exospheric Satellite Experiment*
    c) *Airborne Spectrographic Detection Equipment X-Ray spectrum*
    d) *Airport Surface Detection equipment model X*
    e) *Automated (composite) Surfaces Deformation and Entropy X-Ray equipment for composite wings*

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

SAFETY PROGRAMS

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 call or text me at 410-206-3753 or email me at either fredgibbs@azpilots.org or fredgibbs@npgcable.com.

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. But only behind small jets, and certainly not behind an A380 or a 787.

2– d. YUP, as long as the wing is relative to the airflow over the wing, it still produces lift.

3– e. Kinda like the mini-cassette tape player in my friends 1972 Cessna 170B.

4– c. Where airports lack adequate space for traditional safety areas, installation of an engineered materials arresting system (EMAS) allows for suitable energy management for the runway excursion aircraft. EMAS is located beyond the far end of a runway where an aircraft is taking off or landing. A properly designed and constructed EMAS absorbs the kinetic energy of runway excursion aircraft in less space and time than traditional safety areas. The material "crushes" under the weight of the excursion aircraft, slowing it down considerably faster than open space. A standard EMAS will bring a runway's critical aircraft to a complete stop when it enters the EMAS at 70 knots or less.

5– d. Airport Surface Detection System — Model X (ASDE-X) is a surveillance system using radar, multilateration and satellite technology that allows air traffic controllers to track surface movement of aircraft and vehicles. It was developed to help reduce critical Category A and B runway incursions. The ASDE-X alerts air traffic controllers of potential runway conflicts by providing detailed coverage of movement on runways and taxiways. By collecting data from a variety of sensors, ASDE-X is able to track non-transponder equipped and transponder equipped vehicles and aircraft on the airport movement area.

The data that ASDE-X uses comes from the following sources:

Surface surveillance radar located on top of the air traffic control tower and /or surface surveillance radar located on a remote tower;

Multilateration sensors located around the airport;

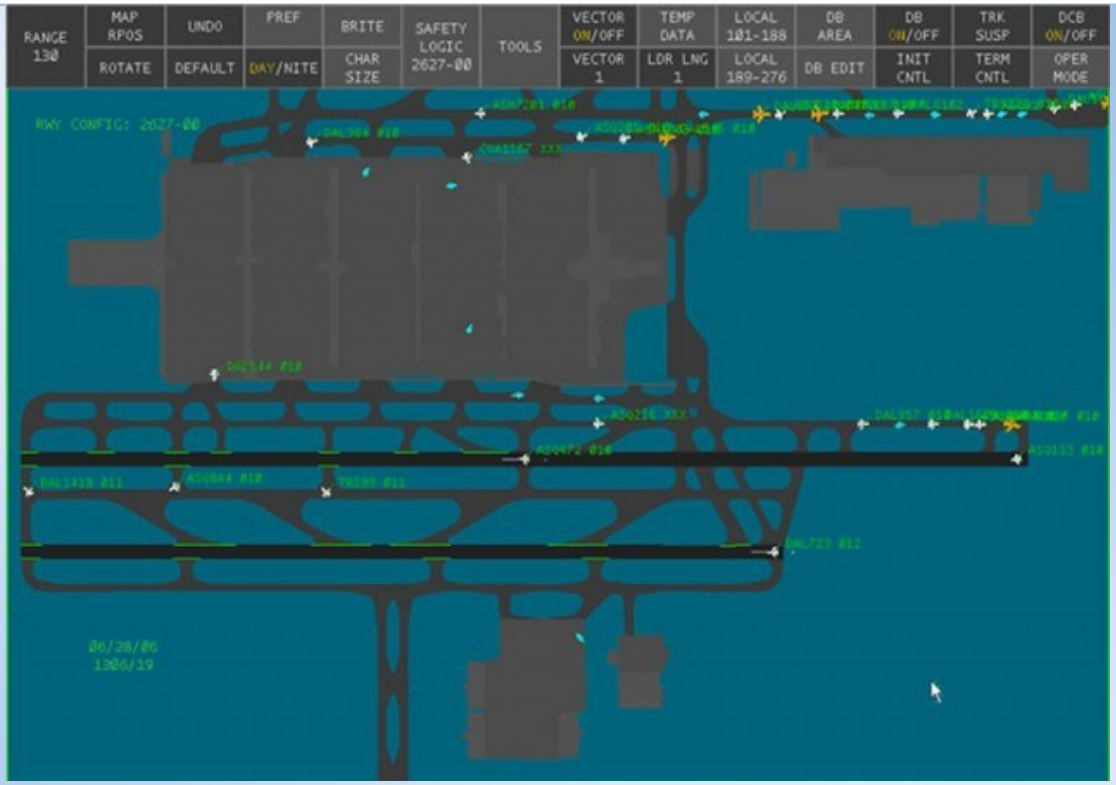
Airport Surveillance Radars such as the ASR-9;

Automatic Dependent Surveillance — Broadcast (ADS-B) sensors; and

Terminal automation system to obtain flight plan data.

By fusing the data from these sources, ASDE-X is able to determine the position and identification of aircraft and vehicles on the airport movement area, as well as aircraft flying on final approach to the airport.

Controllers in the tower are presented this information on a color display depicting aircraft and vehicle positions as an icon overlaid on a map of the airport's runways/ taxiways and airport approach corridors.



The system continuously updates the map of the airport movement area that controllers can use to enhance their situational awareness. It's particularly beneficial at night or during inclement weather when visibility is poor. The ASDE-X system is also equipped with visual and aural alarms that will alert controllers of possible runway incursions or incidents.

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!!!

July Aviation Accident & Incident Summary

by Jim Timm

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

In this reporting period aviation safety was not too bad because the number of accidents were down and most importantly, 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: June 16, 2023
Source: ASN, FAA
Location: Mesa (FFZ)
Type: Piper PA28-181
Injuries: 1 Uninjured

PROP STRIKE

After the Piper landed, and it came to a full stop, the pilot reported a prop strike, and a flat tire on the nose gear. The aircraft required a tow to exit the runway. A later inspection disclosed the damage was substantial.

Date: June 17, 2023
Source: FAA Incident
Location: Phoenix Deer Valley (DVT)
Type: Petenpol Aircamper (Experimental)
Injuries: 1 Uninjured

TAXIWAY EXCURSION

While they were conducting a high-speed taxi on runway 7R at Deer Valley, the aircraft veered off the runway into the infield. The aircraft then taxied back to the ramp without further incident, and there was no reported damage to the aircraft or the airport.

Date: June 22, 2023
Source: ASN, FAA, FAA
Location: Safford
Type: Air Tractor AT-50A
Injuries: 1 Uninjured

COLLIDED WITH A GROUND OBSTRUCTION

The aircraft struck power lines while crop dusting and landed in a field. The extent of damage was unknown.

Date: June 23, 2023
Source: NTSB, FAA
Location: Marana
Type: Cessna 172K
Injuries: 1 Minor

FORCED LANDING OFF AIRPORT

The aircraft crashed under unknown circumstances in a field 5-10 miles west of Marana. The pilot reported an inflight fuel leak before the forced landing, and the aircraft flipped upside down during the landing. The NTSB determined the damage to be substantial.

Date: July 3, 2023
Source: FAA Incident
Location: 50 Miles East of Blythe (BLH)
Type: Eurocopter EC-135
Injuries: None Reported

ENGINE ISSUES

The aircraft made an emergency landing because of reported engine issues. There was no reported damage incurred.

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

BIRD STRIKE

While conducting touch and go landings the aircraft struck a bird over the approach end of the runway, made a full stop landing, and then taxied to the ramp for an inspection for damage. It was noted that there was a dent in the wing and the lens in the landing light was broken. The full extent of the damage was unreported. An airport truck inspected the runway for FOD, and after finding none, the runway was reopened.

A Few Words About Safety

Denny Granquist

"Flashlights work well during the day, especially where the sun doesn't shine. Extra batteries always seem to come in handy."

"Stable approaches lead to nice landings."

June-July 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 reporting period from June 9 through July 13 there were nineteen pilot deviations reported by the FAA SDL FSDO office.

These deviations were committed by pilot certificate levels ranging from Private through Commercial/CFI, and of these nineteen deviations reported, there was a need to issue nine Brashers. In this period's report there were also five out of state pilots that committed the deviations.

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, 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 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. Please fly with care and forethought.

The details of the deviations this month are as follows:

IFR DEVIATION

5/30 IFR Altitude
Private Pilot
Out of Nevada
Tucson TRACON

The aircraft departed Avra Valley (AVQ) climbing to 7,000 feet. The controller RADAR identified the aircraft and issued a climb to 17,000. The aircraft read back was correct for a climb to 17,000 feet. The aircraft had made a climb to 7,500 ft., and then started a decent to 7,100 ft. The controller again issued a clearance to 17,000 ft., and the aircraft began a climb to the assigned altitude. In the process the aircraft came within 2.75 miles horizontally and 500 ft. vertically with an air carrier. As a result, a **Brasher** was issued to the errant aircraft by its destination, Bakersfield ATCT.

6/12 IFR - Altitude
ATP/CFI
Out of California
Albuquerque Center (ZAB)

Due to the loss of a Remote Communications Air/Ground (RCAG) site, communications were lost with the aircraft who was at 11,000 feet. The aircraft made an unauthorized descent to 9,700 feet, about 4 miles prior to the IAF for the GPS 03 approach to Sedona. This descent resulted in the aircraft descending below the 10,000 Minimum IFR Altitude (MIA). Per lost communication procedures, the aircraft should have executed a visual approach, but rather still flew the GPS 03 approach and began a descent prior to IAF. A **Brasher** was issued through a pilot to pilot relay.

6/17 IFR - SID
ATP (Suspected Not Type Rated in Falcon 50)
Out of Texas
Phoenix TRACON

The pilot deviation was reported by the Phoenix TRACON when the aircraft didn't fly the ECLPS 1 departure as published which resulted in a conflict with an air carrier.

6/28 IFR - SID
COMM//CFI
Out of Nevada
Phoenix TRACON

The aircraft was cleared via the FLG1 departure which goes to OATES intersection. The aircraft departed and shortly after turned eastbound. The controller advised the aircraft that they should continue to OATES on the FLG1departure. After the aircraft was above the minimum vectoring altitude the controller turned them on course, and a **Brasher** Warning was issued.

6/28 IFR - Failure to Close Flight Plan
Pilot Certification UNK
Out of Utah
Denver Center

The pilot deviation was reported by Denver Center when the aircraft failed to cancel their flight plan at Page after landing.

CLASS BRAVO DEVIATIONS

6/10 Entering Class Bravo Airspace Without Permission
Commercial Pilot
Phoenix (PHX)

The aircraft was observed flying northbound three miles east of Phoenix (PHX) inside of the PHX Class Delta Airspace and they had not received any type of communication from the aircraft. PHX tagged the aircraft on the STARS, and the Scottsdale (SDL) ATCT notified PHX that the aircraft was landing there. SDL ATCT issued the **Brasher** warning.

6/12 Entering Class Bravo Airspace Without Permission
Student Pilot
Phoenix TRACON

The Piper entered the PHX Class Bravo Airspace without authorization. This occurred in the Scottsdale area, and there was no loss of separation.

CLASS DELTA DEVIATIONS

6/4 Entering Class Delta Airspace Without First Establishing Communication
Private Pilot
Phoenix Deer Valley (DVT)

The aircraft entered the DVT Class Delta Airspace without establishing two-way radio communications. There was no loss of separation.

6/13 Entering Class Delta Airspace Without First Establishing Communication
Pilot Certification UNK
Out of California
Williams Gateway Airport (IWA)

The aircraft entered the IWA Class Delta Airspace without first establishing two-way radio communications. There was no loss of separation.

7/7 Entering Class Delta Airspace Without First Establishing Communication
Private Pilot
Williams Gateway Airport (IWA)

The aircraft entered the IWA Class Delta Airspace from the west at approximately four miles west of the airport at 3,500 ft. altitude, and then turned northwest, and exited the Delta Airspace. The aircraft flew through the path of an IFR Cessna that was departing IWA on an assigned heading of 220° and was climbing to 4,000 ft. The errant aircraft ultimately landed at Mesa Falcon Field.

RUNWAY INCURSIONS

6/1 Taking Off on a Runway Without Authori-

zation
Student Pilot
Prescott Municipal Airport (PRC)

The Local Controller (LC) instructed the errant aircraft (C172) to line up and wait Runway 21L. The read back was correct. The LC then contacted Ground Control (GC) and advised they could cross an aircraft on Runway 21L behind an aircraft that was already cleared for takeoff and was in front of the errant aircraft (C172), and that errant aircraft (C172) would be holding in position. GC instructed the Cessna 172 to cross Runway 21L. The LC instructed the previous departure, a Company Cessna 172, to fly straight out and gave them a frequency to contact. The errant aircraft (C172) read back the clearance for the Company Cessna 172. The LC did not catch the incorrect read back but saw the errant aircraft (C172) start its departure roll while the Cessna 172 was crossing the runway and instructed them to hold their position. The errant aircraft stopped approximately abeam Taxiway Delta 6, and once the Cessna 172 was clear of the runway, LC cleared the errant aircraft for takeoff.

6/8 Entering a Runway Without Authorization
Commercial Pilot
Phoenix Deer Valley (DVT)

The pilot deviation was reported when the aircraft crossed the Hold Bars at RWY 7L without permission.

6/23 Taking Off on a Runway Without Authorization
ATP/CFI Pilot
Phoenix Deer Valley (DVT)

The aircraft was issued instructions to line up and wait on runway 7R full length for traffic departing downfield. Shortly after, the tower advised instructions to an air carrier who was at C3 intersection that there was an aircraft at full length holding in position and issued a takeoff clearance for the air carrier at the C3 intersection. However, both the air carrier and the aircraft holding full length responded causing a garbled response. The aircraft holding full length began its takeoff roll. Tower advised the aircraft to stop and hold position multiple times, but the aircraft didn't respond and departed off of runway 7R anyway. The air carrier read back that they were holding short of RWY 7R due to the confusion on frequency and observing the aircraft on the runway. The air carrier never crossed the hold bars at C3, and the aircraft that was to hold was issued a **Brasher** by the local north controller.

6/23 Entering a Runway Without Authorization
Private Pilot
Prescott Municipal Airport (PRC)

The Cessna was crossing Runway 21R at Taxiway Alpha 3, and Ground Control (GC) instructed the Cessna to taxi via Taxiway Charlie to Runway 21L. The read back was correct; however the Cessna did not make the left turn onto Taxiway Charlie, but continued straight ahead and crossed the hold short line of Runway 21L at Taxiway Charlie 6. The aircraft on final to Runway 22L observed The Cessna crossing the hold short line and they advised the Local Control that they were initiating a go around. GC issued a 180° turn for the Cessna to clear Runway 21L, and a **Brasher** was issued.

6/30 Entering a Runway Without Authorization
ATP/CFI Pilot
Phoenix Deer Valley (DVT)

The pilot deviation was reported by DVT when the aircraft entered Runway 7R without ATC authorization.

TFR INCURSIONS

6/28 Entering a TFR Without Authorization
Commercial/CFI
Phoenix TRACON

A controller noticed a VFR target inside an active TFR, SFC-7000 for firefighting (active fire). ADS-

B identified the aircraft. The controller called the SDL Tower, and a **Brasher** warning was issued.

6/28 Entering a TFR Without Authorization
Student Pilot
Phoenix TRACON

The Cessna entered the active firefighting TFR 3/7544. A **Brasher** issued by the SDL Tower.

6/28 Entering a TFR Without Authorization
Commercial/CFI Pilot
Phoenix TRACON

The Piper flew through the TFR FDC 3/7544 without authorization. There was no loss of separation. Location: Scottsdale.

MOVEMENT AREA DEVIATION

6/29 Taxiing in a Movement Area Without Authorization
Student Pilot
Goodyear Municipal Airport

The Piper pilot called Ground Control (GC) while on the FBO ramp and asked where he could do a run-up. GC instructed the aircraft to use the north run-up area, and the aircraft proceeded there via the ramp. The student continued to taxi and entered Taxiway A at R2. When informed that the student had entered a taxiway he stopped. GC issued a **Brasher** to the student, and he called the tower. The tower switched him back to GC, and the aircraft was eventually taxied to the run-up area. When completed, the student was taxied to the runway, and departed.

A Few Words About Safety

Denny Granquist

"When you feel rushed, don't go faster, slow down."

"Debriefing the flight in your mind should include evaluating the plan, the pilot, and the airplane. Be willing to make improvements."

Fatal Accident Review

By Fred Gibbs

We are doing really great in the "flying safe" world! Here we are, entering our 8th month with only one fatal accident on record. Here is a copy of the NTSB report on the one and only fatal crash here in Arizona so far this year.

Yes, we still have our share of fender-benders, AKA incidents, but not big-time accidents. That is a good sign we are continuing to operate very safely. But bear in mind, monsoon season is approaching very quickly, and weather will raise its ugly head, so please do not get into an argument with Mother Nature. She wins a lot!!!

Aviation Investigation Preliminary Report

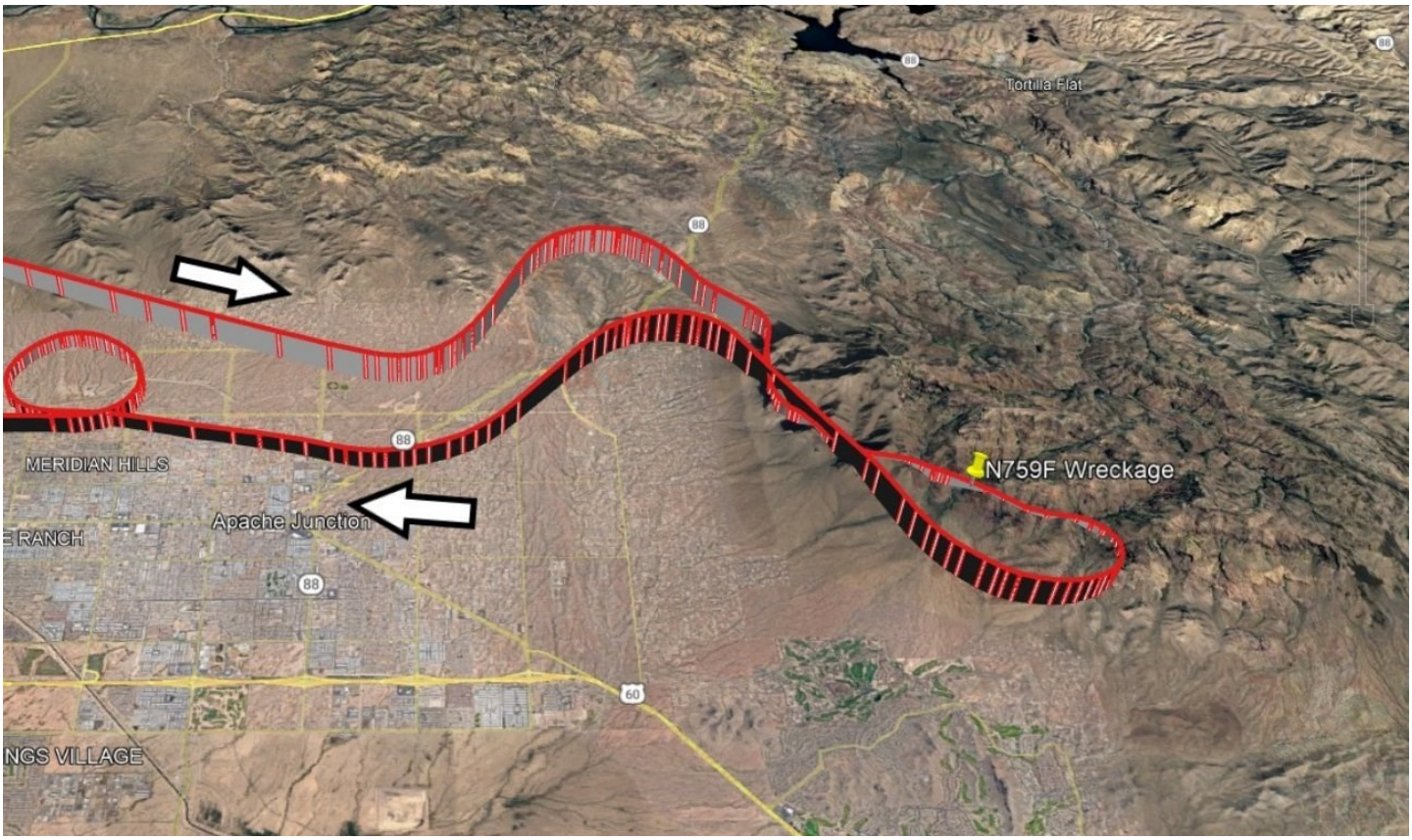
Location:	Apache Junction, AZ	**Accident Number:**	WPR23FA223
Date & Time:	June 10, 2023, 07:51 Local	**Registration:**	N759F
Aircraft:	COMPAGNIE DAHER TB 30 EPSILON	**Injuries:**	2 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

On June 10, 2023, at 0751 mountain standard time, a Compagnie Daher TB-30 Epsilon, N759F, was destroyed when it was involved in an accident near Apache Junction, Arizona. The pilot and passenger were fatally injured. The airplane was operated as a Title 14 Code of Federal Regulations Part 91 personal flight.

The accident airplane was flying formation in the no. 2 position with two other TB-30 airplanes, N315GC (lead) and N130KL (no. 3). The flight of three airplanes departed Falcon Field Airport (FFZ), Mesa, Arizona at 0742 with a planned destination of Payson, Arizona. According to the lead pilot, they intended to fly around the Superstition Mountains east of Mesa, prior to flying to Payson.

Several witnesses observed the airplanes flying to the south along the west side of the mountains at a

low altitude. They reported that the lead and no. 2 airplanes were close together, flying similar profiles, while the no. 3 airplane was further behind. One witness stated that the lead airplane crossed a ridgeline in over a 90° bank, and that the second airplane was less aggressive than the first, and the third airplane was higher and even less aggressive. No witnesses on the ground reported observing the accident. The pilot of the no. 3 airplane reported that just prior to the accident, he observed the no. 2 airplane at his 11 o'clock position headed towards terrain, and that the nose of the airplane pitched up and down several times, but the trajectory of the airplane did not appear to change. He said the pilot of the no. 2 airplane did not make any radio calls or report any problems prior to the



accident. He reported the accident to the pilot of the lead airplane, and they returned to FFZ.

Recorded Automatic Dependent Surveillance - Broadcast (ADS-B) data was captured for the lead and no. 3 airplanes. The data showed that the flight proceeded eastbound until about 0748, when the flight began maneuvering to the northeast, and turned right to southeasterly heading, towards the Superstition Mountains.

Figure 1 –Lead airplane's flight path (Satellite View). Arrows depict the direction of flight.

The accident site was not accessible by investigators due to rugged terrain. An aerial assessment of the accident site by a National Transportation Safety Board investigator the day of the accident revealed that the airplane impacted near vertical terrain about 200-400 ft below a ridgeline. The debris field extended about 200 ft downslope from the initial point of impact.

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			

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

Webmaster@AZPilots.org

Stefanie Spencer— Webmaster

Newsletter Contributors

Article Deadlines:

20th Editor reminds the Team to submit articles

25th Authors submit articles and advertisements

Contact the newsletter editor, Cathy Paradee:

newsletter@AZPilots.org

For anyone wanting to contribute to this newsletter please submit your writing in an email file along with photos and captions (separate files). The APA would like to publish information about what's happening in your area of Arizona. Subject matter could range from regulatory issues to new places to eat (or old places) to airport management to safety. Of course, the APA would like to know about any political activities that could potentially compromise Arizona's pilots or its airports.

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Writers welcomed!

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