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President's Report

Greetings,

I know many of you are probably as surprised as I am at the number of pilot deviations that Jim Timm summarizes in his monthly Executive Directors Report. They can cover the whole range of deviations from failure to follow ATC instructions, to runway and airspace incursions to TFR violations. While I'm sure they represent a relatively small percentage of the total aircraft operations that take place in Arizona in any given month, they still represent opportunities for some really undesirable outcomes.

Fortunately, there are a lot of resources available to educate pilots and help avoid deviations both on the ground and during the flight. A quick search on "Avoiding Pilot Deviations" yields quite a few sources and information summaries with tips for doing just that – avoiding pilot deviations. They are generally quick reads and cover a lot of common-sense tips including:



1. **Plan each flight** – this includes the 30-minute flight from your home airport to your favorite breakfast location that you've done more times than you can remember. It's a quick task using tools like ForeFlight and you can get a full briefing for your intended route and time of flight. You might be surprised what you find in terms of NOTAM's, etc.
2. **Focus on Communication** – We all know that ATC requires us to read back all instructions and we should have the same expectation of ourselves. If you don't understand or didn't quite hear an instruction – don't be shy about asking for clarification. Do you have a sterile cockpit rule as a part of your personal SOP's? Do you include it in your pre-takeoff brief with your passengers or copilot? It's hard to implement one on the fly when once you've taxied past the movement area line on the ground or in busy, controlled airspace. Requesting flight following is also a great way to maintain communication with ATC and improve your situational awareness.



3. **Use the Tools** – We've come a long way from paper VFR sectional charts and regardless of how sophisticated the avionics suite in your airplane is, virtually every pilot has an iPad with an EFB app available to them during flight planning and once airborne. These are invaluable tools for helping you with airport taxi diagrams and preventing you from blundering into controlled airspace without a clearance. Are your databases up to date? Your GPS is generally more precise than ATC radar, but expired databases only complicate the issue if you need to explain your navigation to an FAA inspector.
4. **Space and Time** – Give yourself some margin, both horizontally and vertically, when you are flying around airspace you want to avoid. Putting the magenta line right next to an airspace boundary and thinking you are clear is only asking for trouble. Again, what's going to be the tie breaker, ATC radar or your GPS navigation? If you're trying to

avoid an airspace restriction like a TFR, know when it will go active and give yourself plenty of schedule margin.

There are a lot of resources out there to help us avoid pilot deviations and I would encourage you to take a few minutes to do a refresher over a cup of coffee with one of your flying buddies or your flight instructor.

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



A Few Words About Safety

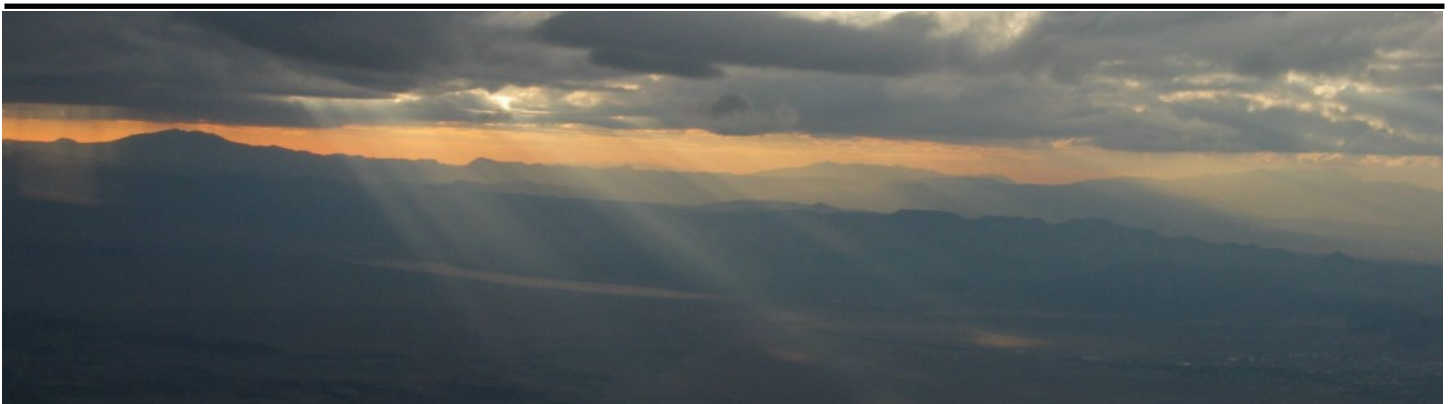
Denny Granquist

“

“I run cockpit flows (top to bottom, left to right) for every phase of operations and then use the checklist to confirm completion of individual tasks.”

“There is no such thing as flying VFR at night.”

”



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

newsletter@azpilots.org

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

Executive Director's Report

Jim Timm — November 2023

With the hot weather behind us, the mornings have been great, and the aircraft performance has greatly improved, and I suspect the pilot performance has also improved to a certain degree. At least I hope so. With this changing season, and the shorter days, those of us that can't, or don't want to fly in the dark, it means a later takeoff time in the morning for that fly in breakfast on Saturdays. At least we don't have to hurry home to avoid getting tossed around by the turbulence. The change in season is also being noted by the increase in aviation events that are occurring such as fly-ins etc. So let's get out there and go flying!



Apparently, there won't be a Copperstate Fly-In at Mesa Falcon Field this year or early spring. Based on comments that I've heard, it appears that the Copperstate organization is in a bit of turmoil, and its future at this point is a bit uncertain.

On a counter point, it appears that the early spring Buckeye Air-Fair will have AOPA once again, and it's regional Town Hall gathering in conjunction with the Air-Fair as they did last year. Apparently, a group from the Copperstate organization will be assisting with the event. There will be a large AOPA vendor tent, viewing area, and airshow as they had last year. Be sure to stop by the Arizona Pilots Association display in the vendor tent, and say hi! We will attempt to be in the same spot as last year.

MISCELLANEOUS ITEMS

FAA

Finally, Mike Whitaker was confirmed by the Senate as our Next FAA Administrator. It's too bad that they had to take 18 months to do it. Mr. Whitaker has been widely praised by industry leaders, has three decades of experience in aviation, and is a pilot. As head of the FAA, he faces some major challenges. He states his priority will be the safety of the flying public and to keep flying the safest way to travel.



As you have no doubt heard, the FAA has extended the comment period on the Modernization of Special Airworthiness Certification (MOSAIC) Notice of Proposed Rule Making (NPRM) to January 22, 2024. It behooves you to review the document if you have even a slight interest in the subject, and submit your comments to this new rule because, when implemented, it will have a very significant impact on what type of aircraft that can be flown by Light Sport Aircraft pilots. Given that the document is a bit long, some of the alphabet organizations (AOPA, EAA) have developed a synopsis of



the NPRM to assist in your review.

AIRSPACE

I'm not aware of any FAA regulation changes, or proposals for changes that could negatively impact our flying activities. I certainly hope this status quo continues.

The President may again be in the state along with his VIP TFR. Because we are entering an election year it's unfortunate that we may be seeing more of

these VIP TFRs in the future and be aware that these VIP TFRs are administered by the Secret Service, NOT the FAA. These type of TFR's are indeed serious and need to be avoided at all costs.

Tucson International Airport (TUS) will be renumbering its runways on November 30, 2023. Runway 11L-29R will be renumbered 12-30, and the crosswind runway 3-21 will be renumbered 4-22. Runway 11R-29L will be closed for two years for replacement. This renumbering is the result of a slight, and normal, shift in magnetic variation.

SAFETY

The pilot deviations were even greater this time than they were last month. I continue to be amazed to see some of the things that pilots do while flying. Often, they don't seem to be aware of what type of airspace they are flying in, or may be about to enter, and what is going to be required of them. Pilots need to listen more carefully to ATC instructions and follow them. If you can't comply, immediately tell the controller why you can't comply. When flying in controlled airspace, a pilot should never be creative, but first tell ATC before doing 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. Pay attention to airport signs, and runway markings, and know what they mean, and comply with them. Always fly with much forethought.

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

6 IFR Deviations	3 Brashers
1 Class Bravo Airspace Deviation	No Brasher
3 Class Delta Airspace Deviations	2 Brashers
3 TFR Deviations	No Brasher
3 Air Traffic Control Instructions	1 Brasher
5 Runway Incursions	1 Brasher
1 Landed on Taxiway	No Brasher
1 Surface Incident	No Brasher
1 Pedestrian on Runway	No Brasher

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

This past month general aviation safety was not good because of the continued large number of accidents and incidents. Fortunately,



only one accident had some serious injuries, but most importantly there was one accident that occurred late in the reporting period that claimed the lives of three persons. 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 itimm@azpilots.org with the date, location, aircraft make, and type, if anyone got hurt, and with as much detail as possible. Thank you.

It was unfortunate to note that in this past reporting period the FAA did report a Near Mid Air Collision between two aircraft at Tucson Ryan Field. The details of the incident are in the Pilot Deviation report under Failure to Follow Air Traffic Control Instructions, dated 10/1/2023.



CONSTRUCTION

On November 30, 2023, Tucson International Airport (TUS) will be renumbering their runways, and closing runway 11R-29L which is primarily used by general aviation aircraft. Runway 11R-29L will be closed for two years because it will be demolished and replaced with a bigger runway. Presently it is 75 feet wide and 8,000 feet long and will be replaced with a runway 150 feet wide and 11,000 feet long. While this reconstruction is taking place the airport capacity will be significantly reduced, and they will not be capable of permitting practice approaches, taxi backs, or touch-and-go landings. Pilots and training schools wanting to practice these maneuvers are highly encouraged to use Ryan Field (RYN) for these activities for the duration.

Many airports around the state are involved with having construction projects underway, or at least well into the planning stage. Unfortunately, we don't have any specific details on all of these projects, but we certainly suggest that you always continue to check for NOTAMS at your destination airport so you don't have an unexpected 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. Payson will be having their final Master Plane Update meeting in December, and Eloy Municipal Airport is just starting their Master Plan update process.

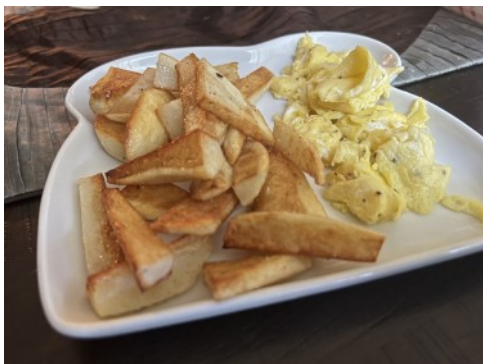
THINGS TO DO - PLACES TO FLY FOR BREAKFAST:



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

On the second Saturday 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 normally have



had a fly-in breakfast on the third weekend of the month, and it was planned to start in October, but because of the recent storm damage at FFZ, the October breakfast was canceled, and it is presently undetermined when they will be able to restart their breakfasts. We will advise when we have new information.

Grapevine is open full time, and the third Saturday weekend camping and cookouts have started. The camp host will prepare dinner's main course, and campers, please bring a side dish or dessert to share. Grapevine, which lies within a National Forest,

is heavily used by the Forest Service for fighting wildfires and the Military for Special Training.

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

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



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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	Mailing Donor Thank You Cards Mailing Membership Cards and a Welcome Letters Clothing Store Inventory and Shipping Orders	Stefanie (stef@azpilots.org)
Grapevine Monthly Camping Weekend Volunteer Hosts Needed!	November '23 (Nov. 17 & 19)	Open
	December '23 (Dec. 15 & 17)	Daryl & Karen
	January '24 (Jan. 19 & 21)	Brian Schober
	February '24 (Feb. 9 & 11)	Mark & Stefanie Spencer
	March '24 (Mar. 15 & 17)	Chris Nugent
	April '24 (Apr. 19 & 21)	Rod Kunkel
Airstrip Maintenance Volunteers Needed!	Grapevine (88AZ) (General Maintenance—watch the APA Facebook page for dates)	Mike Andresen (grapevine@azpilots.org)
	Red Creek (Fill Ruts, etc.)	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)

JP Instruments EDM Download to USB box



Price: \$150

Contact: Allyn Auck

Email: rauckit@sbcglobal.net

CLASSIFIEDS

Sling TSI empennage kit

Price: \$4,400

Contact: Brian Toncray

Email: tonrayb@gmail.com

CFIT and Normalization of Deviation Bias

GAJSC study of General Aviation CFIT Accidents suggested that human biases, particularly Plan Continuation Bias, may compromise effective pilot decision making and lead to CFIT accidents.

Outreach Month: November 2023

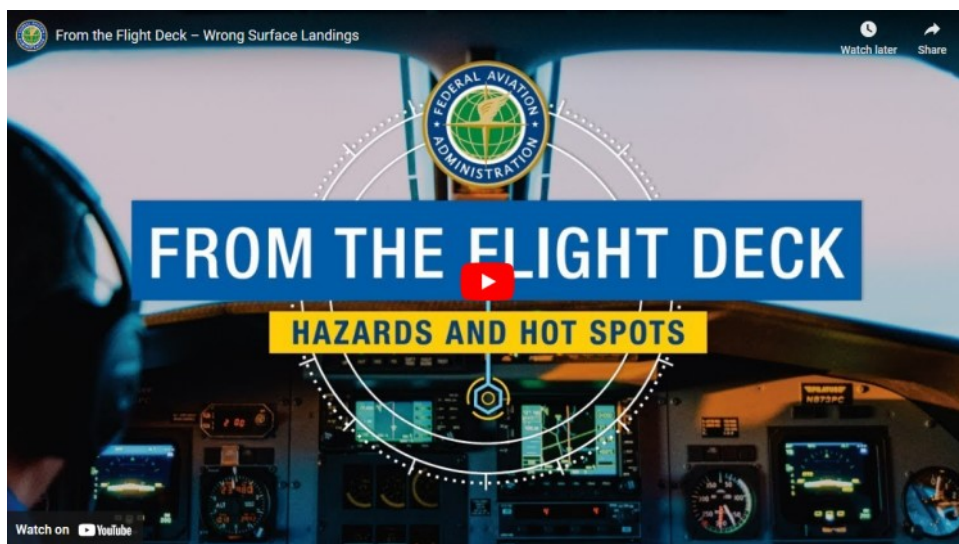
Topic: CFIT and Normalization of Deviation Bias

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



Wrong Surface Landings:

Parallel runways with staggered thresholds are a leading causal factor that increases the risk of pilots landing on the wrong surface. This situation has occurred even after the pilot has correctly read back the runway they've been cleared to land on. This video reviews these risks and how to avoid them.



<https://www.youtube.com/watch?v=n5fyP8FkZ5E>

Alamos Music Festival Jan 17-21, 2024 Hacienda de los Santos

Pilot gathering at the Hacienda in Alamos

Make reservations early - www.haciendadelossantos.com

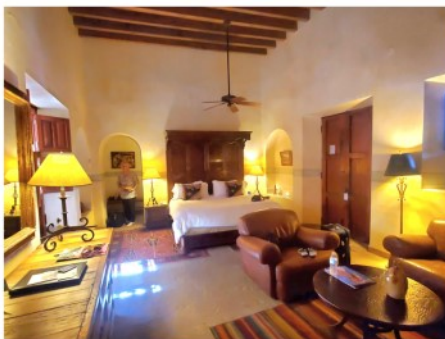
For specific pilot / airport / resort questions - jnswick@aol.com

www.clubpilotos.com

<https://www.zonaturistica.com/en/events/2023/sonora/alamos/festival-internacional-alfonso-ortiz-tirado>

Experience Hacienda de los Santos

- Jim Swickard is the host of this 5 star authentic Mexican resort.
- 2-3 pilot gatherings every year Jan, Mar, Oct. Special entertainment and tours during the week. Early arrivals can park in the hangar.
- Some pilots have been coming to these events for 15-20 years.
- Ciudad Obregon and Alamos are very safe towns, friendly people.



Typical basic guest room



Cooking Class – Example of the many activities

For details on the event and flying into Mexico and what you need to do click here and go to the calendar page.

Featured

Pleasant Valley Fly In

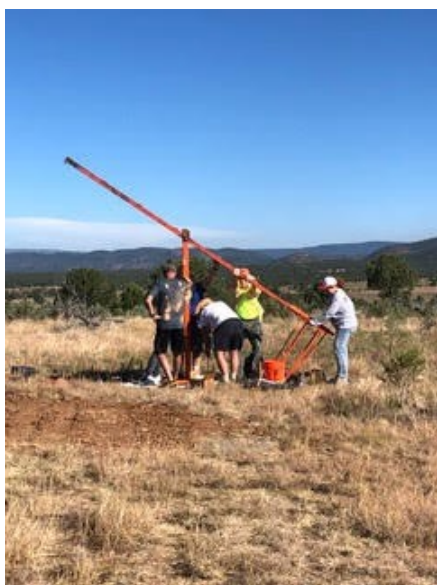
By Leanne Tawoda

Thank you to all pilots and APA members that joined Young residents at Pleasant Valley, 24AZ, September 29th through October 1st, 2023. Young, Arizona has much to do that you may not know about. A museum, open on Saturday. AT-V/4X4 rentals. Hiking. Rock Climbing. Are you aware that Young has a vineyard? Bruzzi Vineyard is located about 4 miles south on Rt 288. At the vineyard there is wine tasting, a restaurant, and I have heard the Sunday brunch is fantastic (reservation required). Some eating establishments include Pleasing Palate, Hitching Post, and Antlers.

The condition of the airstrip was great and made for a smooth landing. The dirt berms, that had developed on both sides of the runway, were leveled near the middle of the runway on both sides. This allowed parking on both sides and 7 planes handled the 10-15 knot crosswinds on Saturday. Jim and Diane Wisda, with two friends, Tom and Vanessa from Tucson, drove in and camped Friday and Saturday. Diana and Mike Andresen joined us on Saturday. Other Saturday arrivals were Kelly and Kelly McCurdy and Bill Miller (and his funky dome tent).

Thanks to Tommy and Jeff for flying in on Saturday and putting up the new windsock. It was tested on Saturday and Sunday, as, unfortunately, the wind picked up. In spite of that, some pilots came for the day on Saturday, while there were 3 of us that camped overnight. Although it was breezy, Saturday started with a great breakfast for those of us that had come in the night before. Then APA sponsored lunch, and some of Young's





residents joined us. Thanks to Charles for the music and entertainment.

Local helpers Vern Van Voorst and John McMahon participated in making it a great weekend. Both men were a wealth of information about Young and Pleasant Valley. For those that enjoy podcasts, there is a great program you may want to check out called *AZ, The History of Arizona* by David Rookhuyzen. There are 8 episodes alone about Pleasant Valley War during the late 1800s.

The local restaurant owners really enjoyed having us taste their wares. Five of us enjoyed dinner Friday night at Pleasing Palate, so thanks Marla. 11 of us enjoyed dinner on Saturday night. The prime rib was a hit. I don't know the number of ounces, but it was 1.5 inches thick!

On Saturday, John took some of us up to a canyon on a 4x4 road. It was a fantastic rock climbing area and was easy to walk down a path to the bottom of the canyon. John knows the roads and trails better than anyone. Both he and Vern would love pilots to visit the area and they may be able to offer you transportation

I would like to plan for another fly in next fall, maybe later in October. If anyone has comments or suggestions, please email. Hope I see you at Grapevine this season!

Leanne



Steven D Huff

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learaviator@yahoo.com

602-390-4246

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.

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Email: hutchinson93922@gmail.com

~ APA Scholarship Program ~

by Chris Nugent

This is always an exciting and busy time of year for the APA Scholarship Committee!

We closed the 2023 APA scholarship cycle at the end of October and had another great turnout with 42 applications being submitted. This is about the same number submitted in 2022 (43 applications) but we have seen steady growth in the number of applications since 2020.

Although we have not yet started our formal review process, I always look through the applications and continue to be impressed with the strong commitment to aviation careers by both high school and college students in Arizona. As is generally the case, most of our applicants want to pursue careers as professional pilots. We are also seeing more students that are pursuing non-pilot careers in aviation maintenance (A&P and avionics), ATC, and airport management. This is encouraging since we need them to keep the aviation system healthy.

As you know, the APA Scholarship program is totally supported by membership donations. So, from a bottom-line perspective, your contributions are very important to the overall health of our scholarship program. **Please consider making a tax-deductible donation to the scholarship program as we close out the calendar and tax year.** I can tell you that the recipients are truly appreciative of your help in achieving their aviation career goals.

The scholarship committee will be working to complete the evaluation of applications over the next few weeks with the winners announced in December. We will provide an update in next month's newsletter.

Thank you again for supporting the scholarship program and helping APA build the next generation of Arizona aviation professionals.

Stay healthy and fly safe.

Chris



Got interesting aviation videos that you wish to share?

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

rick@azpilots.org

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Meet pilots from all over Arizona.

Come enjoy coffee and breakfast!



www.wickenburgaz.gov/events

Hypoxia

By Paul Wiley

Hypoxia is a state of oxygen deficiency in the body sufficient to impair functions of the brain and other organs, e.g., your eyes, and especially the part of your eyes responsible for night vision acuity. Since the concentration of oxygen in the atmosphere remains constant at about 21% from the ground out to space, the effects of hypoxia are due solely to the reduced atmospheric pressure as altitude increases.



In a healthy individual the effects of hypoxia do not usually occur below 12,000 feet MSL. However, there are several factors which can lower the altitude at which pilots will experience hypoxia. These factors include smoking, exhaust fumes in the cockpit, lowered hemoglobin (anemia), and certain medications. Small amounts of alcohol and low doses of certain drugs, such as antihistamines, tranquilizers, sedatives, and analgesics can, through their depressant action, make the brain more susceptible to hypoxia. The Aeronautical Information Manual (AIM) states: "For optimum protection pilots are encouraged to use supplemental oxygen above 10,000 feet during the day, and above 5,000 feet at night."

Dr. Brent Blue recently wrote an article for the AOPA Pilot magazine (October 2023) where he discusses hypoxia and the benefits of using a digital pulse oximeter when flying to detect early symptoms of hypoxia. Digital pulse oximeters are now available over the counter and are relatively inexpensive - less than \$25 for most models available online from Amazon. Dr. Blue recommends using a model that is made in the USA as these models tend to be more accurate and reliable than models made in China. I have used a digital pulse oximeter when flying at altitude for several years now (thanks to a recommendation from my Aviation Medical Examiner) and find it very helpful. Dr. Blue states that normal pulse oximetry readings at sea level should be between 95 and 100 percent for a



healthy individual. If you live at high elevation, this normal reading will be lower. For example: at 6,000 feet elevation the normal reading will be between 90 and 95 percent. Use of supplemental oxygen is recommended at readings below 90%.

If your airplane has a supplemental oxygen system, follow the instructions in your Approved Flight Manual or Owner's Manual. If your airplane does not include an oxygen system, supplemental oxygen can be purchased online. For example: Boost Oxygen is one such model available on Amazon for about \$45 for a package of 3 10-liter bottles. Each of the very

light (10 grams) bottles provides about 200 one-second inhalations. It is interesting to check your percentage of oxygen saturation using a pulse oximeter and then take 2 or 3 one second inhalations of oxygen and watch your oxygen saturation increase to 98 or 99%. Dr. Blue states that: "it is entertaining to have pilots fly at night around 8,000 feet without oxygen and then have them put on oxygen, thus oxygenating the retina." He says this causes both the cockpit lights and lights on the ground to brighten like a rheostat has been turned up.

Similar to fatigue, hypoxia is insidious, often difficult to recognize, and can "sneak up on you," and before you realize it, your alertness and performance has been degraded and safety may be compromised. This is especially true at night when the effects of hypoxia can adversely affect night vision at altitudes as low as 5,000 feet. One way to recognize your symptoms of hypoxia is to participate in aviation physiology training using an altitude chamber. In the Phoenix area aviation physiology training is available at Arizona State University's Polytechnic school at Gateway airport. See Poly.engineering.ASU.edu where a search for "altitude chamber" will take you to a page with details of the training provided and how to enroll. I highly recommend this training for any pilot, but especially for pilots flying an airplane capable of flight above 15,000 MSL.

For optimum protection pilots are encouraged to use supplemental oxygen above 10,000 feet during the day, and above 5,000 feet at night.



Flight Physicals

Goodyear, Arizona
Phone: 623-469-4688
www.thepilotclinic.com



Use the QR code to
Schedule your flight physical online

Paul



References:

Aeronautical Information Manual (AIM)
chapter 8 - Medical Facts for Pilots
AOPA Pilot Magazine (October 2023)
page 30 - Flight MD by Dr. Brent Blue



1956 Cessna Straight-Tail 182

Contact: Ron Orozco
(520) 609-5026

Email: ronorozco@energiatotal.com

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Contact: Michael Haubrich
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AFTW

ARIZONA FLIGHT TRAINING WORKGROUP

WE ARE A SAFETY-FOCUSED GROUP OF AVIATION TRAINING PROFESSIONALS WHO RECOMMEND BEST PRACTICES FOR UTILIZING AIRSPACE IN ARIZONA WITH THE ULTIMATE GOAL OF REDUCING ACCIDENTS, INCIDENTS AND PILOT DEVIATIONS.

We make an effort to:

- **Facilitate communication and address safety concerns between flight schools, flight instructors, the FAA and other airspace users**
- **Share training tools, concepts, and ideas**
- **Improve understanding among operators**

On our website you can find:

- **Practice area charts and information**
- **Stanfield VOR procedures**
- **Safety Topics of the Month from the GAJSC**
- **Meeting minutes and events**
- **Flight training resources, news and more!**

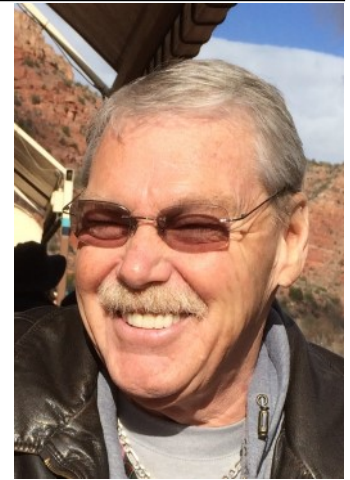
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GAARMS REPORT NOV. 2023

By Fred Gibbs



WOW! I got my first ride in a beautiful Cirrus Vision Jet, ever! What an amazing airplane and an absolute pleasure to fly – if you have all the training and experience! I was invited to fly along on an Angel Flight to pick up and deliver some critical blood samples. Now I am quite used to the automation in the Cirrus SR22T's as well as other variations of automation in our regular GA airplanes, but the Vision Jet is AWESOME! Being totally unfamiliar with this type of aircraft, I was the student watching and learning from the best.

The pilot, David, is a retired airline pilot, captain on several types of Airbus aircraft, and, well, it was a real pleasure flying with a true professional. He was, without a doubt, the master of this ship, while the autopilot did his bidding. Two large displays, a PFD and an MFD, and three small screens, one showing what looks like the home page on a Garmin 650, another screen for route programming and the third the radios, all touch screens. Just below the three small screens are the awesome autopilot controls. It is easy to fly but requires a lot of learning on how it all works, all the emergency procedures and how all the pieces operate together. And, boy, does it ever fly nice! There we were, cruising along at FL310 at Mach .52, coming back home from San Bernadino, California to Flag, and it only took just over an hour! Oh, by the way, cruising along at Mach .52 at FL310, the fuel flow was 63 gallons per hour. FYI, that equates to a fuel burn rate of roughly one gallon each minute!



PS - Anybody got an extra 2 million to loan me to buy one??

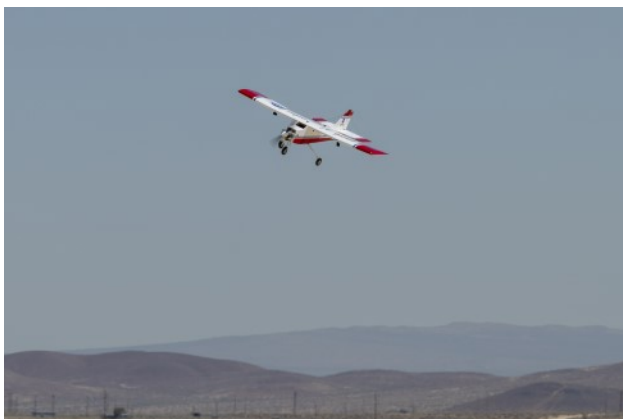
Do you ever get up in the morning, look in the mirror & think, "That can't be accurate!"

One thing no one ever talks about when it comes to being an old pilot, is how much time we devote to keeping a cardboard box because it is, you know, a really good box, and

If you dropped something when you were younger, you just picked it up. When you're an old pilot and you drop something, you stare at it for just a bit contemplating if you actually need it anymore!

How about some wind/wind shear Refresher:

Thinking back to my traditional aviation weather training as a Flight Service Specialist, I realized they didn't specifically address intense wind events where the presence of high wind all by itself wreaks its own special form of havoc. This year there were numerous high wind events — several haboobs in Arizona, a derecho in the Midwest, and wind-driven fires in California, Oregon, Colorado and especially Canada. There were also unusual windstorms that caused major dust storms, flipped airplanes, and uprooted trees all across the country and destroyed billions of dollars in property. Anomalous and novel wind events happen, but extreme wind events induced by the added energy from a



warming atmosphere are beginning to seem like the new normal. Whether or not you agree with that view, you would probably agree that windstorms demand their own risk management considerations. A major wind event can occur at ground level and aloft, probably blowing in different directions, thanks at least in part to the Coriolis effect, with shear zones between abrupt wind directional changes. But even if the forecast or weather report doesn't explicitly advertise windshear, count on encountering it in a windstorm.

WINDSHEAR – Welcome to Flagstaff!!

Most of the time, the Flagstaff METAR does not mention low level wind shear (LLWS), but the ATIS does. The wind shear is NOT detected by the AWOS since it only measures the wind at the surface 1000 feet down the runway. It is the tower's call when to append the LLWS notice onto the ATIS. They can add it when reported by a pilot experiencing it on final approach, or if the wind gusts reach a certain level. At a non-towered airport, listen to the ASOS report and be vigilant of the ASOS reported steady-state wind velocity compared to the gust velocities. The greater the difference, the greater the possibility for wind shear. FYI, here at Flagstaff, it is not unusual for the wind to be completely 180 degrees different from one end of the runway to the other end.

Obviously, the worst place to encounter windshear is near the



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Every pilot should know the airplane's crosswind limits, don't fudge any personal minimums, and get lots of practice at cross wind landings!

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runway. On an approach during a strong wind event, one sign you might be in for low-level windshear is when your crab angle on final approach is exaggerated or perhaps out of sync with the reported surface wind. Some glass cockpits may show you the current wind vector and velocity, but DO NOT show you any gust data. When your calculated wind direction is significantly different from the reported wind speed and direction on the ground, plan on encountering some windshear. And do not believe the ATIS reported winds – that

piece of information is very old and unreliable!

You are also particularly vulnerable during departures, especially here at Flagstaff. The departure can present you with several critical factors and constraints in a very short time period and a difficult environment. You are at full power with no reserves to tap into if you encounter an overwhelming downdraft. You are at a higher angle of attack and slower speed while in proximity to the ground and obstructions, and you will be at your highest trip weight which saps climb rate performance. This is not the time you want to encounter a violent downdraft or a side gust pushing you off the center line and/or toward obstructions. Departures into high wind conditions require your focus on your “A” game. Remember your training and be ready to do battle with Mother Nature!

Crosswinds

When confronting crosswinds during landing or takeoff, obviously the first things to consider are wind direction and runway orientation. The airplanes most of us fly have a maximum demonstrated crosswind component, which basically reflects the effectiveness of the rudder demonstrated during flight testing. Others may have hard limits above which it is illegal to operate.

For any given airframe, there is a point where the amount of crosswind is more than the rudder can counteract. At landing speeds, the airplane will not be able to hold the centerline and will drift downwind, risking loss of control. There are a few ways to combat crosswinds, like landing a bit faster if runway length isn't an issue, or sticking the landing quickly, although not necessarily graceful or a perfect 10, and getting the aircraft slowed down (carefully using the brakes) before deceleration and lack of airflow saps rudder authority. And, certainly, know how and when to set the controls (ailerons AND elevators) correctly for taxiing in cross wind/tailwinds. Multi-engine pilots also have the option to use differential power.

No matter what techniques you use in a strong crosswind, every pilot should know the airplane's crosswind limits, don't fudge any personal minimums, and get lots of practice at cross wind landings!!



NOV. QUIZ : (Answers at the bottom of the Safety Program section.)

1. *Hmmm, I am flying home VFR using my GPS and getting flight Following, on a ground track of 178, but holding a wind correction heading of 183 degrees to my destination airport. Should I be at an even plus 500 feet or an odd altitude plus 500 feet??*
 - a) *Even plus 500*
 - b) *Odd plus 500..*
 - c) *What ever ATC assigns me....*
 - d) *I can do whatever altitude I want since I am VFR*
 2. *Alrighty now!! The ASOS is reporting 5 miles visibility with UP. HUH? What the heck is UP?*
 - a) *Something is up (wrong) with the ASOS..*
 - b) *Unusual Precipitation*
 - c) *Usual (light) Precipitation*
 - d) **d).** *Unknown Precipitation*
 3. *Almost all of us pilots have read, seen or have hanging on a wall, that famous poem –“ Oh, I have slipped the surly bounds of earth and danced the skys on laughtered silvered wings” and on and on... by John Magee. So where did he start writing that famous poem?*
 - a) *In his notebook on board a Lancaster bombing mission.*
 - b) *On a napkin in the mess hall..*
 - c) *On an old envelope while flying a Spitfire.*
 - d) *In a German prisoner-of-war camp..*
 4. *OK, you think you have finally memorized all of the FAA acronyms, right?? OMG, what the heck is AHA?*
 - a) *Airport Hold Area.*
 - b) *Associated Hotspot Area.*
 - c) *Automated Hazardous Area Alert.*
 - d) *Aircraft Hazard Area.*
 5. *OK, here we go. I will set the scenario and see how this one falls out. It is a Sunday Afternoon and I have just landed at an airport for fuel on my way home in my C172. I top off both tanks, jump in my airplane start it up, and discover the left fuel guage does not work for some (stupid) reason. No matter what I do, I cannot get it to work. I am only 1 hour from home, the right fuel tank has 19 gallons usable, and I only burn 6.5 gallons per hour, so I have more than enough to get home and still meet the 30 minute reserve rule. So, using the fuel selector valve I select the right tank, the one with the operating fuel guage, and head for home. Now, the question is, was I legal to do that or did I violate the regulation (FAR 91.205) that says I must have an operating fuel guage for each tank, emphasis on plural guages??*
 - a) *I Never thought about that, but it is a stupid rule, left over from the 1930's!.*
 - b) *I believe I am legal since I have an operating fuel guage on the tank I am flying on.*
 - c) *By the way the rule is written . It was illegal to fly the airplane.*
 - d) *Should I have called the FSDO for a ferry permit?*
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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



The answers, kinda sort of:

1. b. § 91.159 VFR cruising altitude or flight level.

Except while holding in a holding pattern of 2 minutes or less, or while turning, each person operating an aircraft under VFR in level cruising flight more than 3,000 feet above the surface shall maintain the appropriate altitude or flight level prescribed below, unless otherwise authorized by ATC:

(a) When operating below 18,000 feet MSL and—

- (1) On a **magnetic course** of zero degrees through 179 degrees, any odd thousand foot MSL altitude + 500 feet (such as 3,500, 5,500, or 7,500); or*
- (2) On a magnetic course of 180 degrees through 359 degrees, any even thousand foot MSL altitude + 500 feet (such as 4,500, 6,500, or 8,500).*

(b) When operating above 18,000 feet MSL, maintain the altitude or flight level assigned by ATC.

1. d. AWOS/ASOS PRECIPITATION DECODER –

*RA: liquid precipitation that does not freeze; SN: frozen precipitation other than hail; **UP: precipitation of unknown type**; intensity prefixed to precipitation: light (-), moderate (no sign), heavy (+); FG: fog; FZFG: freezing fog (temperature below 0°C); BR: mist; HZ: haze; SQ: squall; maximum of three groups reported; augmented by observer: FC (funnel cloud/tornado/waterspout); TS (thunderstorm); GR (hail); GS (small hail; <1/4 inch); FZRA (intensity; freezing rain); VA (volcanic Ash)*

3. c. YUP, in his Spitfire, apparently on a not so dangerous flight. He finished it up after the flight.

4. d. Aircraft Hazard Areas (AHA) are used by ATC to segregate air traffic from a launch vehicle, reentry vehicle, amateur rocket, jettisoned stages, hardware, or falling debris

generated by failures associated with any of these activities. There are many AHAs in the United States. They are activated via the Notice to Air Mission (NOTAM) system. Pilots should be aware of where these AHAs are and review NOTAMs before each flight to determine if there are any airspace restrictions for the AHAs along their planned route.

5. THIS ONE IS REALLY OPEN FOR DISCUSSION (BUT NO FIGHTING) AROUND THE BAR SOME NIGHT---

Here is the Regulation:

91.205 Powered civil aircraft with standard category U.S. airworthiness certificates: Instrument and equipment requirements.

(a) General. Except as provided in paragraphs (c)(3) and (e) of this section, no person may operate a powered civil aircraft with a standard category U.S. airworthiness certificate in any operation described in paragraphs (b) through (f) of this section unless that aircraft contains the instruments and equipment specified in those paragraphs (or FAA-approved equivalents) for that type of operation, and those instruments and items of equipment are in operable condition.

(b) Visual-flight rules (day). For VFR flight during the day, the following instruments and equipment are required:

(9) Fuel gauge indicating the quantity of fuel in each tank

PS – No doubt many of us would have gone with answer (a)....



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!!!

October Aviation Accident & Incident Summary

by Jim Timm

The following are the reports of aviation accidents and incidents that occurred in Arizona from mid-September through October. 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 good because of the number of accidents. Unfortunately, there were a couple of serious injuries, but most importantly, there were three fatalities in one of the accidents.

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: September 15, 2023
Source: FAA Incident
Location: Mesa Falcon Field (FFZ)
Type: Piper PA44-180 Seminole
Injuries: 3 Uninjured

NOSE GEAR COLLAPSED

It was reported that the nose gear was down, but not locked. The airplane landed and the nose gear collapsed. The damage was ultimately reported to be major.

Date: September 15, 2023
Source: FAA Incident
Location: Mesa Gateway Airport (IWA)
Type: Piper PA28-181
Injuries: UNK

RUNWAY EXCURSION

The Piper Archer was cleared for stop-and-go landings, and during a landing the airplane went off the runway. There were no injuries or damage to the aircraft or airport property.

Date: September 17, 2021
Source: FAA Incident
Location: Tucson Ryan Field (RYN)

Type: Cessna 172
Injuries: 1 Uninjured

RUNWAY EXCURSION

During the takeoff roll the Cessna 172 ran off the runway and into the grass, breaking a runway light and damaging a wheel fairing. No other damage was reported.

Date: September 19, 2023
Source: ASN, NTSB
Location: Benson (E95)
TYPE: Champion 7KCAB
Injuries: 2 Uninjured

LOSS OF CONTROL AFTER TAKING OFF

The Champion 7KCAB was substantially damaged when it was involved in an accident near Benson. The flight instructor and the pilot receiving instruction were not injured. Shortly after departing the runway at about 50ft AGL, the airplane began to drift right then suddenly rolled sharply to the right. The airplane's attitude was held briefly before the flight instructor took over the controls. The flight instructor discovered that the aileron controls were unresponsive. He immediately added left rudder and the wings leveled off. The airplane then started a left roll fol-

lowed by a right roll. Controlling the airplane's pitch attitude was normal, but the ailerons did not have any effect on the roll attitude of the airplane. The flight instructor continued to control the airplane with elevator and rudder inputs. The airplane lost altitude and impacted the ground with the wings level. The airplane bounced along the ground and came to rest on the runway.

Date: September 20, 2023

Source: FAA, Incident

Location: Mesa Gateway Airport (IWA)

Type: Piper PA28-181

Injuries: UNK Uninjured

RAN OFF RUNWAY

The Piper Archer was cleared for stop-and-go landings, and during a landing the airplane went off the runway approximately 2000 ft from the threshold. Ground emergency was called, but no medical help was needed, and there was no damage to the aircraft or airport property.

Date: October 1, 2023

Source: FAA, Incident

Location: Chandler Airport (CHD)

Type: Cessna 172

Injuries: 3 Uninjured

TAIL STRIKE DURING LANDING

During touch-and-go landings the pilot reported a tail strike during one of the landings. There was no damage reported.

Date: October 3, 2023

Source: ASN, FAA, NTSB

Location: Near North Phoenix

TYPE: Ultramagic N-300 Balloon

Injuries: 2 Serious Injuries, 12 Uninjured

LOSS OF CONTROL LANDING

The Ultramagic balloon bounced several times during the landing, and the basket was dragged along the ground due to strong gusting winds.

Date: October 6, 2023

Source: FAA Incident

Location: Glendale Airport (GEU)

TYPE: Aeronca Champ 8GCBC

Injuries: 2 Uninjured

BRAKES LOCKED UP

When completing a full stop landing the brakes locked, and the airplane nosed over on the runway. The damage was assessed by the NTSB to be minor.

Date: October 9, 2023

Source: FAA Incident

Location: Prescott Airport (PRC)

Type: Cessna 150

Injuries: 1 Uninjured

NOSE GEAR COLLAPSED

The nose gear on the Cessna 150 collapsed during the landing at Prescott. The damage was reported to be minor

Date: October 11, 2023

Source: ASN, FAA

Location: Chandler Airport (CHD)

Type: Piper PA46-310P Malibu

Injuries: 2 Uninjured

LOSS OF POWER ON TAKEOFF

The Piper Malibu sustained substantial damage when the airplane experienced a loss of engine power shortly after departure. The pilot attempted to return to the runway but struck a fence when landing in a field.

Date: October 12, 2023

Source: FAA

Location: Mesa Gateway Airport (AVQ)

Type: Boeing PT17 (A75N1)

Injuries: 1 Uninjured

LOSS OF CONTROL LANDING

The PT17 Stearman ground looped while landing at Gateway and damaged the lower left wing.

Date: October 17, 2023

Source: ASN, NTSB

Location: H. A. Clark Field (CMR), Williams, AZ

Type: Piper PA28-140

Injuries: 3 Fatal

LOSS OF POWER ON TAKEOFF

The Cherokee Cruiser had initiated its flight in San Diego, refueled in Las Vegas, and shortly after refueled again at H.A. Clark Field (CMR) at

Williams, Arizona. The aircraft departed at approximately 12:20 pm, and witnesses stated they heard the departing airplane operating at what they described as low or no power, and turned to a northerly direction back towards the airport where the plane came down in a nearby open field. The debris field was very limited in size.

Fatal Accident Review

By Fred Gibbs

I am saddened to report there was a fatal aircraft accident in October out in Williams, Arizona, but not involving any Arizona-based pilots. A Piper Cherokee PA 28, according to a witness, apparently lost power on climb out and attempted to turn around and return to the airport – the impossible turn scenario – and crashed into a field. Unfortunately, all 3 occupants were killed. As of the time I am writing this, no further details are available. *Just as a side note, this accident, involving the **impossible turn scenario** (that almost worked), is the same tragic scenario that claimed the lives of both Richard McSpadden, from AOPA's Safety Institute and a former USAF Thunderbird lead pilot, and Russ Francis, the owner of the Cardinal C177RG and a former NFL player and Super Bowl winner. They crashed 440 feet from the end of the runway. Had they had 20 feet more altitude in the approach they would have cleared the embankment at the end of the runway!*



But please keep in mind, we are still doing a really great job of flying safe! Here we are, entering our 11th month, with only two fatal accidents with 5 fatalities on record. And only one of the accidents involved Arizona-based pilots. It would sure be a significant accomplishment to actually end the year with no further fatal accidents, so please continue to fly safely. And bear in mind, while monsoon season is over, Mother Nature is getting ready to serve up WINTER. She could, and most likely will, still raise her ugly side, so please do not get into an argument with her. She wins a lot!!!

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

Fred



CFII Accepting New Students

Contact: Patrick Williams

(480) 737-5999

Email: pwilliamsaz@gmail.com



CLASSIFIEDS

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

Contact: Steve Huff

Email: learaviator@yahoo.com

September-October 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 September 15 through October 12 there were 24 pilot deviations reported by the FAA SDL FSDO office.

These deviations were committed by pilot certificate levels ranging from student thru ATP, and in this reporting period there were also eight out of state pilots that committed the deviations. Of these 24 deviations reported, there was a need to issue seven Brashers.

Note, a controller will issue a Brasher notification when further FAA action will be taken, and the controller is thus giving the pilot 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. Always fly with care and forethought.

The details of the deviations this month are as follows:

IFR DEVIATION (6)

9/13 IFR SID Deviation
Commercial/CFI Pilot
Phoenix TRACON (P50)

The pilot deviation was reported by the Phoenix TRACON when the aircraft didn't fly the DVT 3 departure as published. There was no loss of separation.

9/19 IFR NORDO
Private Pilot
Out Of Missouri
Albuquerque Center (ZAB)

At 17:24 the Albuquerque Center controller cleared the aircraft to contact Albuquerque Center on 127.67. The aircraft did not respond to that call, nor any subsequent attempts made by ATC. The aircraft remained out of contact with ATC until 1843z, when the LA Center established communications and issued the **Brasher** Warning.

9/19 IFR Standard Instrument Departure (SID)
Deviation
Private Pilot
Phoenix TRACON (P50)

The aircraft departed from Mesa Falcon Field and should have been on the MESA 1 departure but it didn't fly the Mesa 1 SID correctly.

9/22 IFR Standard Instrument Departure (SID)
Deviation
Private Pilot
Phoenix TRACON (P50)

The aircraft departed Mesa Falcon Field (FFZ) IFR, entered a Minimum Vectoring Altitude (MVA) area, and the Phoenix TRACON San Tan controller issued a Low Altitude Alert with an expeditious climb request. The aircraft quickly climbed above the MVA and continued on their flight. FFZ ATCT advised they had issued the MESA 1 Departure, however, the aircraft didn't fly the departure procedure, rather they flew the runway heading northeast directly into the higher MVA area. Once it was discovered that this was

a possible pilot deviation, the aircraft was well outside the Phoenix TRACON airspace, and a request was then made to Albuquerque Center to issue a **Brasher** to the pilot.

10/4 IFR Route Deviation
ATP Pilot
Out of California
Albuquerque Center (ZAB)

The Cessna Citation had made an unauthorized turn of about 50 degrees. The event occurred near Wellton, AZ, and a **Brasher** was issued. The pilot stated that this is a common route for the aircraft and it is a stored routing in the Flight Management System (FMS) they used and should have been good.

10/8 IFR Standard Instrument Departure (SID)
Deviation
ATP Pilot
Out of California
Phoenix TRACON (P50)

The aircraft departed Scottsdale airport IFR and was issued the MARICOPA 1 departure by ATC. The aircraft didn't comply with the departure, and the controller had to give them vectors to avoid terrain.

CLASS BRAVO DEVIATION (1)

9/23 Entering Class Bravo Airspace Without
First Obtaining A Clearance
Private Pilot
Out of Texas
Phoenix TRACON (P50)

The aircraft was flying VFR from the south toward Mesa Falcon Field (FFZ), and they had climbed into the Class Bravo Airspace without a clearance. The controller asked them if they were familiar with the Bravo Airspace, and the pilot said no. The controller then vectored the aircraft to descend them out of the Bravo Airspace, and the aircraft continued on to FFZ without further incident.

CLASS DELTA DEVIATIONS (3)

9/22 Entering Class Delta Airspace Without
First Establishing Communication
Student Pilot
Phoenix Deer Valley Airport (DVT)

The errant aircraft entered the Deer Valley Class D Airspace from the North without first establishing communication with DVT. A Cessna was in closed traffic for RWY 7L and ATC had to turn them to the NE to avoid the errant aircraft. The Cessna reported the errant aircraft in sight. Unfortunately, the errant aircraft was in communication with the Scottsdale tower.

9/22 Entering Class Delta Airspace Without
First Establishing Communication
Private Pilot
Mesa Gateway Airport (IWA)

The Piper aircraft was inbound from the North and descended into the Gateway Class Delta Airspace southbound and over the top of the airport at 3,500 feet MSL. The local controller attempted to contact the aircraft, but was unable to establish two-way radio communications. The aircraft appeared to be inbound for the Chandler airport. The Gateway Tower contacted the Chandler Tower and requested that they issue the pilot the **Brasher** statement once they were in communication with the aircraft.

9/29 Entering Class Delta Airspace Without
First Establishing Communication
Student Pilot
Mesa Falcon Field (FFZ)

A Piper aircraft was observed entering the Falcon Field (FFZ) Delta Airspace from the south at 3,100 feet without permission from FFZ. The FFZ controller had to issue a turn to another aircraft to avoid the errant Piper. The Piper was then observed turning southbound towards the Gateway (IWA) airspace. The FFZ controller contacted the IWA tower and verified that the errant Piper was on their frequency, and asked them to give the **Brasher** notice to the Piper due to the airspace violation.

TFR DEVIATIONS (3)

9/8 Entering a TFR Without Authorization
Commercial Pilot
Out of Oklahoma
Albuquerque Center (ZAB)

A report from the Tonto National Forest Aviation Officer reported that a Cessna with a known tail number violated an active firefighting TFR (NOTAM 03/5101). There was no radar data to support the report. The event occurred near Payson, and a Brasher was NOT issued.

9/16 Entering a TFR Without Authorization
Comm/CFI Pilot
Out of New York
Albuquerque Center (ZAB)

The pilot deviation was reported by the Airspace Coordinator that an R66 helicopter violated firefighting TFR 03/0452. One of the Air Attack aircraft identified the violator and visually got the tail number. The event occurred near Tucson, and a Brasher was NOT issued.

9/28 Entering a VIP TFR Without Authorization
Private Pilot
Out of Virginia
Phoenix TRACON (P50)

The Beechcraft violated the VIP 30-mile TFR. The aircraft departed Pegasus Airpark (5AZ3) on a 1200 code. After about 5 minutes ATC was able to contact the pilot, and the controller gave them an appropriate transponder code.

AIR TRAFFIC CONTROL INSTRUCTIONS (3)

9/14 Failure to follow Air Traffic Control Instructions
ATP/CFI Pilot
Mesa Falcon Field Airport (FFZ)

The pilot deviation was reported by FFZ when the aircraft did not follow the departure instructions assigned by ATC.

10/1 Failure to follow Air Traffic Control Instructions
Private Pilot
Tucson Ryan Field Airport (RYN)

The Piper Tri-Pacer made an early right turn after becoming airborne, and conflicted with a Cessna 172 in the downwind.

10/4 Failure to follow Air Traffic Control Instructions
ATP/CFI Pilot
Out of California
Scottsdale Airport (SDL)

The Cessna was repeatedly given holding, and pattern entry instructions, and failed to understand them even after the controller repeated the instructions multiple times. He was issued a downwind entry, and flew through the final causing a Resolution Alert for another aircraft. The problematic Cessna was issued a **Brasher** for his inability to follow instructions.

RUNWAY INCURSIONS (5)

9/11 Failure to expeditiously clear a runway after landing
Comm/CFI Pilot
Phoenix Deer Valley Airport (DVT)

The Pilatus failed to clear the runway after landing with a Cirrus on short final. The Pilatus landed on Runway 25L and was instructed to turn left on Taxiway Charlie 7, and taxi via Taxiway Delta 6 to the ramp, but there was no response from the Pilatus. The Local Control (LC) issued the instructions again and continued trying to get in contact with the Pilatus with no response. The Pilatus had turned left on Taxiway Charlie 7, and stopped prior to crossing the hold short line of the runway. Ground Control (GC) also tried to reach out to the Pilatus but got no response. LC issued a go around to the Cirrus on an approximate 1/4 mile final. The Pilatus then contacted GC for taxi instructions to the ramp. GC issued taxi instructions and also the **Brasher** warning.

9/12 Taking off on a runway without ATC authorization.
Comm/CFI Pilot
Mesa Gateway Airport (IWA)

The Piper departed Runway 30R without ATC authorization. The controller cleared the Piper to land on Runway 30R. The read-back was correct., and the Piper conducted a touch and go and departed Runway 30R instead of making a full stop. No other traffic was involved.

9/15 Entering a runway without ATC authorization
Comm/CFI Pilot
Scottsdale Airport (SDL)

The errant Cessna entered Runway 21 without ATC authorization. The controller had two Cessna aircraft on frequency, and the errant Cessna called the controller and advised they were ready for departure. The controller instructed the errant Cessna to hold short of Runway 21 and the read-back was correct. The controller then cleared the other Cessna for takeoff and it departed. The controller attempted to issue additional instructions to the departing Cessna and said your right turn out to the north is approved, expedite your climb. The errant Cessna read back "Runway 21 cleared for takeoff expediting climb". The controller did not catch the read back of cleared for takeoff. The errant Cessna entered Runway 21 and lined up for departure. The controller asked who the aircraft was on Runway 21 and the errant Cessna advised it was them. LC instructed the Cessna to exit Runway 21 at Taxiway Alpha 13 and advised them of another Cessna on an approximate 1/2 mile final.

9/24 Entering a runway without ATC authorization
Private Pilot
Phoenix Deer Valley Airport (DVT)

The Piper called ground control for departure on runway 25R. The Piper read back the proper hold short instructions after being corrected to use call sign with hold instructions. The Piper then proceeded onto runway 25R and appeared to be holding in position on runway 25R. Another

Piper was inside a half mile final for runway 25R, and was sent around, and offset to the right of runway 25R. The errant Piper was instructed to taxi down runway 25R and exit at A10. No other aircraft were impacted.

10/6 Entering a runway without ATC authorization
Student Pilot
Chandler Airport (CHD)

A VFR solo student pilot was cleared for a touch-and-go on Runway 4L; however, they aligned with and landed on Runway 4R. The student flew within 0.5 miles of another VFR aircraft, which was turning base for Runway 4R.

LANDING ON A TAXIWAY (1)

9/27 Landed On A Closed Taxiway
Private Pilot
Tucson Ryan Field Airport (RYN)

The pilot was sequenced number three to follow traffic for RWY 6R. The pilot had his traffic in sight, but lost them on short final, and the pilot landed on TWY A, which was NOTAMed closed. There were no personnel or equipment on TWY A at the time of the event.

In a phone call afterwards, the pilot stated that he knew that many things were closed per the ATIS, except for RWY 6R, and got confused when he lost sight of his traffic but didn't say anything.

SURFACE INCIDENT (LANDED ON A TAXIWAY) (1)

8/9 Failure to Follow ATC Instructions
Private Pilot
Prescott Airport (PRC)

The VFR Super Cub was cleared to land on Runway 21R, however they aligned with and landed on Taxiway A. Personnel and equipment were present in the run-up area for Runway 21R adjacent to Taxiway A. The facility reported an

overflight did not occur.

PEDESTRIAN ON RUNWAY (1)

10/11 Pedestrian got on the Runway.
Phoenix International Airport (PHX)

Phoenix Air Traffic Control Tower advised that an unauthorized pedestrian was observed on Runway 8/26. Operations were suspended for 6 minutes while the airport Police Department apprehended the individual, and normal operations could be resumed.

A Few Words About Safety

Denny Granquist

“

“If you don't plan for survival you haven't properly planned your flight.”

“Sounds and feel are more important than numbers.”

”



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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	
Mgr: Britney Kirk (520) 384-0796		100 acres w/race track	
Indian Hills Airpark	Salome	75	
Mgr: Gerry Breeyear (928) 916-0608			
La Cholla Airpark	Oro Valley	122	
Mgr: Larry Newman (520) 297-8096			
Mogollon Airpark	Overgaard	60	
Mgr: Sherry admin@mogollonairpark.com			
Montezuma Heights Airpark	Camp Verde	43/44	
Dr. Dana Myatt (602) 888-1287			
Moreton Airpark	Wickenburg	2	
Mgr: Daniel Kropp (602) 315-0323			
Payson Airpark	Payson	40+	
Coord: Dennis Dueker (928) 472-4748			
Pegasus Airpark	Queen Creek	15/40	Erik McCormick - Choice One Properties 480 888 6380 Erik@Pilotexpeditions.com
Mgr: Jack @ 1st Svc Res (480) 987-9348			
Pilot's Rest 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 480 888 6380 Erik@Pilotexpeditions.com
Mgr: Tommy Thomason (480) 488-3571			
Stellar Air Park	Chandler	95/105	Erik McCormick - Choice One Properties 480 888 6380 Erik@Pilotexpeditions.com
Mgr: SRUA, Inc. (480) 295-2683			
Sun Valley Airpark	Fort Mohave	55/107	
Mgr: Jim Lambert (928) 768-5096			
Thunder Ridge Airpark	Morristown	9/14 (on 160 acres)	
John Anderson janderson72j@gmail.com			
Triangle Airpark	White Hills	115 acres	
Mgr: Walt Stout (702) 202-9851			
Twin Hawks	Marana	2/40 (4 acre lots) on 155 acres	
Mgr: Tim Blowers (520) 349-7677			
Western Sky	Salome	all 200 acres for sale	
Mgr: Bill McDonald (602) 809-4008			
Whetstone Airpark	Whetstone	5 / 12	
Mgr: Brian Ulmer (520) 456-0483			

APA Website

Please visit our website for the latest information.

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

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

Email Stefanie at:

Webmaster@AZPilots.org

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.



Stefanie Spencer— Webmaster



New pilots welcomed!



Writers welcomed!



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