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December 2023

APA NEWSLETTER

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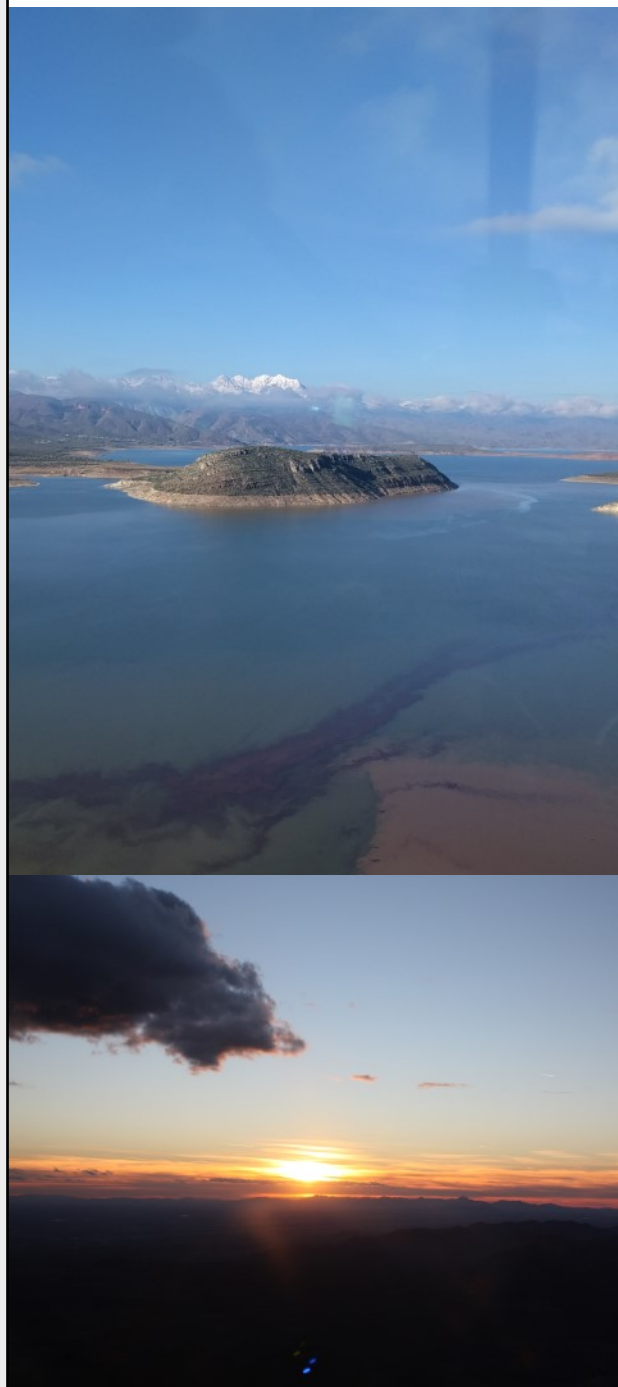
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# President's Report

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Greetings,

It's hard to believe that 2023 is coming to a close and the new year will be here before we know it. The winter flying weather has been stellar lately, and let's hope it continues for the foreseeable future.

Before we finish out this year, the APA team will be busy again this month closing out the 2023 Scholarship cycle. We had another good turnout this year with forty-one applications received. Although many of the students are seeking careers as airline pilots, there are those that want to become professional CFI's or focus on the other aspects of flying, such as aerial firefighting or flying for organizations such as the US Forest Service. We've also seen a steady uptick in students interested in becoming aviation maintenance professionals, which is very encouraging since that is predicted to be the next talent shortfall in the aviation industry. The Scholarship committee is nearing completion of its work in reviewing and scoring the applications, and we'll update you on the winners in the January edition of the newsletter.

As you probably know, the Scholarship program is solely funded by membership donations. As we get close to the end of the tax year, please consider making a [tax-deductible donation to the Scholarship fund](#) so that we can continue to support the next generation of Arizona aviation professionals. Every dollar donated goes directly to scholarships which are a critical part of APA's mission.



I would be remiss if I didn't take a moment to thank all our volunteers. They contribute a lot of time and energy to making APA successful. Whether it's hosting our fly-in events, doing airstrip maintenance to sending membership thank you cards, they are critical to keeping APA viable as the voice of General Aviation in Arizona. Last but certainly not least, a special thanks to our newsletter editor, Cathy Paradee, who works hard to keep us on all on track with the monthly newsletter publication – thanks Cathy! And if you are interested in joining our volunteer team, please let us know!

Happy Holidays and Fly Safe!

Fly Safe,

Chris





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# Executive Director's Report

Jim Timm — December 2023

Lately, Saturday mornings have been great for flying out for the weekend breakfasts, except for one Saturday when the weather was a bit questionable, and a number opted to go to the local IHOP instead of flying. The flying conditions are just what we have been waiting for during the past long, hot summer. So now let's get out there and go flying!

I'm sure you have noticed, but since just before Thanksgiving the winter visitors have been arriving. If we don't have enough air traffic as it is, now we have the northern population that doesn't want to put up with the snow and cold, and are free to escape, are now showing up. Please be safe and keep your eyes open for this slight up-tic in traffic. Some may not be aware of the crowded skies we share in Arizona.



## MISCELLANEOUS ITEMS

### FAA

I'm sure you've 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's important that 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 the rule is implemented, it will have a significant impact on what type of aircraft can be flown by Light Sport Aircraft Pilots. Because the document is a bit long, some of the alphabet organizations (AOPA, EAA) have developed a synopsis of the NPRM to assist you in your review of the rule.

### AIRSPACE

Presently 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.



Because we are entering an election year, and Arizona is purported to be a swing state, the President may be here, along with his VIP TFR. Be aware that these VIP TFRs are administered by the Secret Service, NOT the FAA, and these TFR's are indeed serious, and administered by serious individuals, and must be avoided at all costs.

The Tucson International Airport (TUS) was sup-



posed to have renumbered it's 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 is planned to be closed for two years for replacement. This renumbering is the result of a slight, and normal, shift in the magnetic variation.

## SAFETY

The pilot deviations seem to have gotten out of hand this past reporting period as there were thirty-five deviations. Usually there are about eighteen to twenty per month. I just continue to be amazed to see some of the things that pilots

will do while flying. Often, they just don't seem to be aware of what type of airspace they are flying in, or are about to enter, or understand what is required of them. Pilots need to listen carefully to ATC instructions and follow them, and if you can't comply, immediately tell the controller why you can't. Pilots need to be aware that 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 forethought and caution.

In summary, the pilot deviations this reporting period are:

7 IFR Deviations	3 Brashers
4 Class Bravo Airspace Deviations	3 Brashers
1 Class Charlie Airspace Deviation	No Brasher
6 Class Delta Airspace Deviations	3 Brashers
1 Air Traffic Control Instructions	1 Brasher
14 Runway Incursions	5 Brashers
1 Movement Area Deviation	No Brasher
1 Vehicle on A 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 the best because of the rather large number of accidents and incidents that occurred. Contained in the report this month is the synopsis of a fatal accident that involved an Arizona pilot that occurred outside the state of Arizona.

For the details of these accidents and incidents see





“

Pilots need to listen carefully to ATC instructions and follow them, and if you can't comply, immediately tell the controller why you can't.

”

my *Accident/Incident Summary Report* located elsewhere in this newsletter.

Members, please continue to send accident information to [jtimmm@azpilots.org](mailto:jtimmm@azpilots.org) with the date, location, aircraft make, and type, if anyone got hurt, and with as much detail as possible. Thank you.

It was indeed fortunate that in this past reporting period the FAA did not report any Near Mid-Air Collisions.

## CONSTRUCTION

We would like to remind everyone that on November 30, 2023, Tucson International Airport (TUS) was supposed to be renumbering their runways and would be closing runway 11R-29L, the primarily runway used by small general aviation aircraft. Runway 11R-29L will be closed for two years because it will be demolished and replaced with a runway 150 feet wide and 11,000 feet long. They are suggesting that pilots who want to practice approaches, taxi backs, or touch-and-go landings use Ryan Field (RYN) for the duration.

It's that time of the year when airports around the state have 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 check for NOTAMS at your destination airport so you don't have an unexpected surprise when you arrive.

APA is 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 this month, and Eloy, and Sierra Vista Municipal Airports are 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 has had a fly-in breakfast on the third weekend of the month, and it was planned to start in October, but because of the 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 the main course, and campers, please bring a side dish or dessert to share. Grapevine, which lies within a National Forest, is heavily used by the Forest Service for fighting wildfires, and the Military for Special Training.

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

When you fly to any of these venues, be sure to look for the Fly Arizona Passport Placard at the restaurant, and at the airport terminal. Scan the placard with your smart phone app 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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Email: [rauckit@sbcglobal.net](mailto:rauckit@sbcglobal.net)



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

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# APA Volunteer Opportunities

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

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

Thank you in advance for your participation!

Opportunities		APA Point of Contact
<b>APA Member Services</b>	Mailing Donor Thank You Cards Mailing Membership Cards and a Welcome Letters Clothing Store Inventory and Shipping Orders	Stefanie ( <a href="mailto:stef@azpilots.org">stef@azpilots.org</a> )
<b>Grapevine Monthly Camping Weekend Volunteer Hosts Needed!</b>	<b>December '23</b> (Dec. 15 & 17)	Daryl & Karen
	<b>January '24</b> (Jan. 19 & 21)	Brian Schober
	<b>February '24</b> (Feb. 9 & 11)	Mark & Stefanie Spencer
	<b>March '24</b> (Mar. 15 & 17)	Chris Nugent
	<b>April '24</b> (Apr. 19 & 21)	Rod Kunkel
<b>Airstrip Maintenance Volunteers Needed!</b>	Grapevine (88AZ) (General Maintenance—watch the APA Facebook page for dates)	Mike Andresen ( <a href="mailto:grapevine@azpilots.org">grapevine@azpilots.org</a> )
	Red Creek (Fill Ruts, etc.)	Tommy Thomason ( <a href="mailto:redcreek@azpilots.org">redcreek@azpilots.org</a> )
	Double Circle Ranch (Airstrip Shoulder Mowing - Help Needed!)	In Work Thanks to Josh Leavitt and the Bryce Families! ( <a href="mailto:doublecircle@azpilots.org">doublecircle@azpilots.org</a> )
	Forepaugh (General Strip Maintenance)	Kit Murphy ( <a href="mailto:forepaugh@azpilots.org">forepaugh@azpilots.org</a> )



**Steven D Huff**  
Designated Airworthiness Representative

---

Imports, Exports, Special Flight Permits  
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[learaviator@yahoo.com](mailto: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.

Steven Huff [learaviator@yahoo.com](mailto:learaviator@yahoo.com) 602-390-4246

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1:00pm-3:00pm

Meet and greet  
Presentation by Wally  
Book signing  
Refreshments



RSVP

## NIGHT EVENT

5:30pm-8:00pm

TICKETS: \$35

Per Person

Meet and greet  
Food & Refreshments  
Presentation by Wally  
Book signing



Ticket Info

Questions please call: (480) 848-9776

4753 E Falcon Dr Unit 1, Mesa, AZ 85215

PRESENTED BY Arizona Aviation Historical Group

HOSTED BY Cunningham Aviation



## Making the Numbers

The FAA and industry will conduct a public education campaign emphasizing the best practices for determining/predicting aircraft performance.

**Outreach Month:** December 2023

**Topic:** Making the Numbers

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



### **Winter Weather Challenges:**

Failure to properly prepare for and execute appropriate cold weather airport operations has led to runway incursions, resulting in collisions with snow removal or maintenance operators, and serious runway excursion accidents. This video reviews several risk factors present during winter weather and how to stay safe during the cooler seasons.



<https://www.youtube.com/watch?v=VVNQICtVEK0>

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

Pilot gathering at the Hacienda in Alamos

Make reservations early - [www.haciendadelossantos.com](http://www.haciendadelossantos.com)

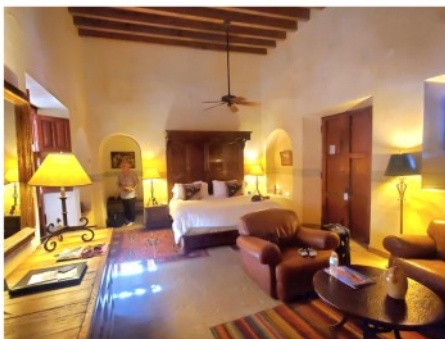
For specific pilot / airport / resort questions - [jnswick@aol.com](mailto:jnswick@aol.com)

[www.clubpilotos.com](http://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.](#)**



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## Day Trip News

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**By Mike McCann**

**APA Day-Trip Coordinator**

### **12/2/23 - Marble Canyon, AZ**

On Saturday, December 2 we had a wonderful day trip to Marble Canyon, AZ. Perfect weather existed along the entire route, and aircraft came from numerous directions including southern Utah, Lake Havasu, and multiple Phoenix area airports. In total, 10 aircraft and 15 pilots and passengers arrived at L41.



*APA members on the Marble Canyon tarmac after parking their 10 aircraft at the airstrip.*



Located just 20 miles southwest of Page, AZ, Marble Canyon is considered “the beginning of the Grand Canyon.” The airport is approximately 1,500 vertical feet below the canyon rims and the descent must be planned well ahead due to airspace restrictions in the canyon.



*Amazing views as you get closer to Marble Canyon airport.*

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The views were amazing, both from the air and once we landed at L41. Even better, winds were calm at the airport, something that is a bit rare for this airport. A short, 10-minute walk from the air-strip took everyone to the Navajo Bridge which spans the Colorado River. Originally a bridge for vehicular traffic, the bridge today is limited to pedestrian traffic, which made for wonderful sightseeing.



*APA members standing on the Navajo Bridge which spans over the Colorado River and beautiful rock walls.*

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*Views of the Colorado River from the Navajo Bridge.*

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After spending some enjoyable time on the Navajo Bridge, everyone made their way back to the Marble Canyon Lodge (adjacent to the airstrip) for lunch. Although the restaurant was undergoing extension remodeling, they were ready and waiting for us. Everyone enjoyed the home cooking and conversation until it was time to head back to the airstrip.



*Inside the Marble Canyon restaurant for some good food and relaxing conversation.*

---

The group departed around 12:30pm having spent a very enjoyable three hours at Marble Canyon. Winds remained calm throughout the morning with everyone departing to the Southwest on runway 21.





*APA members departing on the L41 runway (35' wide).*

In summary, everyone agreed that the combination of unique geology, beautiful cliff formations, the Colorado river, and a convenient and good restaurant made Marble Canyon a place many would like to return back to in the future.

Thanks to all that participated on this fun day trip! I'm working on the next day trip destination (anticipated for early February). Stay tuned for upcoming details in the very near future.

Mike



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(262) 672-1956

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





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# MEMBER PHOTOS

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*Thank you to Chris Mehling for this month's photos!*

*Where will you go next? Send your photos to [newsletter@azpilots.org](mailto:newsletter@azpilots.org)!*

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# WICKENBURG FLY-IN

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## CLASSIC CAR SHOW

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Car Show Participants

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Departure Time: 12:30 PM



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# Saturday, January 20th

**Wickenburg Municipal Airport 9 AM - 12 PM**

Be there for a FREE fun family day! See dozens of beautiful aircrafts and classic cars.

Meet pilots from all over Arizona.

Come enjoy coffee and breakfast!



[www.wickenburgaz.gov/events](http://www.wickenburgaz.gov/events)



## The Joy of Aviation

**By Howard Deevers**

Our introduction to aviation can come from many different sources. Some of us grew up in aviation families, where a parent, grandparent, or other relative was already involved in aviation in some manner as a private pilot, airline pilot, mechanic, or even military-related flying. Others gain an interest in aviation by simply looking at airplanes, building models, reading adventure stories, or other exposures.

Our first flight in an airplane is probably a memorable event, no matter when or where you had that flight. I can still remember my first flight in an airplane: it was a J3 Piper Cub, with no radios, no electrical system, had to be hand propped to start it, and it was on a grass field in Eastern Iowa about 1948. My uncle was a veteran of WWII and was a tail gunner on a B-17. He probably got his Private Pilot license in Tucson, AZ, right after the war ended. He had borrowed the Cub from a friend in St. Louis, MO, and followed the Mississippi River north to Davenport, Iowa, and landed on a grass airport that no longer exists today. Why do I remember that flight? Because I was both afraid and filled with joy. Afraid of the unknown but filled with joy of being in the air looking down. The flight could not have been very long, probably less than 30 minutes.

I did not fly again until I was a senior in High School, and this time on a United Airlines flight from Des Moines, Iowa, to Moline, Illinois. My next flight was again a few years later, with a friend in his Cessna 120, also with no radios, but it did have a starter. It was a flight from Davenport to Cedar Rapids and back. Knowing how long it would have taken me to drive that, and how quickly we made it in an airplane, hooked my interest in aviation even more.

Through WWII, railroad travel was the top public transportation. After WWII, aviation quickly gained the interest of the public as airplanes became more useful, more comfortable, and traveled to more places. Aviation had growing pains during the 50's and into the 60's, until we finally had the safe, fast travel system that we have today.



When I fly General Aviation across the country, I find joy in that. I can see the country (unless IFR of course). I talk to air traffic controllers and monitor other aircraft on the same frequencies. I find joy in doing the flight planning, getting weather information, and then actually doing the flight. I like to be able to see out of the plane.

When I fly on Commercial airlines, there is little joy, unless I am sitting by a window and can see out. I am always bewildered by those travelers that pull down the shades and never look out of the airplane. I do realize that at 38,000



feet you cannot see details on the ground, but you can still see the ground, unless you are above the clouds. Even then, looking down on the clouds is different than looking at them from ground level. To many travelers, aviation is only: "Get me there." In the early days, the pilots would point out features on the ground as they passed over them, such as the Grand Canyon or the Mississippi River. I don't hear that anymore, and passengers show little interest in knowing about anything below them. They are missing the joy of aviation.



There is something mystical about aviation to those of us that have experienced the Joy of Aviation. Maybe we cannot expect all of those millions of travelers to feel the Joy of Aviation as we that get to sit in the front seat looking forward do. After all, the aviation community has invested a lot of time, effort, and resources to make air travel as safe as it is today, but we have invested very little to let that public traveler know that there IS a Joy in Aviation.

We only have to look at the long lines for security, and the somewhat convoluted boarding and de-boarding of airplanes, to see that there is room for improvement. Not everyone can have a window seat. You don't have to be a pilot to experience the Joy of Aviation (flying). If we understand that only a short time ago in history, no humans could experience flight at all, then maybe the experience will have more meaning and joy.

One of my favorite aviation writers is Richard Bach. All of his writings have an aviation theme, and they are real stories of his adventures in many cases. Here is a short quote from his book BI-PLANE:

*..."in the billions of hours that men have been aloft, not one has left a mark in the sky. Into the smooth sky we pull a tiny wake of rippled air. When our airplane is gone, the sky smooths, carefully covering every sign of our passing, and becomes the quiet wilderness that it has always been."*

There it is, the Joy of Aviation, and I might add, the mystery of Aviation as well.



When we fly, we can experience the Joy of Aviation. As pilots we must also respect the mystery and physics of aviation, and through our actions bring joy to others that are not pilots.

We must do all that we can to keep aviation as safe as possible. For that reason, ARIZONA PILOTS ASSOCIATION offers free safety seminars all over the State. Check the website for locations and times in your area, and don't forget to "Bring your wingman!"

Howard





# **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!**

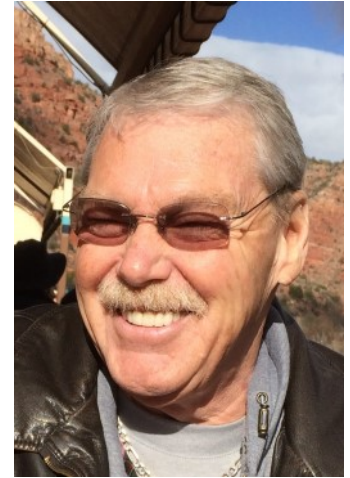
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## **GAARMS REPORT DEC. 2023**

**By Fred Gibbs**



### **Fred's Perspective: Retiring!!!!!!**

As you all know, time waits for no man or woman. It seems like it is slowly catching up with me. The other day I looked in the mirror and was wondering "who is that old, tired guy looking back at me?" Having to admit, "Yup, that is really you," does not sit well with me, but one must look life in the eye and accept the truth. It may be time to retire – again, for the 3<sup>rd</sup> time! 3<sup>rd</sup> time? Let's see, first 10 years a combination of military, college, and private industry, a 30-year FAA air traffic control career, and 20 years of consulting. Flying since 1972, instructing since 1976, a safety counselor and FAAS-Team Lead Rep since 1974'ish, a contributing member of the Arizona Pilots Association for the past 14 years, a NAFI Master Flight Instructor twice, and a recipient of the FAA's Wright Brothers award for 50 years of safe flying. All in all, a pretty great life. Along the way I have made quite a few friends all across the country and all across the aviation world and I would like to think I have made some positive contributions to aviation overall. Heck, I even got my name on the Walk of Fame at the Smithsonian Udvar-Hazy Air and Space Museum out at the Dulles International airport, but all that was then, and now it is now!



This past August I celebrated – or suffered through – my 80<sup>th</sup> birthday. That's me, an octogenarian! I even got a membership in the Flying Octogenarians, including a hat, courtesy of fellow APA member, Howard Deevers. (PS - my hat collection continues to grow even though I do not wear hats!) Most of you know I still do a lot of flying up here in Flagstaff, running the flight School for Wiseman Aviation. Let's see, is 500 to 600 flight hours, about the same amount of ground instruction, and over 100 instrument approaches every year enough to keep me sharp at 80 years young?



After 39 years, I no longer own an airplane. The insurance to cover me and my Bellanca Super Viking, my trusty ol' stead the "Speed monster," went sky high, and the time had come to part with it. I knew that day would come eventually, so no tears shed, and a start of a new part of my life. You don't need to feel sorry for me though, I have access to many other aircraft and/or friends willing to fly me anywhere I want to or need to go. The money saved – a fair amount, I might say – is now going into our vacation travel kitty, the next step in retirement.



GAARMS will be no more, after 14 years of tracking, reporting, and analyzing the fatal accidents across the state for all our members every month since 2009. Hopefully, someone else will step forward to pick up the torch. Sadly, in my opinion, the number of face-to-face safety programs also seem to be dwindling in the face of webinars, and I hope APA will continue to push those face-to-face safety programs. They really do matter!

However, I am NOT walking away cold turkey! I will continue to contribute to the newsletter, flight instruct, do occasional safety programs and other related stuff, just NOT so much. I want to be around long enough to see my daughter retire from her FAA upper management position back in FAA headquarters, and see my stepson acquire his captain rating in the airline industry. My plan is to make it to 100 years young.....



## Discussion point: Remembering our Veterans...

This is a wonderful true story. You will be glad that you read it, and I hope you will pass it on.

*It happened every Friday evening, almost without fail, when the sun resembled a giant orange and was starting to dip into the blue ocean. Old Ed came strolling along the beach to his favorite pier. Clutched in his bony hand was a bucket of shrimp. Ed walks out to the end of the pier, where it seems he almost has the world to himself. The glow of the sun is golden bronze now. Everybody's gone, except for a few joggers on the beach. Standing out on the end of the pier, Ed is alone with his thoughts...and his bucket of shrimp.*

*Before long, however, he is no longer alone. Up in the sky a thousand white dots come screeching and squawking, winging their way toward that lanky frame standing there on the end of the pier. Before long, dozens of seagulls enveloped him, their wings fluttering and flapping wildly. Ed stands there tossing shrimp to the hungry birds. As he does, if you listen closely, you can hear him say with a smile, 'Thank you. Thank you.' In a few short minutes the bucket is empty. But Ed doesn't leave. He stands there lost in thought, as though transported to another time and place. When he finally turns around and begins to walk back toward the beach, a few of the birds hop along the pier with him until he gets to the stairs, and then they, too, fly away. And old Ed quietly makes his way down to the end of the beach and on home.*

*If you were sitting there on the pier with your fishing line in the water, Ed might seem to be, as my dad used to say, like 'a funny old duck'. Or, to onlookers, he's just another old codger, lost in his own weird world, feeding the seagulls with a bucket full of shrimp. To the onlooker, rituals can look either very strange or very empty. Sometimes, us old folks often do strange things, at least in the eyes of Boomers and Millennials. Most of them would probably just write Old Ed off as just another strange old codger. That's too bad. They'd do well to know him better.*



*His full name: Eddie Rickenbacker.*

*He was a famous hero in both World War I and World War II. During World War II, on one of his flying missions, he and his seven-member crew of their B-17 had to ditch somewhere in the middle of the Pacific. Miraculously, all of the men survived, crawled out of their plane, and climbed into a life raft. Captain Rickenbacker and his crew floated for days on the rough waters of the Pacific. They fought the sun. They fought the sharks. Most of all, they fought hunger and thirst. By the eighth day their rations ran out. No food. No water. They were hundreds of miles from land, and no one knew where they were or even if they were alive. Every day across America millions wondered and prayed that Eddie Rickenbacker might somehow be found alive.*

*They needed a miracle. That afternoon they had a simple devotional service and prayed for a miracle. They tried to nap. Eddie leaned back and pulled his military cap over his nose. Time dragged on. All he could hear was the slap of the waves against the raft. Suddenly, Eddie felt something land on the top of his cap. It was a seagull! Old Ed would later describe how he sat perfectly still, planning his next move. With a flash of his hand and a squawk from the gull, he managed to grab it and wring its neck. He tore the feathers off, and he and his starving crew made a meal of it - a very slight meal for eight men. Then they used the intestines for bait. With it, they caught fish, which gave them food and more bait....and the cycle continued. With that simple survival technique, they were able to endure the rigors of the sea until they were found and rescued after 24 days at sea.*

*Eddie Rickenbacker lived many years beyond that ordeal, but he never forgot the sacrifice of that first life-saving seagull... And he never stopped saying, 'Thank you.' That's why almost every Friday night he would walk to the end of the pier with a bucket full of shrimp and a heart full of gratitude.*

*PS: Eddie Rickenbacker was the founder of Eastern Airlines. Before WWI he was a race car driver. In WWI he was a pilot and became America's first ace. In WWII he was an instructor and military adviser, and he flew missions with the combat pilots. Eddie Rickenbacker is a true American hero.*

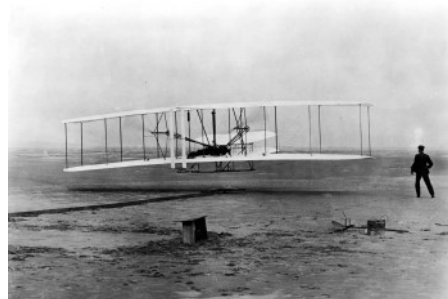


And now you know another story about the trials and sacrifices that brave men have endured for your freedom. And why we should never forget Veteran's Day!



## **QUIZ OF THE MONTH** : (Answers at the bottom of the Safety Program section.)

1. Ok, you just departed out of the Phoenix area heading up to Flagstaff at 9500 feet indicated and getting Flight Following from Phoenix Approach on a nice beautiful VFR day. Out of nowhere, Phoenix asks you for your altitude. You say 9 point 5. Phoenix says your Mode C says you are at 14,200, stop squawking Mode C. How do you do that?
  - a. Turn off your transponder
  - b. Turn off your ADS-B
  - c. Squawk 1200
  - d. Turn Transponder to "ON"
2. Uh oh!!! Do I have a problem here? I just landed – a little hard this time – and as I clear the runway, tower asks me to check my ELT because they just started to hear an ELT signal? You can hear it in the background of the tower controller. How do you check it?
  - a. Recycle your master switch.
  - b. Change frequency on your radio to ground
  - c. Disconnect the ELT.
  - d. Reset your ELT switch.
3. Why is the tail rotor on the Sikorsky CH-53 Super Stallion tilted so much, instead of vertically straight up like most helicopters?
  - a. Cool design
  - b. Straight up made it too tall to meet specs
  - c. It had to counter the cyclic retreating blade syndrome of the main rotor.
  - d. It was to help keep the helicopter within its center of gravity.
4. What manned aircraft holds the current world speed record? (PS – it's Not the one in the picture!)
  - a. Mig-15F
  - b. SR-71
  - c. X-15
  - d. X-37B
5. Both Lycoming and Continental Engine manufacturers have published letters on cold start procedures that include a recommended temperature at which they say when and how pre-heating your engine should be done. Select the correct answer:
  - a. 32 degrees Fahrenheit
  - b. 32 degrees Fahrenheit and wind chill is below 25 degrees
  - c. 20 degrees Fahrenheit
  - d. 2 degrees Centigrade



6. Santa is coming, flying a very long cross country and apparently extremely very fast, very high, but yet, with many stops. His sled is powered by 8 reindeer plus a booster with a red anti-collision light. Since a certified mechanic is required to maintain my engines, who maintains Santa's power plants and what certification must they have?



## SAFETY PROGRAMS

Simply log on to the Internet and go to [WWW.FAASAFETY.GOV](http://WWW.FAASAFETY.GOV), click on "Seminars" and start checking for any other upcoming seminars. Should you desire a particular safety or educational program at your local airport or pilot meeting in the future, such as the BasicMed program, our "Winter Wonderland" snow season special, "The Aging Pilot", Radio Phraseology, or my newest one on LIFR approaches, which discusses the how's, why's, and pitfalls of shooting an approach all the way down to minimums and missed approaches, simply call or text me at 410-206-3753 or email me at either [fredgibbs@azpilots.org](mailto:fredgibbs@azpilots.org) or [fredgibbs@npgcable.com](mailto: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"!!

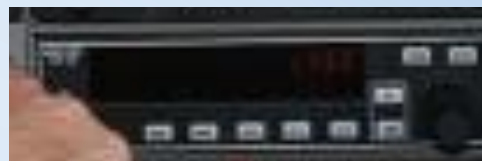
Fred



### Answers:

1. **d.** Most older transponders give you options on the power knob to select a Mode, i.e., OFF, standby (SBY), ON, ALT (Mode C) and test (TST).

Some of the newer ones, like the Garmin one shown here, have buttons instead of knobs, and include a button for putting in your VFR 1200 code with a push of the button. And, if you accidentally pushed it, a second push brings up the old code that was set in before you changed it.



So, SBY/STBY powers up your transponder but does NOT send out any code, ON sends out the code without any altitude information, and, obviously, ALT sends your altitude with whatever code you put in. Mode C is altitude reporting, so to turn off the mode C altitude reporting, simply go back to ON.



2. **d.** YUP, simply reset the ELT switch. You may have to turn it off first, then reset, or some just require pressing the reset button. Tune your radio to 121.5 and listen. If it is you, the ELT signal will stop.



ELT switch locking system (Source: TSB)



3. **d.** A helicopter must be balanced. If the front is much heavier than the tail, then it can't fly safely as the nose is too low. If the tail is too heavy, then the same. The point of balance is called the center of gravity. The tail boom on a helicopter is very long. If you were to add one pound to the tail vs one pound to the nose, the pound on the tail would provide more impact due to the length of the tail boom. In engineering this is called the "moment arm". By canting the tail boom, the tail rotor actually provides additional lift to the tail boom. There isn't that much lift, but since the tail boom is so long it has a pronounced effect. This gives the aircrew more latitude in loading the helicopter. With the extra lift provided by the tail rotor, we can put more load (troops, fuel, etc.) behind the rotor mast and still keep the center of gravity in acceptable limits.

4. **c.** 1: North American X-15. This aircraft has the current world record for the fastest manned aircraft, but was rocket-powered, an important distinction. Its maximum speed was Mach 6.70 (about 7,200 km/h) which happened on the 3rd of October 1967 thanks to its pilot William J. "Pete" Knight. The fastest fighter jet in the world today is the MiG-25 Foxbat, that managed a short duration top speed – Not a cruise speed - of 2,190mph, half the speed of the X-15. The SR-71 Blackbird is the fastest plane ever built and could cruise at speeds exceeding Mach 3 or over 2,000 mph at 80,000 feet. This incredible velocity was achieved thanks to two Pratt & Whitney J58 air-breathing jet engines, which used afterburners to produce up to 32,500 pounds of static thrust each.

5. **c.** In a masterful understatement, the headline on Continental's Letter pronounces: "Contains Useful Information Pertaining to Your Aircraft Engine." You want to know when preheat is required? It tells you "When the engine has been exposed to a temperature of at or below 20 degrees Fahrenheit (wind chill) for two hours or more." (As an aside, we do want to apply a dope slap to the writer who didn't know that wind chill is not relevant to inanimate objects—moving air cannot cool an object to below ambient temperature, no matter how hard the wind is blowing). Despite that error, if your engine has been exposed to ambient air temps of 20 degrees Fahrenheit for two hours or more, Continental's letter says you need to preheat the engine to protect it from damage on starting.

Continental warns, "Failure to properly preheat a cold-soaked engine may result in oil

congealing in the engine, oil hoses and oil cooler with subsequent loss of oil flow, possible internal damage to the engine, and subsequent engine failure.

Lycoming's Instruction states that preheating is required when the engine has dropped to a temperature of 10 degrees Fahrenheit or 20 degrees for its -76 engines. Lycoming is as blunt as Continental about cold starting risks: "Improper cold weather starting can result in abnormal engine wear, reduced performance, shortened time between overhauls or failure for the engine to perform properly. I am of the opinion that the "or" in that sentence should be "and."

6. you weren't really expecting an answer here, were you??

But the following questions still linger - Are his elves certified backyard (barnyard) mechanics? Are they already ahead of the times having been using SAF fuel made from feedstock all this time?? And is it really true that when the FAA shows up to give Santa his BFR, they come equipped with a shotgun for the "losing an engine" demo??



***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!!!***

#### 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](mailto:bob@flightskills.com)

#### ISO Partnership Tucson Area

Looking for a Partnership in Columbia/Cirrus

Contact: Michael Hutchinson

(831) 776-2210

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



# November Aviation Accident & Incident Summary

by Jim Timm

The following are the reports of aviation accidents and incidents that have occurred in Arizona from mid-October through November. 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 the best because of the number of accidents that occurred. Late in the reporting period there was a fatal accident reported that did not occur in Arizona, but in Plano, Texas. It's reported because it included an Arizona pilot. We wish we were able to track Arizona pilots that are involved in very serious accidents outside of Arizona, but that information is not always readily available to us.

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 suites 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: October 19, 2023  
Source: FAA Incident  
Location: Phoenix (PHX)  
Type: Gulfstream III  
Injuries: 3 Uninjured

## **BRAKE FIRE**

Upon landing the brakes locked up and caught fire. The fire was extinguished, and the extent of damage was determined to be minor.

Date: October 19, 2023  
Source: FAA Incident  
Location: Flagstaff (FLG)  
Type: Mooney M-20M  
Injuries: 2 Uninjured

## **LOSS OF CONTROL LANDING**

The aircraft bounced on landing and struck three runway lights. The aircraft sustained minor damage.

Date: October 21, 2021  
Source: FAA Incident  
Location: Tucson Ryan Field (RYN)  
Type: Cessna 177 Cardinal RG

Injuries: 1 Uninjured

## **GEAR UP LANDING**

The Cessna landed gear up, and the NTSB determined the damage was minor.

Date: November 2, 2023  
Source: FAA Incident  
Location: Mesa Gateway (IWA)  
TYPE: Piper PA28-181  
Injuries: 1 Uninjured

## **LOSS OF CONTROL**

The student pilot ran off the runway, and there was no damage to the aircraft or the airport infrastructure.

Date: November 4, 2023  
Source: FAA, Incident  
Location: Near Page  
Type: Aerostarr RX8 Balloon  
Injuries: 2 Uninjured, 1 Serious Injury

## **BURNER FAILURE**

The balloon had a double burner failure at about 75 feet about the ground, and they struck a

parked SUV during an uncontrolled descent. One passenger sustained serious injuries.

Date: November 5, 2023  
Source: FAA, Incident  
Location: Mesa Falcon Field (FFZ)  
Type: Cirrus SR20  
Injuries: UNK Uninjured

### **LOSS OF CONTROL AFTER LANDING**

After landing, the pilot turned to exit the runway, temporarily lost brake pressure, and veered into the dirt. The pilot regained brake pressure and taxied to parking. An inspection disclosed there was no damage to the aircraft or airport property.

Date: November 6, 2023  
Source: ASN, FAA  
Location: Mesa Falcon Field (FFZ)  
TYPE: MD530F Helicopter  
Injuries: 2 Uninjured

### **TAIL ROTOR STRIKE**

The tail rotor impacted the ground during autorotation practice, and the aircraft skidded to a stop. There was substantial damage.

Date: November 7, 2023  
Source: FAA Incident  
Location: Yuma Airport (NYL)  
TYPE: Military C130  
Injuries: UNK Uninjured

### **HARD LANDING**

The C130 made a hard landing. There were no known injuries or aircraft damage.

Date: November 16, 2023  
Source: ASN  
Location: Yuma Airport (NYL)  
TYPE: ELA-10 Eclipse Gyroplane  
Injuries: 1 Uninjured. 1 minor injury

**DUST DEVIL UPSET** While landing, the ELA-10 gyroplane was hit by a dust devil and departed the prepared surface striking a sign. One occupant was injured.

Date: November 17, 2023  
Source: ASN  
Location: Yuma Airport (NYL)  
TYPE: Beechcraft 95 Travel Air  
Injuries: 1 Uninjured

**WINDSHIELD BLEW OUT** After takeoff, the Beech Travel Air experienced a rudder oscillation that violently shook the aircraft, causing the windshield to come off. The flight landed safely back at the Yuma Airport.

Date: November 21, 2023  
Source: ASN  
Location: Plano, Texas  
Type: Mooney M20C MK21  
Injuries: 1 Fatal

### **LOSS OF CONTROL DURING A GO-AROUND**

The Mooney crashed in a parking lot in Plano, half a mile west of the Air Park-Dallas Airport (F69). The sole person on board was an Arizona resident, and he died in the crash. Preliminary information indicates the pilot was in radio contact with Addison Tower and stated he might divert to Addison if he would not be able to land at F69, "it may be too dark for me." The pilot reported seeing the runway and radioed that he would attempt to land to the north. The tower asked the pilot if he was going around, but there was no response. The airplane impacted the side of a building and was consumed by the post-crash fire.

Date: November 25, 2023  
Source: ASN  
Location: Near Buckeye  
Type: Van's RV-9  
Injuries: 1 Uninjured

### **IN FLIGHT ENGINE FIRE**

The aircraft made an emergency landing on Wickenburg Rd. at night because of a fire in the engine compartment. The Arizona Fire & Medical Authority responded and extinguished the fire. The extent of the damage was undetermined.



Date: November 26, 2023  
Source: ASN  
Location: Casa Grande  
Type: Cessna 182G  
Injuries: 1 Uninjured

## IN FLIGHT LOSS OF POWER

The Cessna Skylane experienced a loss of engine power and landed in a ditch short of Runway 5 at Casa Grande Municipal Airport (CGZ). Damage to the aircraft was substantial.

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## A Few Words About Safety

Denny Granquist

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*“The slower I do things the faster I get things done.”*

*“Flying with pilots is harder than flying without them.”*

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## Fatal Accident Review

By Fred Gibbs

***First off, I would like to wish you all happy holidays and an early Merry Christmas.*** Here we are, December of 2023, and another year has gone by. According to the NTSB CAROL report, there have been no new fatal accidents in Arizona since last month's report, a good sign. Fortunately, 2023 has been a kind year regarding our state-wide safety record. The count currently stands at only 2 in-state fatal accidents and only one of them involving any Arizona-based pilots. There were a total of 5 fatalities. The aircraft involved in the accidents consisted of a Daher Epsilon TB-30 and a Piper Cherokee PA-28-180.

*Overall, it has been an exceptionally safe, above average year, and one of the safest since I started GAARMS in 2012.*

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

Fred



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### CFII Accepting New Students

Contact: Patrick Williams

(480) 737-5999

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



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

Contact: Steve Huff

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

**CLASSIFIEDS**

# October-November 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 October 13 through November 10 there were thirty-five pilot deviations reported by the FAA SDL FSDO office.

These deviations were committed by pilot certificate levels ranging from Private through ATP, and a Military pilot. In this reporting period there were also eleven out of state pilots that committed the deviations. Of these thirty-five deviations reported, there was a need to issue fifteen Brashers.

Note: A controller will issue a Brasher notification when further FAA action will be taken, and the controller is thus giving the airman the opportunity to make note of the occurrence and collect information and their thoughts for their future interaction with Flight Standards.

Pilots need to listen carefully to ATC instructions and follow them, and if you can't comply, tell ATC why you can't. When flying in controlled airspace, pilots should never be creative, but 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 pilot deviations this month are as follows:

## IFR DEVIATION (6)

10/6 IFR Route Deviation  
Military Pilot  
Los Angeles Center (ZLA)

The KC-135 entered active military airspace without ATC clearance. The pilots indicated their FMS dropped some waypoints. The ZLA controller issued a **Brasher** Warning.

10/16 IFR Standard Instrument Departure (SID) Deviation  
Private Pilot  
Out Of Texas  
Phoenix TRACON (P50)

The SR22T was issued the MRRIC1 departure by ATC. The SR22 didn't comply with the departure and flew northeast bound instead. The Biltmore controller issued him vectors to avoid terrain. A **Brasher** warning was issued to the Pilot.

10/19 IFR Altitude Deviation  
Commercial/CFI Pilot  
Phoenix TRACON (P50)

The PA32 descended below his assigned altitude of 6,000 feet.

10/22 IFR Standard Instrument Departure (SID) Deviation  
ATP/CFI Pilot  
Out of Texas  
Phoenix TRACON (P50)

The PC12 did not fly the KATMN6 departure as published. Instead of flying the 335° heading on the departure plate, the pilot started turning to join the departure. There was no loss of separation.

10/23 IFR Arrival Procedure (STAR) Deviation  
Private Pilot  
Out of Indiana  
Albuquerque Center (ZAB)

The Eclipse E500 was enroute to Henderson



Nevada, and flew direct to Henderson from way point RRSTA. When questioned he advised he was issued the routing by Phoenix. The En Route Automation system showed the routing should have been ZEPHER2, RRSTA, GUILA, NTNDO1 to Henderson. The LA Center Controller issued the correct routing, and a **Brasher** was issued by the LA Controller.

## Out Of Washington Phoenix TRACON (P50)

The Cirrus SR22 called for flight following from Chandler to Twin Falls Idaho. Upon squawking a code, the controller observed the aircraft inside the Phoenix Class Bravo Airspace without a clearance and turned the aircraft south to avoid the Phoenix departure traffic. A **Brasher** warning was issued immediately.

10/27 IFR Standard Instrument Departure (SID)  
Deviation  
ATP/CFI Pilot  
Out of Texas  
Phoenix Sky Harbor (PHX)

The pilot deviation was reported by Phoenix when the C525 Citation didn't fly the ECLPS1 departure as published.

10/24 Entering Class Bravo Airspace Without  
First Obtaining A Clearance  
Private Pilot  
Phoenix TRACON (P50)

The Piper PA32 requested flight following from a Phoenix TRACON Controller, and the controller instructed the pilot to remain out of the Phoenix Class Bravo Airspace, and assigned them a beacon code. When RADAR contact was established, the aircraft was at 6,200 feet, and in the Class B airspace. The controller instructed the pilot to exit the Class B airspace and remain outside the airspace. The pilot delayed the descent out of the Class B airspace, and questioned the shelf of the Class B airspace claiming that the ceiling was 7,000 feet, however, the shelf floor was 6,000 feet, and the ceiling was 9,000 feet. The pilot then left the controllers frequency and didn't speak to ATC again until calling the Los Angeles Center. The LA Center controller issued a **Brasher** warning.

11/3 IFR Standard Instrument Departure (SID)  
Deviation  
Unknown Pilot Certification  
Out of California  
Tucson International (TUS)

The pilot deviation was reported by Tucson when the Socata TBM didn't fly his assigned departure heading which resulted in a loss of separation with a King Air which departed out of Davis Monthan. The Socata TBM also read back the wrong departure frequency in the Clearance Delivery, and it was not corrected.

## CLASS BRAVO DEVIATIONS

10/17 Entering Class Bravo Airspace Without  
First Obtaining A Clearance  
Private Pilot  
Phoenix TRACON (P50)

The Diamond DA62 entered the Phoenix Class Bravo Airspace without authorization. There was no loss of separation.

11/2 Entering Class Bravo Airspace Without  
First Obtaining A Clearance  
Commercial/CFI Pilot  
Phoenix TRACON (P50)

The Cirrus SR20 Called the Phoenix TRACON to pick up flight following and request a Class Bravo Airspace transition to the north. As he was being identified, he entered the Class Bravo Airspace without a clearance. The controller gave him a **Brasher** warning after identifying the Aircraft.

10/19 Entering Class Bravo Airspace Without  
First Obtaining A Clearance  
Private Pilot

## CLASS CHARLIE DEVIATIONS

10/30 Entering Class Charlie Airspace Without  
First Establishing Communication  
Unknown Pilot Certification.  
Tucson International (TUS)

The C17 Globemaster entered TUS Class Charlie airspace without establishing two-way radio communications and conflicted with TUS IFR arrivals.

## CLASS DELTA DEVIATIONS

10/15 Entering Class Delta Airspace Without  
First Establishing Communication  
ATP/CFI Pilot  
Mesa Falcon Field (FFZ)

The pilot deviation was reported by Falcon Field when the Socata TB-30 Epsilon entered their airspace without approval.

10/20 Entering Class Delta Airspace Without  
First Establishing Communication  
Commercial Pilot  
Out of Colorado  
Prescott Airport (PRC)

The Cessna entered the Prescott Class Delta Airspace before establishing two-way radio communications, and there was no loss of separation. A **Brasher** was issued.

10/20 Entering Class Delta Airspace Without  
First Establishing Communication  
Private Pilot  
Mesa Falcon Field (FFZ)

The Piper was observed entering the FFZ Delta Airspace from the southeast and was northwest bound at approximately 3,000 Ft. MSL. The tower controller attempted to reach out to them on both tower frequencies, however, they didn't get a response. The Piper was then observed to be receiving a squawk code, indicating the aircraft was receiving services from the Phoenix TRACON. The controller in charge reached out to the TRACON Controller for their sector who had the

RADAR tag on the airplane and asked them to issue the **Brasher** notice.

10/23 Entering Class Delta Airspace Without  
First Establishing Communication  
Commercial Pilot  
Out Of California  
Chandler Airport (CHD)

The Cessna entered Chandler Class Delta Airspace without establishing two-way radio communications. There was no loss of separation. The Phoenix TRACON issued a **Brasher**

10/26 Entering Class Delta Airspace Without  
First Establishing Communication  
Unknown Pilot Certification  
Phoenix Deer Valley Airport (DVT)

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

10/27 Entering Class Delta Airspace Without  
First Establishing Communication  
Private Pilot  
Chandler Airport (CHD)

The Cessna was observed entering the Chandler Class Delta Airspace at 2,500 Ft. MSL from the north, and they flew southwest remaining inside the Class Delta until clearing it to the southwest. Multiple unsuccessful attempts were made by the tower to contact the pilot, and the airplane was identified by the ADS-B signal.

## AIR TRAFFIC CONTROL INSTRUCTIONS

10/25 Failure to follow Air Traffic Control Instructions  
Private Pilot  
Out of California  
Phoenix Deer Valley Airport (DVT)

The controller instructed the Cessna to fly straight-out on departure on runway 7R. After



departure the Cessna made a right turn west-bound, conflicting with another aircraft on a right downwind for runway 7R. A **Brasher** warning issued by the controller prior to the Cessna exiting the DVT Class Delta airspace.

## RUNWAY INCURSIONS

10/6 Taking off on a runway without authorization  
Comm/CFI Pilot  
Prescott Airport (PRC)

The pilot deviation was reported by the Prescott Tower when a Cessna departed on RWY 21R without ATC authorization.

10/6 Taking off on a runway without authorization  
Private Pilot  
Prescott Airport (PRC)

The pilot deviation was reported by the Prescott Tower when the Cessna conducted a touch-and-go without ATC authorization.

10/12 Entering a runway without ATC authorization  
Comm/CFI Pilot  
Scottsdale Airport (SDL)

The Cessna crossed the hold short line of Runway 21 without ATC authorization. The Cessna was holding short of Runway 21 at Taxiway Alpha 16. The controller issued a takeoff clearance to another aircraft that was holding short of Runway 21 as well. The Cessna read back the takeoff clearance. The controller immediately advised that the clearance was for the other aircraft, and **not the Cessna**, and instructed the Cessna to hold position. The controller also canceled the takeoff clearance of the other aircraft, who was still holding short of the runway. The controller asked the Cessna if they were across the hold short line, and the pilot answered in the affirmative. The controller then cleared the Cessna for takeoff.

10/12 Entering a runway without ATC authorization  
Private Pilot  
Phoenix Deer Valley Airport (DVT)

The Beechcraft crossed the hold short line of Runway 7R without ATC authorization while a Piper was on a departure roll. Ground Control (GC) instructed the Beechcraft to taxi via Taxiways Alpha, Alpha 9, Bravo and hold short of Taxiway Bravo 5 for a run-up before a Runway 7R departure. The read back was correct after the pilot asked about where to hold short. While the Beechcraft was taxiing, GC instructed them to cross Runway 7L. The read back was correct. Meanwhile the tower controller cleared a Piper for takeoff full length Runway 7R. The Beechcraft had crossed Runway 7L at Taxiway Alpha 9 as instructed but did not turn right on Taxiway Bravo and they had continued ahead and crossed the hold short line of Runway 7R on Taxiway Bravo 9 but had stopped short of the runway edge line. The tower controller had canceled the takeoff clearance of the Piper, and it stopped at Taxiway Charlie 3. GC issued the **Brasher** warning to the Beechcraft and then instructed it to continue across Runway 7R.

10/15 Entering a runway without ATC authorization  
Commercial Pilot  
Goodyear Airport (GYR)

A Cessna was given taxi instructions to runway 3 at Alpha 7 from the north run up area for an intersection departure. The Cessna began taxiing and turned right onto Alpha 1 and crossed the hold short line. The Cessna made a 180° turn after realizing he had crossed the hold-short line, and alerted ground control that he had crossed the hold-short line. An aircraft was on a half mile final for Runway 3 and was cleared to land as no go around was needed. The Cessna continued his taxi until ground control instructed him to return to parking and issued a **Brasher** warning.

10/16 Entering a runway without ATC authorization  
ATP Pilot

## Phoenix Deer Valley Airport (DVT)

The pilot deviation was reported by the Deer Valley Tower when the Beechcraft crossed the hold short line of runway 7R without ATC authorization.

10/16 Entering a runway without ATC authorization  
Commercial Pilot  
Mesa Falcon Field (FFZ)

The pilot deviation was reported by the Falcon Field tower when a Piper crossed runway 4R without ATC authorization while another Piper was on its landing roll.

10/16 Entering a runway without ATC authorization  
Private Pilot  
Out Of Texas  
Scottsdale Airport (SDL)

The Cirrus called the tower and stated they were ready for departure. The controller instructed the Cirrus to hold short of the runway. The Cirrus entered the runway, and the controller saw that he was on the runway and advised them that they were not cleared on the runway. The Cirrus exited the runway, and no go around had occurred, and no other aircraft were affected.

A **Brasher** was given.

10/18 Entering a runway without ATC authorization  
Commercial/CFI Pilot  
Prescott Airport (PRC)

For wake turbulence, the tower controller cleared the Cessna for a low approach on RWY 21L. The Cessna did a touch and go instead of a low approach. The controller gave the Cessna a **Brasher**.

10/18 Entering a runway without ATC authorization  
Commercial/CFI Pilot  
Mesa Williams Gateway Airport (IWA)

The Piper conducted a touch and go on Runway 30L without ATC authorization. The Tower Controller cleared the Piper for a low approach for Runway 30L due to a heavy aircraft in the pattern for the parallel runway. The read back was correct. The Piper conducted a touch and go instead to Runway 30L. No other traffic was involved.

10/21 Entering a runway without ATC authorization  
Private Pilot  
Mesa Falcon Field (FFZ)

The pilot deviation was reported by the Falcon Field ATC when a Piper crossed the hold short line of Runway 22L without ATC authorization while a Diamond DA40 was on a departure roll. A **Brasher** was issued.

10/24 Entering a runway without ATC authorization  
Private Pilot  
Prescott Airport (PRC)

The pilot deviation was reported by Prescott ATC when the Cessna departed Runway 21L without ATC authorization while another Cessna was on its landing roll.

10/27 Entering a runway without ATC authorization  
Commercial Pilot  
Phoenix Deer Valley Airport (DVT)

The pilot deviation was reported by Deer Valley ATC when a Beechcraft crossed the hold short line of Runway 7R without ATC authorization while Cessna was on short final.

11/2 Entering a runway without ATC authorization  
Private Pilot  
Out Of New York  
Scottsdale Airport (SDL)

The pilot deviation was reported by Scottsdale ATC when the Cessna entered Runway 21 with-



out ATC authorization.

another airline's aircraft at Taxiway Romeo.

## MOVEMENT AREA DEVIATION

10/18 Entering a Movement Area Without ATC Authorization  
Pilot Certification Not Required  
Phoenix Sky Harbor Airport (PHX)

A white pickup owned by an airline entered Taxiway Delta without ATC authorization and cut off

## VEHICLES ON A RUNWAY

10/9 Vehicles on a Runway Without ATC Authorization  
Pilot Certification Not Required  
Prescott Airport (PRC)

Three police department vehicles crossed Runway 30 without ATC authorization.

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# A Few Words About Safety

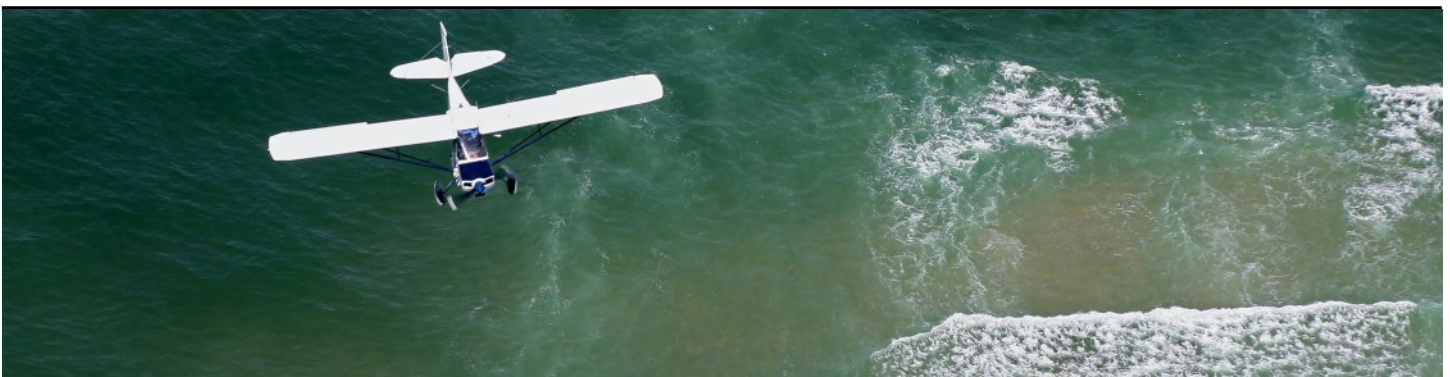
Denny Granquist

“

*“GPS direct may be the most appealing but it maybe the most dangerous especially when high terrain is in play.”*

*“Always land on a VFR flight plan with IFR reserves.”*

”



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Mgr: Britney Kirk (520) 384-0796		100 acres w/race track	
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Mgr: Sherry admin@mogollonairpark.com			
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Coord: Dennis Dueker (928) 472-4748			
<b>Pegasus Airpark</b>	Queen Creek	15/40	<b>Erik McCormick</b> - Choice One Properties 480 888 6380 <a href="mailto:Erik@Pilotexpeditions.com">Erik@Pilotexpeditions.com</a>
Mgr: Jack @ 1st Svc Res (480) 987-9348			
<b>Pilot's Rest Airstrip</b>	Paulden	4/25	
Resident: Carol 661-733-2247			
<b>Ruby Star Airpark</b>	Green Valley	13 / 74	
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<b>Valley of the Eagle (Sampley's) Airpark</b>	Aguila	30	
Mgr: Jerry Witsken (928) 685-4859			
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Mgr: Tommy Thomason (480) 488-3571			
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John Anderson janderson72j@gmail.com			
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Mgr: Walt Stout (702) 202-9851			
<b>Twin Hawks</b>	Marana	2/40 (4 acre lots) on 155 acres	
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Mgr: Brian Ulmer (520) 456-0483			



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Email Stefanie at:

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

## Newsletter Contributors

### Article Deadlines:

20<sup>th</sup> Editor reminds the Team to submit articles

25<sup>th</sup> Authors submit articles and advertisements

Contact the newsletter editor, Cathy Paradee:

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

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