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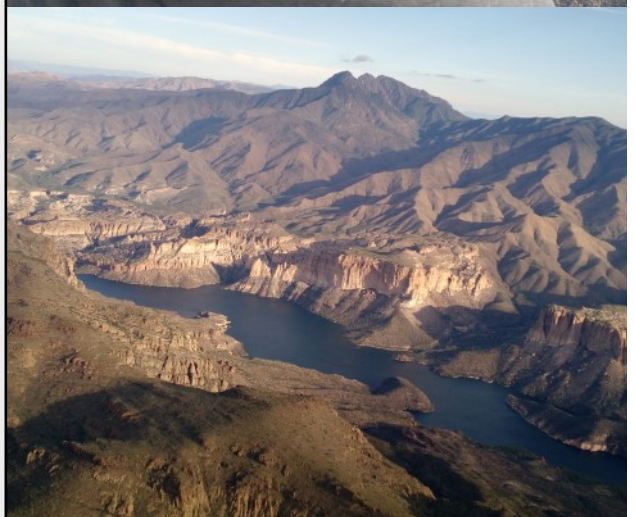
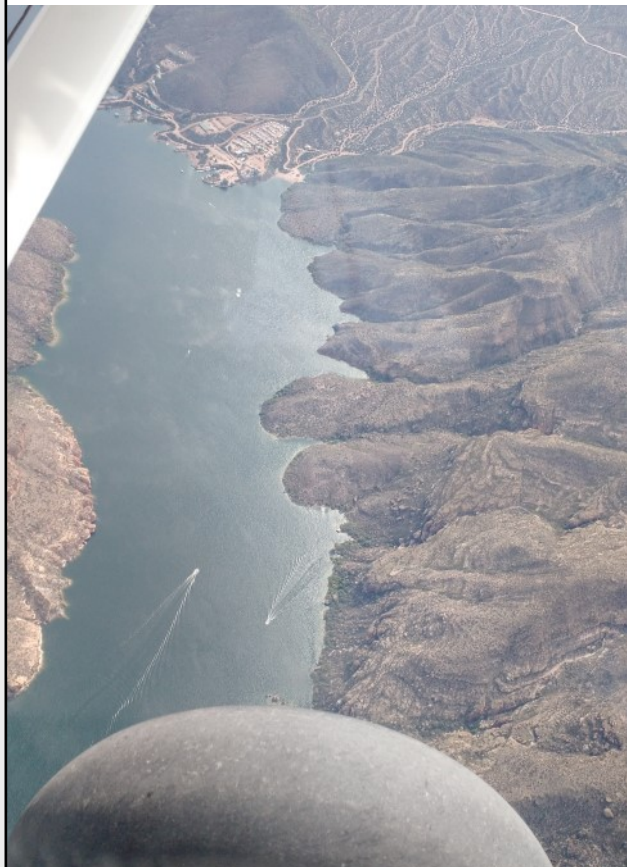
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President's Report

Happy New Year!

I know that each year has its own personality, so to speak, and 2023 was no exception. While 2023 certainly had its challenges, I'm looking forward to building on some of the positives in 2024. As far as APA goes, we ended the year with a solid base of volunteers committed to continuing our important work of maintaining and improving our backcountry air-strips, administering the APA scholarship program, and building on the success of the AZ Passport Program. I think it's important to remember that the success of these programs also relies on our partnerships with organizations such as the Recreational Aviation Foundation (RAF) and the US Forest Service for our backcountry initiatives, Embry-Riddle Aeronautical University for the AZ Passport Program, and a host of Arizona high schools, universities, colleges and of course our generous donors for the scholarship program.



It's going to be a busy start to the year, so I thought I'd mention a few important items for your calendar:

- **FAA MOSAIC NRPM** – As we mentioned in a previous edition of the newsletter, the comment period for the MOSAIC NRPM has been extended to January 22, 2024. Although I've seen some comments related to the potential of an additional extension to allow the maintenance community more time to comment, it's worthwhile submitting any comments you may have prior to the current deadline.
- **AOPA Fly-In/Buckeye Air Fair – February 16 – 18** - APA will have a booth in the exhibitor's tent again this year at the AOPA Fly-In/Buckeye Air Fair. We had a great time connecting with our members last year, and we're looking forward to seeing you again.



- **Cactus Fly-in – March 2nd** – The 66th Cactus Fly-In will be held at Casa Grande (KCGZ) on March 2nd. APA will be there – stop by and see us!

Lots to look forward to in the New Year and we look forward to seeing you. Thank you again for your membership and support of APA's mission!

Fly Safe,

Chris



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

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Executive Director's Report

Jim Timm — January 2024



I hope all of you had a Very Merry Christmas and look forward to having a prosperous New Year. This report was written at the very end of December, and looking over the past year it has been an interesting time. Looking at it from my point-of-view, I don't remember anything happening from an aviation standpoint that was really earth shaking. This past year I've had a few friends that have either hung it up and stopped flying, or have drastically cut back on their flying and sold their airplane. It's always good to be able to know when you're making your last flight than not knowing. I'll be looking forward to having a good year flying, and will eagerly see what happens.

December hasn't been the greatest for getting out and flying to breakfast on Saturday because of either weather or other conflicts. Next year has to be different! So, let's get out there and go flying.

MISCELLANEOUS ITEMS

FAA

I think the past month has been a quiet one as far as the FAA is concerned. The comment period on their MOSAIC NPRM will be ending on January 22, and they will start reviewing the comments received and develop a final rule based on the comments. It would be nice if the process was speeded up and the final rule was announced at the AirVenture at Oshkosh this year, but realistically it will probably be in 2025 or '26.

AIRSPACE

I haven't heard of any FAA regulation changes or proposals that would negatively impact our flying activity, and I certainly hope this will continue into the coming year.



As if the skies around here aren't crowded enough, it may get worse because we should be seeing a significant increase in the parachute activity around the state. Because of the yearlong good weather we all enjoy, there are a number of private companies that will be increasing their contractual air drop activities, and there are a number of U.S. and foreign military groups that will be undertaking advanced parachute training in our skies. Some of this military training will involve exiting the airplane at flight level altitudes and opening their parachutes



immediately upon exiting the aircraft, or there may also be cases where the parachutists may “free fall” for a significant period, and open their parachute, as normal, near the ground. These operations should be conducted with the issuance of a NOTAM and with airborne radio notification. These operations may be conducted at sites ranging from Bishop (formerly known as Mobile) down to Marana or possibly even Benson. When flying near these known parachute activity sites, monitor the appropriate radio frequency for that site, and always check for

NOTAMS before your departure.

Remember, we are entering an election year, and Arizona is supposed to be a swing state, so the President may show up along with his VIP TFR. Be keenly aware that these VIP TFRs are administered by the Secret Service, NOT THE FAA, and that these TFRs are indeed serious, are administered by serious individuals, and need to be avoided.

SAFETY

The number of pilot deviations were still rather high again this past reporting period. The number of deviations had only gone down by one deviation from last month! I wish I knew what was going on with the pilots out there: why are they doing what they do? Is it because with the cooler weather there are more of the marginal pilots out there flying around? That could be a bit hard to believe because some of these deviations are being committed by Commercial and ATP certified pilots with CFI ratings. Apparently, they just don’t seem to be aware of what type of airspace they are flying in, or may be about to enter, or realize what is required of them. Pilots need to listen very carefully to ATC instructions, and follow them, and if they can’t comply, immediately tell the controller why they can’t comply. Pilots need to be aware that when flying in controlled airspace, they should never try to be creative, but always first tell ATC before doing anything that may differ from the ATC instructions that were given. Always pay attention to airport signs and runway markings, know what they mean, and comply with them. And always fly with forethought and caution.

In summary, the pilot deviations this reporting period are:

9 IFR Deviations	3 Brashers
2 Class Bravo Airspace Deviations	2 Brashers
4 Class Delta Airspace Deviations	2 Brashers
5 Air Traffic Control Instructions	No Brashers
14 Runway Incursions	4 Brashers

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

In this past reporting period aviation safety was not very good because of the very large number of accidents/incidents reported, and the number of fatalities that also occurred. We started the first half of the year



tinuing 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 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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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!	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)



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

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

Introduction to Human Factors & Safety Culture

Human Factors education is particularly effective in improving Aeronautical Decision Making, Safety Risk Management, Crew Resource Management, Aircraft Design and Automation, Human Performance and overarching Safety Culture.

Outreach Month: January 2024

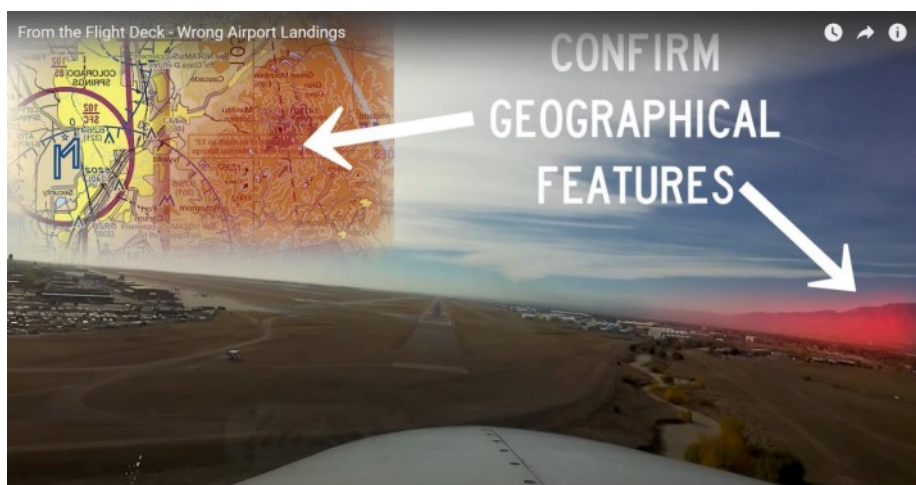
Topic: Introduction to Human Factors & Safety Culture

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



Wrong Airport Landings:

Even with today's highly accurate and readily available technology, pilots are still misidentifying their airport of intended landing, often going so far as making an approach to or actually landing at an airport other than their planned destination. The problem occurs with pilots operating both VFR and IFR. This video helps pilots avoid this costly and potentially catastrophic error.



https://www.youtube.com/watch?v=nrbzhBn_HnU

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Got interesting aviation videos that you wish to share?

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

rick@azpilots.org

Featured

Weekend Getaways

By Rod Kunkel

Laughlin, NV

Riverside Resort Hotel, Comedy Show, Oatman, River Boat Dinner Cruise

March 1 - 3, 2024



Grand Canyon, AZ

Maswik Lodge,

May 24 - 26, 2024



2023 Recap

Thanks to everyone who attended one of the 4 weekend getaways in 2023! We enjoyed weekends in Page, Willcox, the White Mountains and Douglas. Combined, we had 44 attendees. The weather was great. We enjoyed a variety of outdoor activities (river rafting, hiking, horseback riding, race car rides) and also some indoor activities (wine tasting, restaurants). We stayed at some noteworthy properties (Huts @ Rhumb Line & Lavender Farm, Sprucedale Guest Ranch, Gadsden Hotel). Feedback from attendees indicated a good time was had by all!

Laughlin Weekend Getaway

Our first weekend getaway of 2024 to Laughlin is scheduled for Friday 3/1 - Sunday 3/3. The trip will feature a welcome BBQ at the house of APA members Craig & Jody Narr, comedy show, trip to Oatman, river boat dinner cruise, and all the other things that come along with a weekend in a casino town.

Here is the itinerary:



Friday 3/1

- Everyone arrives at **Sun Valley Airport (A20)**. Sun Valley is a fly-in community about 10 miles south of Laughlin / Bullhead City. There are no landing fees at Sun Valley. And gas is very reasonably priced (currently \$5.65 per gallon), so please plan on buying some gas to express your appreciation.
- **BBQ lunch** at the home of Craig & Jody Narr. Craig & Jody are Sun Valley residents and have graciously offered to host our group for a welcoming BBQ.
- Comedy show @ LA Comedy Club in Laughlin.
- Dinner at a local restaurant TBD.
- Overnight at the Riverside **Resort Hotel**.

Saturday 3/2

- **Breakfast** at a local restaurant TBD.
- Trip to **Oatman, AZ**. Oatman is a historic mining town in the mountains along old Route 66. It is famous for its Wild West nostalgia, mining history, and burros that roam the town's streets. You'll also get to drive over a stretch of old Route 66 on the way.
- **River boat dinner cruise** on the Colorado River.
- Overnight at the **Riverside Resort Hotel**.



Sunday 3/3

- **Breakfast** at a local **restaurant TBD**.
- **Return to Sun Valley Airport**, leave for home.

I'm estimating the cost (excluding lodging and some meals) to be **\$200 per person**. That includes Friday's BBQ lunch, ground transportation, the comedy show, and Saturday's river boat dinner cruise. Lodging at the Riverside Resort Hotel and other meals are not included.

If interested, you'll need to do a few things:

- **Contact me at getaways@azpilots.org** to let me know you are interested.
- **Send me \$200 per person** to reserve your spot.
- **Make a reservation at the Riverside Resort Hotel**. You will need to call and pay them directly. We have a group rate of \$59 per night + \$20 resort fee. Including 12.5% tax, that will be about \$89 per night. This for a standard mountain view room with 2 double beds. You can upgrade to more desirable rooms for modest charges. This rate is also contingent on filling 10 rooms. If we end up with less than 10 rooms, rates will be higher.

Reservation deadline is Wednesday, 1/31.

Grand Canyon Weekend Getaway

I'm also planning our second weekend getaway of 2024 to the Grand Canyon for Friday 5/24 - Sunday 5/26.

Here is the preliminary itinerary:

Friday 5/24

- Everyone arrives at **Grand Canyon National Park Airport (KGCN)**. KGCN is a Class D airport just south of the South Rim.
- **Shuttle bus** into the Grand Canyon National Park. Please bring your national park pass if you have one. We'll get around on foot and by park shuttle bus once inside the park.
- **Short hike / sight-seeing** along Rim Trail.
- Overnight at **Maswik Lodge**.



Saturday 5/25

- **Longer hike or bike ride** along the Rim Trail. Options include Hermits Rest, 1 1/2 Mile House (3 miles round trip into canyon), or the 3 Mile House (6 miles round trip into canyon).
- Overnight at **Maswik Lodge**.

Sunday 5/26

- **Shuttle bus** back to KCGN.
- **Leave for home**.



I'm not collecting any money up front for this. We'll all pay our own way as we go for meals and lodging. As we get closer, I'll organize something for dinners both nights. There will be a small fee for the shuttle bus rides to/from the park. We'll be on foot or park shuttles while in the park.

If interested, you'll need to do a couple things:

- **Contact me at getaways@azpilots.org** to let me know you are interested.
- **Make a reservation at the Maswik Lodge.** You will need to make a reservation by phone or on line, and pay them directly. They are currently running a special for 20% off standard rates for certain rooms on these dates. Use the code STAY2 to get the 20% discount.

Reservation deadline is Wednesday, 5/15.

I hope to see you in Laughlin and at the Grand Canyon!

Rod



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~ APA Scholarship Program ~

by Chris Nugent

We had another great turnout for the 2023 APA Scholarship cycle with forty-one applications submitted. While most of the applicants are seeking careers as professional pilots, we are now consistently seeing applications from students pursuing careers in aviation maintenance and air traffic control. This is encouraging, but from what I read we have a lot of ground to make up in these areas to keep our aviation system healthy.

As is normally the case, the scholarship committee put in considerable effort throughout November and December to review the applications and make final award recommendations. In the end analysis, the committee selected ten students to receive \$3,000 scholarships. Here's a quick overview of the 2023 scholarship winners – we will be publishing a more in-depth look at each of them in upcoming editions of the newsletter:

- ❖ **Max Chinnah** – Max is a member of the Army National Guard 3rd Battalion, 140th Aviation Regiment and is currently attending the Chandler-Gilbert Community College/University of North Dakota (CGCC/UND) flight training program with a goal of becoming a professional pilot.
- ❖ **Frederic Hewett** – Frederic is currently an advanced ground instructor at AeroGuard Flight Training Center. He is pursuing a career as a professional CFI and aviation educator. Frederic is a repeat scholarship recipient receiving his first APA scholarship in 2021.
- ❖ **Cintia Cantor Navas** – Cintia is also attending the CGCC/UND flight training program with the objective of becoming a professional pilot. She is a US Marine Corps veteran and former air traffic controller. Cintia is also a repeat scholarship recipient receiving her first APA scholarship in 2022.
- ❖ **Aedin Nelson** – Aiden is currently attending the East Valley Institute of Technology (EVIT) and is planning to attend the Aviation Maintenance Technology program at CGCC to earn her Airframe & Powerplant certification.
- ❖ **India Davis-Wiley** – India is currently attending the North High School International Baccalaureate Program and is looking to pursue a career as a professional pilot. She will use the APA scholarship to complete her PPL prior to enrolling at Embry-Riddle Aeronautical University in Prescott.
- ❖ **Jaqueline Smale** – Jaqueline is currently attending the Fly Goodyear Part 141 program to obtain her PPL, CFII and multiengine ratings. She intends to pursue a career as a fixed-wing air ambulance pilot.
- ❖ **Austin Lockridge** – Austin is enrolled in the University of North Dakota flight training program with the objective of becoming a professional CFI.
- ❖ **Bethany Flora** – Bethany is an EVIT graduate and is attending the CGCC/UND flight training program. Her career objective is to become a professional pilot specializing in aerial firefighting.

- ❖ **Blake Klenner** – Blake is a US Marine Corps veteran and former F-35 crew chief. He is attending the CGCC/UND flight training program with the objective of becoming a professional pilot for the airlines.
- ❖ **Skyler Mann** – Skyler is an Air Force veteran and is CGCC/UND flight training program with the objective of becoming a professional pilot.

As you know, the APA Scholarship program is an important part of our mission and is only made possible through your donations. Toward that end, I wanted to give you some details on a special donation that APA received from the family of Ron Warner, Army veteran and former Western/Delta Airlines pilot, who recently passed away.

Ron started his aviation career as a mechanic with Western Airlines before enlisting in the Army and attending flight school in Mineral Springs, TX. Ron served in Vietnam where he was a PIC on both the CH-47 Chinook and UH-1 Huey. After serving as an Instrument Instructor at Ft. Campbell, KY, Ron went back to work at Western Airlines which later merged with Delta. Ron eventually became a Pilot Training Instructor with Delta and qualified on the Boeing 727, 737-800, 767 and 777.

Ron also had a long career with the Army National Guard flying both the Chinook and Huey. After retiring from the Guard, Ron was called back to active duty serve in Afghanistan as a mentor for new pilots in the Afghan Air Corps. He received the Bronze Star for his service in Afghanistan.

He was also a founding member of the Army Aviation Heritage Foundation (AAHF) and flew as PIC for both Hueys and Cobra's at airshows and other events. I'm sure many of you have seen the beautiful AAHF AH-1 Cobra flying at Falcon Field when it was based in Arizona.

We're honored to pay tribute to Ron and his accomplishments by dedicating the Warner family donation to our top scoring military/veteran recipient, Max Chinnah. It's very appropriate since Max happens to be an Army National Guard member assigned to an aviation unit flying the CH-47 and UH-72 Lakota.



Ron Warner "The Huey Guy" in his element

The aviation industry has continued to rebound from the pandemic, and this is reflected in the number of applications that APA receives for the scholarship program. It is always encouraging to see the drive and commitment of the applicants in pursuing aviation careers.

Thank you again for your commitment to helping APA fulfill this key part of our mission.

Chris





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66TH ANNUAL **CACTUS FLY-IN** & HOT ROD SHOW



MARCH 2, 2024

CASA GRANDE MUNICIPAL AIRPORT (KCGZ)



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MEMBER PHOTOS

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

Where will you go next? Send your photos to newsletter@azpilots.org!



WICKENBURG FLY-IN

Breakfast voucher provided to ALL pilots that fly-in



CLASSIC CAR SHOW

First 100 cars will receive a dash plaque

Car Show Participants

Arrival Time: 7:30 AM

Departure Time: 12:30 PM



*FREE
ADMISSION*

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

The Old Pilots Day Care Center

By Howard Deevers

When we hear the phrase “Day Care Center,” we immediately have an image of some place, such as a children's Day Care Center, or even a Day Care Center for elderly adults. Many of us have experienced these with our kids, or even our elderly parents. Don't equate a Day Care Center with a Nursing Home or even an Assisted Living Facility.

And then there is “The Old Pilots Day Care Center.” Does such a thing really exist, you ask? Yes. It is alive and well and living at Ryan Airport, Tucson, Arizona (KRYN). But before you go looking for this place there are a few things you need to know.

First of all, you need to know that there is NO sign hanging outside of ANY building at Ryan Airport that identifies a location as “Old Pilots Day Care Center.” Secondly, it is not really a Day Care Center at all. It is not a club; there is no admission charge, no dues to pay, no obligation to show up, no invitations are issued, no one is turned away, and there is no discrimination of any kind within the walls of this small office. The only identification that you are in the right place is a small sign on the wall that states:

OLD PILOTS
DAY CARE
CENTER
NOT LICENSED, INSURED, LEGAL
REGISTERED, OR SENSIBLE



That sign is on the wall behind the desk of the Manager of the Mobile Air Hangars at Ryan Airport. No one is quite sure just how long that sign has been there, but no one will dare to remove it either. Of course, that is not the only thing on the walls of that office space. There is an old wooden prop, pictures of airplanes, parts of a shirt, and other things that are sacred to that small office. I did not measure the space but can guess it is about 8 X 12 feet with two windows, one door, and room for one desk and chair, and 6 other chairs. It has a dual use heater/air conditioner on the south wall that keeps the space comfortable when needed. And a counter with a



small sink and space for a coffee maker. The cabinet above is stocked with many coffee mugs that have been 'donated' over the years.

The official business hours of the office are from 7:30 to 11:30 Tuesday through Saturday; closed on holidays. The manager, John, makes a pot of coffee first thing of every morning. There does not seem to be any official schedule for donuts, cookies, or other morning snacks. They show up with one of the visitors of the day almost every day. Some days there is only coffee, and no one complains about that either. If there are too many goodies, John has a way to store them in a refrigerator in the adjacent store-

room, and bring them out the next day. For times that the 6 chairs are already filled, there is overflow seating outside at two picnic tables that are frequently occupied by "members."

Most topics of conversation are around aviation. Many of the regulars there have built their own airplanes or have one in construction. Technical advice is handed out free of charge on just about any building project. The members tell of what went right and what went wrong on projects that they have worked on, are working on, or have completed. Other than aviation, just about any subject can be passed around. You can disagree, but the only rule is no shouting or rude behavior to any other members.

The term "old" has no meaning. There is no upper or lower age limit to attend. Naturally, with the number of retired airline pilots or military pilots that come on a regular basis, there are plenty of stories to share. Some are actually true, and all are interesting to listen to in any case. You don't have to be a retired airline pilot, or military, to have interesting stories to tell. Since there are many single and twin engine airplanes right outside of the office, these pilots have stories to tell also. One member, on his 90th birthday, came to RYN before sunrise, and before the tower opened (opens at 6 AM), and flew 3 different airplanes, all tail-draggers, before 7 AM. I am pretty sure that one of the local TV stations would have covered that story, if they knew about it, but they didn't know about it, and now it is history.

The senior members are just as thrilled when a younger student pilot does his/her first solo flight and stops by the Old Pilots Day Care Center looking for the instructor sipping a cup of coffee. The ceremonial shirt tail cutting will be met with many congratulations from members that are there on that day and time.

There are many welcoming places in aviation, at big airports and small remote airports. Some are FBO operators that go out of their way to be friendly and helpful. I have landed in all of the lower 48 States and Hawaii, but never in Alaska. Alaska remains my last fly-to destination. The "Old Pilots Day Care Center" is not an FBO, or repair station, but you will



never find a more friendly place, and if you do need assistance, it will be offered by any number of those in attendance that day and time. All you have to do is find the place.

Howard



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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!**

**CHECK US OUT!
AFTW.ORG**



December Aviation Accident & Incident Summary

by Jim Timm

The following are the reports of aviation accidents and incidents that occurred in Arizona from mid-November through mid-December. We hope to use the following detailed accident information to develop safety programs, briefings, and posters/flyers to 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 very good because of the very large number of accidents/incidents reported, and the number of fatal accidents that had also occurred in the past reporting period.

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: November 16, 2023

Source: FAA Incident

Location: Flagstaff (FLG)

Type: Cessna 177R

Injuries: 1 Uninjured

GEAR UP LANDING

The Cessna Cardinal made a gear up landing as a result of a landing gear malfunction.

Type: Vans RV-6A

Injuries: 2 Uninjured

TAIL STRIKE

The airplane had a tail strike during a landing and lost its tail tie down loop. During a runway check, the loop was found and returned to the aircraft owner.

Date: November 18, 2023

Source: FAA Incident

Location: Chandler (CHD)

Type: Piper PA-28-161

Injuries: 1 Uninjured

RUNWAY EXCURSION

Because of poor weather conditions, the pilot requested an immediate landing. The pilot landed long and ran off the end of the runway into the overrun area. The pilot then taxied to parking without further incident, and there was no reported damage to either aircraft or airport property.

Date: November 19, 2023

Source: FAA, Incident

Location: Goodyear (GYR)

Type: Cirrus SR20

Injuries: 1 Uninjured

BIRD STRIKE

The aircraft struck a bird while landing at Goodyear (GYR). Upon inspection, the pilot and airport operations reported the temperature sensor below the right wing was bent "a little bit". Later the airport operations recovered the remains of a bird from the runway. The extent of any other damage was undetermined.

Date: November 18, 2023

Source: FAA Incident

Location: Prescott (PRC)

Date: November 22, 2023

Source: FAA, Incident

Location: Prescott (PRC)

Type: Cessna 172
Injuries: 1 Uninjured

LOSS OF CONTROL LANDING

While landing, the Cessna went off the runway and struck a taxiway light. There was no reported damage to the aircraft.

Date: November 29, 2023 (Approximate Date)
Source: APA Member
Location: West Chandler
Type: Unknown Experimental
Injuries: UNK Uninjured

LOSS OF DOOR

A door came off of an Experimental Aircraft while in flight west of Costco in west Chandler. The owner wants to know if anyone found it. He reported the loss to the Chandler police department in hopes they could assist in locating the missing door. (I suspect someone maybe found it laying on the ground, and in disgust thinking it fell off a car or truck, probably threw it in the trash without telling anyone.)

Date: December 4, 2023
Source: ASN, FAA
Location: Mesa Falcon Field (FFZ)
Type: Piper PA-28-180
Injuries: 2 Uninjured

LOSS OF ENGINE COWL

The Piper Cherokee took off from Mesa Falcon Field, and shortly after takeoff it had the engine cowl come off, cracking the windshield. The aircraft then made a safe emergency landing at Williams Gateway airport (IWA).

Date: December 6, 2023
Source: ASN, FAA, NTSB
Location: Taylor (TYL)
Type: Remos GX
Injuries: 1 Serious Injury

LOSS OF CONTROL ON TAKEOFF

The Remos crashed shortly after takeoff from Taylor Airport (TYL). Apparently, the crash was observed by an overflying aircraft, which report-

ed the incident. The aircraft came to rest inverted just off the edge of the runway and was severely damaged. Responding authorities reported the pilot was the only person onboard. He sustained life-threatening injuries, and was air evacuated to Phoenix.

Date: December 6, 2023
Source: FAA, Incident
Location: Mesa Falcon Field (FFZ)
Type: Piper PA-28-180
Injuries: 1 Uninjured

OVER RAN THE RUNWAY

The Piper was cleared for a touch-and-go landing. The aircraft didn't lift off after landing as expected, but continued down the runway, and ran off the runway. The crash phone was pulled, and a foam truck responded as did the EMS team and two airport operations vehicles. The runway was inspected for FOD, and the airplane was towed to the ramp without further incident. There were no reported injuries or damage to the aircraft.

Date: December 7, 2023
Source: ASN, FAA
Location: North Phoenix
Type: Ultramagic N-300
Balloon Injuries: 9 Uninjured

HARD LANDING

The hot air balloon made a hard landing as a result of changing wind currents and the balloon sustained damage during the impact with a streetlight and the terrain in north Phoenix.

Date: December 7, 2023
Source: FAA, Incident
Location: Goodyear (GYR)
Type: Cessna 172
Injuries: 1 Uninjured

TAXIING INTO PARKED AIRCRAFT

While the Cessna was turning onto the ramp its wingtip struck the rudder of a parked airplane, damaging it. The full extent of the damage was

unknown. The student's Cessna was undamaged.

Date: December 7, 2023
Source: FAA , Incident
Location: Prescott (PRC)
Type: Cessna 172
Injuries: 1 Uninjured

TAIL STRIKE

The Cessna had been cleared for touch-and-go landings, and the aircraft landed and told the controller he was making a full stop landing. When asked of the reason for the aborted takeoff the pilot stated he had a minor tail scrape. A runway inspection was made, and no damage was found, and there was no damage noted on the aircraft.

Date: December 8, 2023
Source: ASN, FAA, NTSB
Location: Near Eloy
Type: Series 5 Kitfox
Injuries: 1 Fatality

INFLIGHT LOSS OF CONTROL

The aircraft which was returning to Tucson from Eloy was destroyed by fire during an accident 1.6 miles southwest of Eloy Municipal Airport (E60). Apparently, the airplane lost a prop blade shortly after takeoff. The sole pilot onboard the two-seat single-engine airplane was fatally injured.

Date: December 10, 2023
Source: ASN, NTSB
Location: Near Golden Shores
Type: Beechcraft A36 Bonanza
Injuries: 1 Fatality

IN FLIGHT LOSS OF POWER

The pilot had departed from Sun Valley Airport (A20), Bullhead City, to pick up a passenger at Prescott Regional Airport (PRC). About 14 minutes after takeoff the pilot reported to Air Traffic Control (ATC) that he had lost oil pressure. Radio and radar contact were lost shortly after the reported loss of oil pressure. The airplane subsequently impacted rocky desert terrain near an unimproved road, and a post impact fire consumed the cockpit, right wing, and a portion of the fuselage. The pilot sustained burns and other serious injuries which later proved to be fatal.

Date: December 12, 2023
Source: FAA
Location: Prescott (PRC)
Type: Long EZ
Injuries: 2 Uninjured

BROKEN CONTROL STICK

During the flight the control stick broke. The pilot was able to control the aircraft with the remaining portion of the stick and made a hard landing at Prescott (PRC). The extent of damage was determined to be minor.

A Few Words About Safety

Denny Granquist

“

“Always brief a backup plan for the backup plan.”

“Listening to other pilots makes me a better pilot.”

”

November-December 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 continue to occur, and thus enhance aviation safety.

In the reporting period from November 11 through December 15 there were thirty-four pilot deviations reported by the FAA SDL FSDO office.

These deviations were committed by pilots with certificate levels ranging from Student through ATP, and there were also ten out of state pilots that committed the deviations. Of these thirty-four deviations reported, there was a need to issue eleven 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 deviations this month are as follows:

IFR DEVIATION (6)

11/13 IFR No Clearance
Commercial/CFI
Albuquerque Center (ZAB)

A Cessna 172 called the ZAB controller and advised that he would like to "pick up my IFR". The ZAB controller, not recognizing that the aircraft had requested an IFR clearance, radar identified the C172 and entered VFR into the aircraft's RADAR data tag (thinking the aircraft wanted flight following). The C172, believing he had received an IFR clearance climbed to and remained at 10,000 feet. Later another ZAB controller advised the C172 that he was not at an appropriate VFR altitude. The C172 responded that he was IFR, at 10,000 feet. The C172 had been flying IFR without receiving a clearance to do so.

A **Brasher** was issued.

11/9 IFR Altitude Deviation

ATP/CFI
Out Of Minnesota
Phoenix TRACON (P50)

The Astra Jet was climbing to an assigned altitude of 5,000 feet when he leveled off at 4,700 feet then descended to 4,000 feet. This resulted in a conflict with VFR traffic, and a descent below the Minimum Vectoring Altitude (MVA).

11/12 IFR Altitude Deviation
Private Pilot
Out Of Ohio
Phoenix TRACON (P50)

The Cessna 210 read back a climb clearance intended for another A/C, which resulted in a loss of separation with an air carrier that was southwest bound and descending.

11/12 IFR Standard Instrument Departure (SID)
Deviation

Commercial Pilot
Out of Montana
Phoenix TRACON (P50)

The Piper Malibu Meridian did not fly the SNOBL6 departure out of Scottsdale as published. There was no loss of separation.

11/18 IFR Route Deviation
Private Pilot
Out of Texas
Albuquerque Center (ZAB)

The Cessna 182 had been cleared from P33 (Wilcox, AZ) via 'as filed'. The filed routing was P33 direct DEPHE. The C182 departed P33 and was proceeding, but instead of to DEPHE (which is northwest of P33), flew direct to SSO (which is northeast of P33). This unauthorized turn resulted in the C182 entering a 9,700 foot minimum instrument altitude (MIA) area while climbing out of 7,200 feet. A **Brasher** was issued.

11/19 IFR - Altitude & Clearance Deviation
Commercial/CFI Pilot
Albuquerque Center (ZAB)

The Piper Cherokee had been cleared for the RNAV RWY05 at CGZ (Casa Grande). After flying the approach, the Piper initiated a missed approach. The published missed approach is to climb to 2,000 feet, then a climbing right turn to 5,900 feet direct to the VOR (TFD). The Piper followed the missed approach procedure but the aircraft stopped the climb at 4,000 feet and then descended to 3,800 feet, prior to TFD. The Piper was NOT in contact with the ZAB controller. The Piper then initiated another approach to CGZ without a clearance to do so. A **Brasher** was issued.

11/22 IFR Standard Instrument Departure (SID)
Deviation
ATP Pilot
Phoenix TRACON (P50)

The Piper was cleared for the Scottsdale KSDL MRRIC1 SID, and further routing, however the Piper did not comply with the MRRIC1 depar-

ture. The Piper turned to a heading of 164° instead of flying the heading of 220°. ATC issued a low altitude alert as well as a climb to 6000 ft.

12/3 IFR Altitude Deviation
Commercial Pilot
Out Of Oklahoma
Phoenix TRACON (P50)

The pilot deviation was reported by the Phoenix TRACON when the Citation II climbed above his assigned altitude of 6,000 feet resulting in a loss of separation with a Pilatus Turboprop northbound at 7,000 feet. The closest proximity was 0.06 NM, and 700 feet vertical.

12/10 IFR Course Deviation
Pilot certification unknown
Out Of Virginia
Phoenix TRACON (P50)

The pilot deviation was reported by the Phoenix TRACON (P50) when the Metroliner was assigned a heading of 190° on departure with a good read back. On departure the Metroliner flew a heading of 90°. Fortunately there was no loss of separation.

CLASS BRAVO DEVIATIONS

11/20 Entering Class Bravo Airspace Without
First Obtaining A Clearance
Commercial/CFI Pilot
Out of Pennsylvania
Phoenix TRACON (P50)

The Piper Malibu departed Mesa Falcon Field (FFZ) VFR on a northbound heading, and climbed up to 7,000 feet through the Phoenix Class Bravo Airspace without a clearance. When they checked in with the Phoenix TRACON Jerome Controller, they were given a **Brasher** by the TRACON.

12/2 Entering Class Bravo Airspace Without
First Obtaining A Clearance
Student Pilot

Phoenix TRACON (P50)

The Piper Cherokee was squawking a 1200 VFR Transponder Code over Deer Valley Airport (DVT) as the TRACON Biltmore Controller observed the aircraft climbing to, and leveling off at 6,500 feet. The floor of the Bravo airspace in the area is 6,000 feet. Eventually the pilot called the TRACON as they flew eastbound for VFR flight following, and that is when the controller issued them the **Brasher** warning.

CLASS DELTA DEVIATIONS

11/16 Entering Class Delta Airspace Without First Establishing Communication
ATP Pilot
Prescott (PRC)

The P51D was observed entering the Prescott Class D Airspace from the east, at an indicated altitude of 5,600 feet, and at 240 KIAS. The local controller reached out numerous times, and so did all other positions, including 121.5 on the PET 2000 emergency frequency. The P51D was observed crossing both RWY21L and RWY21R finals at approximately a 1 NM final, and no closer to any traffic than approximately 1 NM, and at 240 KIAS from SE to NW. The P51D then exited the airspace to the NNW. No Brasher was issued as the aircraft was unable to be contacted.

11/21 Entering Class Delta Airspace Without First Establishing Communication
Private Pilot
Phoenix TRACON (P50)

The Lancair departed VFR to El Paso, Texas (ELP). The pilot proceeded to fly through the SDL, FFZ and CHD Class Delta airspaces without a clearance. The pilot was issued a **Brasher** warning from the TRACON Biltmore controller for a possible pilot deviation, and the pilot refused to take the phone number given.

11/21 Entering Class Delta Airspace Without First Establishing Communication
Commercial Pilot

Chandler (CHD)

The Cessna was noticed departing from Stellar AirPark (P19), and transitioning through the northwest corner of the Chandler Class Delta Airspace without establishing communications with the tower. The aircraft was observed inbound to Mesa Falcon Field (FFZ), so Chandler advised FFZ to issue a **Brasher** warning to the pilot.

11/21 Entering Class Delta Airspace Without First Establishing Communication
Commercial/CFI Pilot
Mesa Falcon Field (FFZ)

The pilot deviation was reported by Mesa Falcon Field (FFZ) when the Airbus Helicopter entered the FFZ Class Delta Airspace without first establishing two-way radio communications.

AIR TRAFFIC CONTROL INSTRUCTIONS

10/31 Failure to follow Air Traffic Control Instructions
Private Pilot
Out Of Colorado
Prescott Airport (PRC)

The Cessna 182 entered Taxiway Delta without ATC authorization. The Cessna landed on runway 21L and was instructed by the tower to exit on Taxiway Delta 4 and contact Ground Control (GC). The readback was correct. The C182 exited at Taxiway Delta 4 and began taxiing south-west bound on Taxiway Delta without contacting GC. GC reached out to the C182 and instructed them to stop. No other traffic was involved.

11/12 Failure to follow Air Traffic Control Instructions
Private Pilot
Mesa Falcon Field (FFZ)

At FFZ a Cessna 172 turned base without permission. The aircraft did not follow air traffic control's pattern instructions, which resulted in a conflict within the traffic pattern.

11/16 Failure to follow Air Traffic Control Instructions
Commercial Pilot
Scottsdale Airport (SDL)

The Mooney M20T taxied to Runway 21 via Taxiway Alpha 16 without ATC authorization. The Mooney called Ground Control (GC) for taxi instructions. GC instructed the M20T to taxi via Taxiway Alpha to the Northwest run-up area and to advise when the run-up was complete. GC did not assign a departure runway. The read back was correct. The Mooney did not advise when their run-up was complete but taxied via Taxiway Alpha 16 to Runway 21 without receiving taxi instructions to the runway.

11/20 Failure to follow Air Traffic Control Instructions
Student Pilot
Chandler Airport (CHD)

The Cessna 172 (Student solo) was instructed to take off on Runway 22R, and the airplane took off, and stayed in the pattern, and was instructed to land on runway 22R. The airplane appeared to line up for Runway 22L and the controller issued a go around inside a 1/2 mile final. No other traffic was involved.

11/28 Failure to follow Air Traffic Control Instructions
Private Pilot
Phoenix TRACON (P50)

The pilot deviation was reported by the Phoenix TRACON when the Van's RV12 descended below his assigned altitude of 5,500 feet in the Phoenix Class Bravo Airspace, resulting in a loss of separation with an air carrier at 5,000 feet. The closest proximity was .94 NM and 300 feet vertical,

RUNWAY INCURSIONS

11/3 Landing on a runway without authorization
Student Pilot

Mesa Falcon Field (FFZ)

The Piper Cherokee landed on Runway 4R without ATC authorization. The controller had cleared the Piper to land Runway 4L. While the read back was correct, the Piper lined up for, and landed Runway 4R. A Cessna 172 that was on a 1/2 mile final was sent around. The facility reported that the Piper had shown difficulty in following basic instructions so they felt a last second go around for them would be hazardous. A **Brasher** was issued.

11/11 Taking off on a runway without authorization
Private Pilot
Mesa Falcon Field (FFZ)

A Cessna 170 taxied to, and departed Runway 4R without ATC authorization. The Cessna made a transmission on the Ground Control (GC) frequency saying they were at spot 2, and ready to taxi. GC spoke to another aircraft, and then asked who else tried to call. The Cessna didn't answer, but it taxied via Taxiways Bravo, Delta, and Delta 1 to Runway 4R without receiving any taxi instructions. The Cessna then made a transmission while holding short of Runway 4R as if they were on the CTAF frequency with the airport closed, and that they were taking the runway for departure. The Controller tried numerous times to contact the Cessna with no response. GC also tried reaching out to them, and the Cessna departed on Runway 4R. No other traffic was involved.

11/14 Entering a runway without ATC authorization
Private Pilot
Phoenix Deer Valley Airport (DVT)

A Mooney M20 entered Taxiway Bravo 3 and crossed the hold short line of Runway 7R without ATC authorization. Ground Control (GC) issued the instructions: For Runway 7L to taxi via Taxiway Alpha. The read back was correct. The Mooney taxied via Taxiway Alpha and Taxiway Bravo 3 instead. The Mooney called the North Controller (NC) and said they were holding short of Runway 7L, ready for departure. The NC ad-

vised the Mooney that they did not see them at Runway 7L and that they were holding short of Runway 7R at Taxiway Bravo 3, and instructed them to contact the South Controller (SC). The Mooney read back cross Runway 7R and the north controller immediately corrected them, and told them to hold their position. The Mooney had crossed the hold short line of Runway 7R but was short of the runway edge line. The south controller issued multiple go arounds to aircraft on final for Runway 7R to get the Mooney departed.

11/14 Entering a runway without ATC authorization
Private Pilot
Out Of California
Tucson Ryan Field (RYN)

The pilot deviation was reported by Ryan Field ATC when the Flight Design Light Sport Airplane taxied past the hold short bars for Runway 6R

11/16 Taking off on a runway without ATC authorization
Commercial/CFI Pilot
Mesa Gateway Airport (IWA)

The Piper Cherokee departed Runway 30L without ATC authorization. The Piper was inbound, and the Local Control (LC) cleared them to land on Runway 30L, and the read back was correct. The Piper conducted a touch and go to Runway 30L instead of coming to a full stop. There was no other traffic impacted.

11/17 Landing on a runway without ATC authorization
ATP/CFI Pilot
Chandler Airport (CHD)

A Cessna Twin landed Runway 22L without ATC authorization. The Local Control (LC) instructed the Cessna to enter a right downwind and then a right base for Runway 22R, and the read backs were correct. The controller cleared the Cessna to land on Runway 22R, and the read back was correct. The Cessna landed on Runway 22L instead of Runway 22R. No other traffic was in-

volved.

11/19 Entering a runway without ATC authorization
Commercial Pilot
Out Of California
Phoenix Deer Valley Airport (DVT)

The Cessna Twin crossed the hold short markings at RWY 25L at the C3 intersection, but the aircraft was still short of the runway edge line. Traffic on short final was sent around by the south controller. A **Brasher** was issued.

11/20 Entering a runway without ATC authorization
Student Pilot
Goodyear Airport (GYR)

The Cirrus SR20 entered Runway 3 without ATC authorization while another aircraft was on short final. The Cirrus called the controller and advised they were ready for departure. The controller instructed the Cirrus to hold short of Runway 3. The hold short read back was correct. The other aircraft was on an approximate 1/4 mile final, and advised that they were initiating a go around because the Cirrus had entered Runway 3, and was lined up on the runway for departure. The aircraft on final offset to the right of the runway and did not overfly the Cirrus.

11/27 Entering a runway without ATC authorization
Commercial/CFI Pilot
Phoenix Deer Valley Airport (DVT)

The Short S-312 Tucano was instructed to cross RWY 7R at B9. The Tucano turned left and taxied eastbound onto RWY 7R. Ground Control (GC) alerted the South Controller who then issued a go around to a Cirrus who was on an approximate 1/2 mile final. GC instructed the Tucano to continue down the runway and turn right at C10. The Cirrus did not overfly the Tucano. A **Brasher** was issued.

11/28 Entering a runway without ATC authorization

tion
Private Pilot
Chandler Airport (CHD)

The Cessna 172 had a wrong surface landing which was followed by a runway incursion. The pilot was cleared to land on RWY 4R, however they landed on taxiway C. The Cessna was then told to hold short of RWY 4R, but they proceeded across RWY 4R to taxiway B.

11/28 Entering a runway without ATC authorization
Student Pilot
Scottsdale Airport (SDL)

The pilot deviation was reported by the Scottsdale ATC when a Cessna crossed the hold short line of Runway 3 without ATC authorization. The student pilot of the Cessna had acknowledged a clearance for a different airplane.

11/29 Entering a runway without ATC authorization
ATP Pilot

Mesa Falcon Field (FFZ)

The controller had instructed the Piper Cherokee to turn left on Taxiway Bravo, and hold short of RWY 22L. The Piper turned left on Bravo, and taxied through the hold short lines for Runway 22L. The Ground Controller issued the **Brasher** warning. No aircraft was sent around due to this event.

12/1 Entering a runway without ATC authorization
Pilot certification unknown
Goodyear Airport (GYR)

The pilot deviation was reported by Goodyear ATC when a Cirrus SR20 entered Runway 3, and was lined up on the runway for departure without a clearance.

12/2 Entering a runway without ATC authorization
Pilot certification unknown
Mesa Gateway Airport (IWA)



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!!!

AIRPARK NAME / CONTACT	CITY	Homes / sites	REALTOR
Big Springs Airpark	Prescott	12	
Mgr: Peter Hartman (928) 626-7207			
Castle Well	Morristown	8/11	
Mgr: Gerald DaFoe (810) 516-9122			
Eagle Roost Airpark	Aguila	85 / 115 (5 acre lots)	
Mgr: John Greissing (928) 685-3433			
Flying Diamond Airpark	Tucson	20/97	
Mgr: Lou Cook (520) 399-3879			
Flying J Ranch	Pima	2/ 28	
Mgr: Howard Jenkins (928) 485-9201			
Hangar Haciendas	Laveen	39 lots w/sep taxi ways	
Mgr: Scott Johnson (602) 320-2382			
High Mesa Air Park	Safford	/19 (2.5 acre lots)	
Mgr: Phil DiBartola 928-428-6811			
Inde Motorsports Ranch Airport	Wilcox	4/9 (1 acre lots) on	
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!



APA Clothing

The online store is currently on the [Square Market, click here](#).

Advertisements

As a benefit to current members, you may advertise aviation related items in the APA Newsletter and online. Classified ads for items that you own are completely free, just send those requests to our webmaster [Stefanie](#). Photographic ads range from business card size to full page. Please contact our sponsorship and advertising chairman [Rick](#) for more information on advertising.

APA Membership

If you are not a member of APA you are encouraged to join and help us keep General Aviation available, safe and fun for all. Your support is very much appreciated. Please visit our website for details and where you can [join APA](#). If you have questions, please go to our website's contacts web page where you can send an email, see our mailing address or contact us by telephone. You can also help APA by purchasing some of our logo items, Caps & T-Shirts.

Volunteer 501 (c) (3) Organization

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