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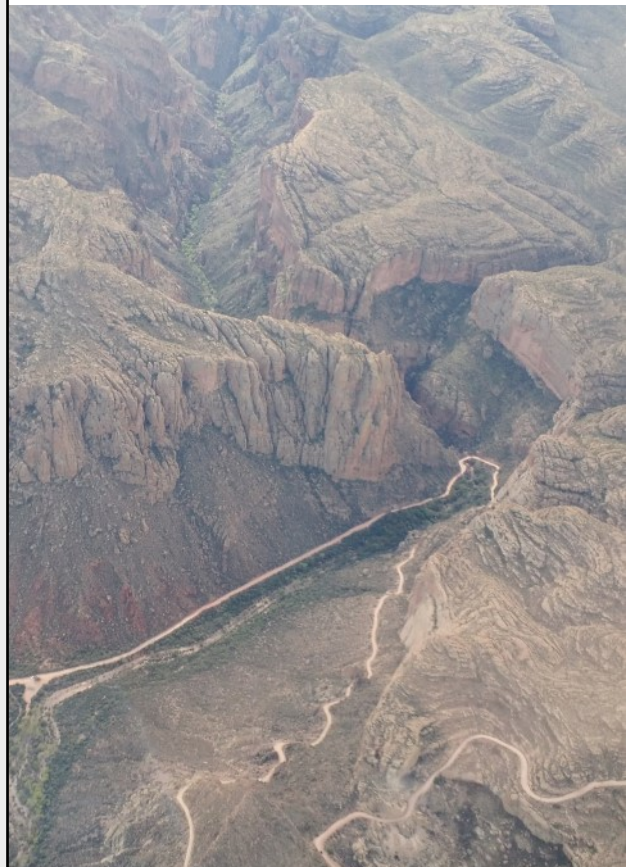
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President's Report

Greetings,

Our Executive Director, Jim Timm, and I had the pleasure of representing APA at the recent Chandler Municipal Airport Day. It was the airport's 75th anniversary and there was a great turnout from the pilot community and community at large. We had the opportunity to connect with a lot of our members and talk to prospective new members about the benefits of belonging to APA. I was pleasantly surprised that a lot of those that walked away with our brochure signed up online and became new members. We also talked to a number of students considering aviation careers about the availability of scholarships (not just APA's) and learned about their career aspirations. It was very encouraging to see firsthand the continued enthusiasm by a broad range of people for becoming involved in general aviation in Arizona.

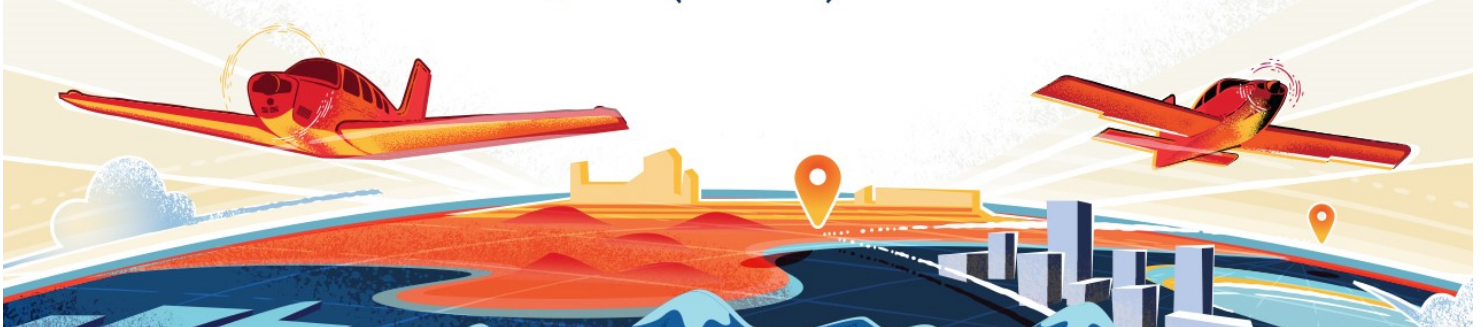


Along those lines, I'm sure many of you may have commented on the FAA's MOSAIC Notice of Proposed Rulemaking (NPRM). MOSAIC has the potential to be a game changer for general aviation as a whole since it builds on the already established Sport Pilot and Light-Sport Aircraft rules and expands the size and performance of the aircraft that can be flown while exercising Sport Pilot privileges. There were over 1,300 comments submitted by individuals and organizations such as EAA, AOPA and the General Aviation Manufacturers Association (GAMA), just to name a few. I took some time to browse through the comments and by and large they were positive and supportive of the changes, with caveats in some cases. I know it will take some time for the FAA to wade through and coalesce in the final rule making for both pilots and aircraft certification, but I'm hopeful that they will

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complete their work in the next 12 – 18 months. Regardless of the timeline, this rulemaking will help expand the enthusiasm for general aviation we saw at the Chandler Airport Day.



Jessica Cox, photo taken from:
[https://commons.wikimedia.org/wiki/
File:Jessica Cox on UPROXX.jpg](https://commons.wikimedia.org/wiki/File:Jessica_Cox_on_UPROXX.jpg)

Last but not least, I wanted to mention the upcoming Arizona Aviation Safety Advisory Group (ASAG) 50th Annual Aviation Safety Awards Banquet scheduled for Saturday, February 24th at the Phoenix Airport Hilton. The keynote Speaker will be Jessica Cox. Jessica uses her 1946 Er-coupe to promote the mission of Rightfooted Foundation International, which is “Disability does not mean Inability”. ASAG will be presenting a number of awards including the Ruth Rheinhold Award honoring individuals that make a long-term contribution to aviation safety in Arizona.

If you are interested in attending, you can get more information on the ASAG website – <https://asagaz.org>. We hope to see you there!

Fly Safe,

Chris



Got interesting aviation videos that you wish to share?

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

rick@azpilots.org

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Executive Director's Report

Jim Timm — February 2024

Flying out for the proverbial hundred-dollar breakfast has been working out fairly well, except for a couple of cases it had to be moved to I-hop because of the weather. Generally, it's been great, and this is what we have been impatiently waiting for during this past hot summer. It's been good to see and visit with some of the winter visitors that have joined us once again. Personally, I find it a bit hard to imagine that here we are enjoying the great smooth flying weather, and with all the aviation events happening while most of the aviation community in the northern part of the country is hunkered down for the season just trying to stay warm. So, let's get out and go flying.



Have you re-registered your aircraft with the state for 2024? In the past we have received a reminder from ADOT Aeronautics in early December that our aircraft registration was coming due the first of the year, and we would get an invoice for what was due. Well, apparently all that has changed. The Aircraft Registration Unit in ADOT is no longer sending out those renewal notices, and apparently, it's going to be up to you to remember when your aircraft registration is due and pay it. Talking with a number of fellow aircraft owners, apparently there is a real problem in trying to talk with anybody in the Aircraft Registration Unit. Presently there is only one person available to answer the phone number listed, and they may not always be available. However, there is a plan to hire additional personnel to alleviate the problem. In the meantime, there is also an attempt being made to determine if there is an alternate phone number that can be listed for registering aircraft.

In the way of clarifications:



- As of last year per [ARS §28-8322.D.3](#), balloons *only* will no longer require registration.
- Decals are no longer required to be displayed on the aircraft. However, per [ARS §28-8325](#) your registration certificate must be kept in the aircraft at all times.
- There was a change in the assessment process last year in 2022 with the passage of House Bill 2871, and now per ARS § 28-8342. Registration fees are calculated using the fair market value of the aircraft.
- A letter was supposed to have been sent out this last fall that advised that you may request a change to your annual registration renewal month. If you didn't get the letter, contact the Aircraft Registration Unit for a copy of the request letter. If you don't request a specific renewal date, ADOT will randomly shift the renewal dates throughout the year.

- Some renewals with December expiration dates have encountered a problem, so late fees will not be assessed for those renewals only.

For further information you can contact the Aircraft Registration unit at mac-reg@azdot.gov or acreg@azdot.gov. If all that fails contact: Amanda Kindle, Stakeholder Relations Manager 602-712-7557 office 480-901-6415 cell

MISCELLANEOUS ITEMS

FAA

It would appear that this is a good way to start the year because so far it appears that all is quiet on the FAA front. I haven't become aware of any new regulations coming down the pike that could impact our flying activity. I hope it stays this way for a while.

AIRSPACE

Remember, we are starting an election year, and because Arizona is supposed to be a swing state, the President is certain to show up along with his VIP TFR. Please be keenly aware that these VIP TFRs are administered by the Secret Service, NOT THE FAA, and that these TFR's are indeed serious, and are administered by very serious individuals, and both need to be avoided.

For those that want to fly into Mexico you need to be aware that the Mexican Federal Civil Aviation Agency (AFAC) has established new entry procedures for all foreign aircraft entering the country starting January 1, 2024.

The new "Single Entry Authorization" (Autorización de Internación Única) is required for all foreign registered aircraft, and is valid for 180 days, and during that time the aircraft may enter and depart Mexico freely. Foreign registered aircraft currently in Mexico under the old single-entry permit may

continue to operate but must not exceed the 180-day period allowed, and the permit will expire if the aircraft leaves the country.

Pilots are urged to request the new single-entry authorization two days before the aircraft arrives in Mexico. Each AFAC office at an international arrival point must request a permit number from the central AFAC headquarters in Mexico City; the authorization is not valid without that official permit number. Receipt of new authorizations may not be instantaneous, and it is unclear how aircraft continuing to other airports within Mexico



or making a drop-off are likely to be handled, or if the aircraft will be allowed to leave before the permit number is received, or if they must remain at that airport is still unknown.

The documents required to request an authorization are the same as with the previous procedure:

- *Airworthiness certificate.*
- *Registration certificate.*
- *Insurance policy.*
- *Pilot certificate.*
- *Medical certificate.*



In addition, the AFAC also requires a Layout of Passenger Accommodations, which is similar to the aircraft diagrams normally found in the "Weight and Balance" section of the aircraft's pilot's operating handbook or aircraft flight manual.

Because the details of how the Authorizations are to be requested, it is suggested that the pilot contact the Civil Aviation Authority at the airport they plan to use for the details. The cost of the authorization is about 2,182 pesos or about \$128 in U.S. currency.

SAFETY

In this past reporting period aviation safety was relatively good, in that the number of accidents and incidents were very low. However, near the end of the reporting period, in late January, we did have a balloon accident that claimed the lives of four people. In the balance of the incidents reported there were no injuries reported. While this year didn't start off like we would have liked, I hope we will be able to have a year with a very minimum number of fatalities or serious injuries. With this present reporting period we were able to close out last year with the following results.

For the year 2023:

There were 122 accidents/incidents reported.
These accidents/incidents involved 191 people.
There were:

- 170 Non injuries
- 8 Minor injuries
- 5 Serious injuries
- 8 Fatalities
- 5 Fatal accidents
- 4 Arizona pilots were involved in these fatal accidents.

For the details of the accidents/incidents in this past December - January reporting period see my Accident/Incident Summary Report located elsewhere in this newsletter. Please fly safely.

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



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

Fortunately, the number of pilot deviations came down from the last two past reporting periods. I hope it was because pilots were being more aware of where they were and what they were doing. If we could only figure out what is going on with the pilots that make these deviations, and why they do what they do... I still find it a bit surprising that we do not have higher accident numbers as a result of some of these deviations. These deviations are not being committed by marginal pilots. At least I would like to believe that. This month's deviations were committed by pilots with certifications ranging from student through ATP. The problem isn't just with Arizona pilots because this report of twenty incidents indicated eight of the pilots may have been from another states. In some of these cases, perhaps a distraction was the culprit, but the result is that they don't seem to be aware of what type of airspace they are flying in, or maybe about to enter, or realize what is going to be 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. They need to be aware that when flying in controlled airspace, you should never try to be creative, but always first tell ATC before you do anything that may differ from instructions that were given. When on the ground, always pay attention to airport signs and runway markings, know what they mean, and comply with them. Please, always fly with forethought and caution.



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

4 IFR Deviations	No Brashers
4 Class Bravo Airspace Deviations	3 Brashers
5 Class Delta Airspace Deviations	1 Brasher
1 Movement Area Deviation	1 Brasher
5 Runway Incursions	3 Brashers
1 Pedestrian On Runway	N/A

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



CONSTRUCTION

There are many airports around the state that have construction projects in progress, or they have projects that are being planned to start soon. Unfortunately, we don't have 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 assist-

ing with the updating of their Airport Master Plans by providing the pilot, and aircraft owner's perspective in the process. Eloy has just started their Master Plan update process, and the Sierra Vista Municipal Airport will be starting their Master Plan Update process soon. The initial planning meeting has not yet been scheduled. The Airport Master Plan Update process usually takes about a year to complete.



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, but because of the storm damage at FFZ, and other complications the breakfasts have been temporally halted, and it is presently undetermined when they will be able to restart them. 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 from the app to get credit on the passport program for being there.

**Check with the APA Getaway
Flights program and online calen-**

Jim



66TH ANNUAL CACTUS FLY-IN & HOT ROD SHOW



MARCH 2, 2024

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Glenn Roberts – Airplane & Helicopter CFI

602 463-5528

ArizonaSkiesAviation@gmail.com

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!	March '24 (Mar. 15 & 17)	Chris Nugent
	April '24 (Apr. 19 & 21)	Rod Kunkel
Airstrip Maintenance Volunteers Needed!	Grapevine (88AZ) (General Maintenance—watch the APA Facebook page for dates)	Mike Andresen (grapevine@azpilots.org)
	Red Creek (Fill Ruts, etc.)	Tommy Thomason (redcreek@azpilots.org)
	Double Circle Ranch (Airstrip Shoulder Mowing - Help Needed!)	In Work Thanks to Josh Leavitt and the Bryce Families! (doublecircle@azpilots.org)
	Forepaugh (General Strip Maintenance)	Kit Murphy (forepaugh@azpilots.org)

JP Instruments EDM Download to USB box



Price: \$150

Contact: Allyn Auck

Email: rauckit@sbcglobal.net

Sling TSI empennage kit

Price: \$4,400

Contact: Brian Toncray

Email: tonrayb@gmail.com

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

Contact: Steve Huff

Email: learaviator@yahoo.com

CFII Accepting New Students

Contact: Patrick Williams

(480) 737-5999

Email: pwilliamsaz@gmail.com



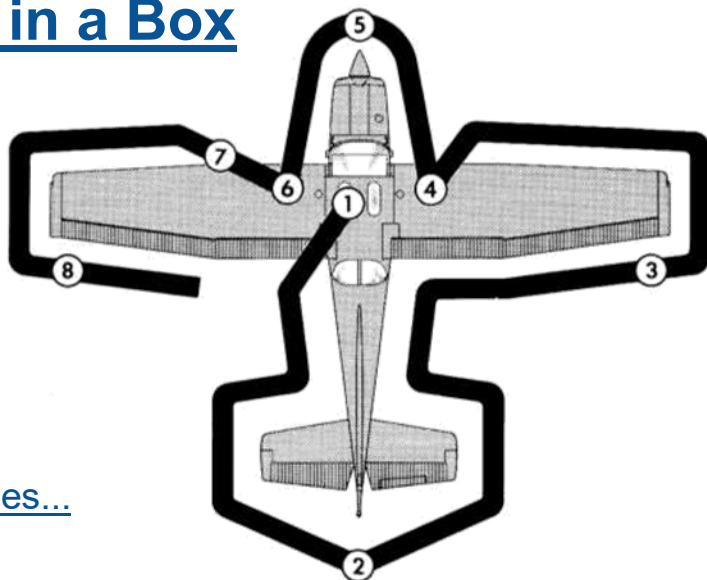
Preflight in a Box

The FAA and industry will conduct a public education campaign emphasizing the best practices and benefits associated with Advanced Preflight Inspections and or Aircraft Accidents for First Responders.

Outreach Month: February 2024

Topic: Preflight in a Box

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



Wrong Direction Intersection Takeoffs:

Many pilots have accepted or requested an intersection take-off, and then departed in the wrong direction. It can happen to you. This video reviews some common causes of intersection takeoffs in the wrong direction, and some best practices to help you avoid them.



<https://www.youtube.com/watch?v=FET0oUgCIOI>

Phoenix 99s Presents:

Flying Companion Seminar



Sign Up Here:



<https://forms.gle/PagU5WvRTmi7bVFD8>

Seminar for the right seater
(non-pilot)!

Saturday, February 24th 2024
8:00 am - 1:00 pm

Phoenix Deer Valley Airport
702 W Deer Valley Rd, Phoenix,
AZ 85027

Prepaid \$45 | At the Door \$55
Proceeds benefit educational outreach
and scholarships
A light lunch and materials are included!



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~ APA Scholarship Program ~

by Chris Nugent

As I mentioned in last month's update, we had another great turnout for the 2023 scholarship cycle with 41 applications submitted. Through your donations we were fortunate to be able to award ten scholarships to some deserving and well-qualified applicants. In this month's Scholarship Corner, we'll introduce some of our 2024 scholarship recipients.

2024 Scholarship Recipients



Blake Klenner – Chandler-Gilbert Community College/University of North Dakota



Blake is a USMC veteran and former F-35B Lightning II maintainer with VMFA-211.

My career aspiration is to become a professional pilot, in any capacity. I have yet to decide which route I would like to take with my future career as a pilot but flying for work is my dream. The APA scholarship is a crucial steppingstone toward achieving this dream. With a deep passion for flying and a commitment to professional growth, I am grateful for the APA scholarship, which propels me closer to my goal of becoming a professional pilot. I look forward to what the future holds for me throughout my training as well as the friendships and knowledge I will gain through the APA.

Aiden Nelson – Chandler-Gilbert Community College – Aviation Maintenance Technology Program

My name is Aiden Nelson, and I will be attending Chandler Gilbert Community College (CGCC) for the Aircraft Maintenance Technology program. Once I have my A&P license, my goal is to work full time at a local airport or flight school maintaining aircraft and continue my education in the field of Avionics. This generous scholarship will be applied towards my first year of schooling and will allow me to focus and attend classes full time without the full cost of the program weighing on me.



Bethany Flora – Chandler-Gilbert Community College/University of North Dakota

Securing this scholarship is a pivotal moment in my journey towards a career in aerial firefighting. The financial support will be directly supporting the next phases of my training which include an instrument rating and commercial certificate. Through the upcoming months of my training, the scholarship will help alleviate some financial stress allowing me to focus on my proficiency in flying as well as being an advocate for aviation safety. This opportunity not only propels me closer to my dream of becoming a skilled pilot but positions me to someday possess the expertise to combat wildfires from the skies.



Austin Lockridge – University of North Dakota



My name is Austin Lockridge, and I am currently a CFI applicant at UND Aerospace in Mesa, Arizona. My career goal is to work as a certified flight instructor in various capacities across the aviation industry. My aspirations have been influenced by a number of very impactful instructors throughout my training, and I aim to mirror their dedication to teaching. The Arizona Pilots Association scholarship has made it possible to pursue a Certified Flight Instructor Instrument rating upon completion of my CFI certificate, allowing me to become a safer and more experienced pilot, a skill I hope to impart on countless others.

More to come next month and thank you again for your generous support in helping APA build the next generation of Arizona aviation professionals!

Chris





Steven D Huff
Designated Airworthiness Representative
Imports, Exports, Special Flight Permits
Field Approvals, 8130 Tags, Airworthiness Certifications
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 602-390-4246

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Contact: Glenn Roberts
(602) 463-5528

glennsroberts@icloud.com

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MEMBER PHOTOS

Thank you to Karyn King for this month's photos!

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



Pilot Joe Griffith and Co-pilot Karyn King put our Nanchang CJ on static display, at dawn's early light.

Hangar for Rent Glendale Airport

Contact: Michael Haubrich
(262) 672-1956

Email: skyboundaz@gmail.com



1956 Cessna Straight-Tail 182

Contact: Ron Orozco
(520) 609-5026

Email: ronorozco@energiatotal.com

ISO 2-4 Place Backcountry Airplane

Looking to buy a 2-4 place airplane for backcountry work.

Call: Bob at (602) 228-9145

Email: bob@flightskills.com

ISO Partnership Tucson Area

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Contact: Michael Hutchinson
(831) 776-2210

Email: hutchinson93922@gmail.com

CLASSIFIEDS

Jan 2024 Fly-in to Alamos, Mexico

by Brad Lawrence

I would like to give you (APA newsletter) some feedback on the Jan 16 trip to Alamos, Sonora, Mexico and the stay at the Hacienda de los Santos. This trip of pilots to Alamos coincided with the Alamos music festival. There were several venues in Alamos hosting world class musicians during the 9 day extravaganza. Alberto Morales of Monterey, Chihuahua (Mexico Flying Adventures) composed the presentations. The fuel price at Obregon was \$4.40/gal.

<https://www.mexicoflyingadventures.com/post/club-pilotos-winter-reunion-2024-a-symphony-in-the-skies-at-hacienda-de-los-santos-alamos-sonora>

Enjoy this Youtube video of attendees and planes. Most were parked in the Hacienda's hangar which holds over 12 aircraft (Complimentary).



<https://www.youtube.com/watch?v=UU5S3CiHhus>

SAVE THE DATE!

PANCAKES



SATURDAY,
MARCH 16
8 AM
KDVT
North Wash Rack
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Phoenix, AZ 85027



BIG NEWS; BIG PRIZES!

Upcoming Event:

The Spring Reunion fly-in to Alamos, Hacienda de los Santos is April 7-12, 2024. Check the website for details www.haciendadelossantos.com

Brad



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Jake McKernan

Email: jake.mckernan@cox.com

Pushing the Envelope

By Howard Deevers

Sure, we see it every day. Not so much in our airplanes, but definitely in our cars; drivers going well over the speed limit, cutting from lane to lane, trying to “beat the light,” and many other ways that drivers *push the limits*. With over 40,000 traffic deaths per year in this country, you have to wonder if trying to save those few minutes on a single trip is really worth it.

The public has accepted the 40,000+ deaths as the standard for automobile travel, but certainly not anything like that for air travel. Fortunately for us, Commercial Air travel has become very safe, and General Aviation fatal accidents have come down to about 500 fatalities per year across the country. Fifty years ago, the numbers were much higher, but increased training and regulations are credited for the improvements. Still, every loss is a sad loss.

Is it possible to get to ZERO fatalities in aviation? We would hope so. But not all fatal accidents are the fault of the pilot. Some are mechanical and unexpected, like the wing failure in an airplane in Florida a few years ago. Not only do we improve safety by training, but airplanes have become safer also. The same is true for automobiles, but drivers have not become safer.

If we flew our airplanes like many of the aggressive drivers we see every day, the accident rate would be much higher. The temptations are there for us; rush through the pre-flight; get a weather briefing later; checklist? What checklist? Gear down? Oops, I forgot! Flying in weather that you know you should not be in...

We, as pilots, love to go to air shows where there are aerial demonstrations. These are fun to watch, but would I really like to fly my airplane up-side-down? Not in a Piper Warrior for sure!

Those may be extreme examples of “Pushing the Envelope” that very few of us would do. Other things are not so obvious, such as flying when we are really tired after a long day of work. Or, flying IFR when we are not as “current” as we should be. Flying with low fuel reserves, thinking that I can make it to my destination; not a good idea at all.



The famous line from TOP GUN when the Commander was chewing out the pilots: “Your ego is writing checks that your body can’t cash.” I call that “Thinking that we are better than we really are.” I have never read that in an NTSB accident report, but if you read enough of them, you will guess that the pilot thought that he was better than he real-





ly was. Unfortunately, in many of those accident reports, the pilot is no longer available for an interview to ask him, "What were you thinking?"

We all make mistakes, and I have made my share. We should learn from those mistakes and adjust our flying to improve, rather than seeing how far we can go. Eventually you will find out how far you can really go, and you won't be able to tell anyone exactly where that limit was.

Fly safely and come to a Safety Seminar sponsored by ARIZONA PILOTS ASSOCIATION. They are free, and don't forget to *"Bring your wingman!"*

Howard



PARTNER 91



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randall.brooks@apstraining.com

AFTW

ARIZONA FLIGHT TRAINING WORKGROUP

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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**



January Aviation Accident & Incident Summary

by Jim Timm

The following are the reports of aviation accidents and incidents that occurred in Arizona from mid-December through January. 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 take the necessary action to prevent them from having similar occurrences.

In this reporting period aviation safety was not very good. While we had a very small number of accidents/incidents reported, one of the three accidents reported involved four fatalities. The other accident involved one person, and he received minor injuries, and in the other accident no one was injured. In the three incidents reported, no one got hurt. We finished the year 2023 in a good and safe manner. I really wish we could have started 2024 on a better note than having that bad balloon accident. Only time will tell how the year will unfold. We can only hope it will be better.

In continuing with the expanded scope of the report, we're using information from the Aviation Safety Network (ASN), FAA, NTSB, and APA Members. This more inclusive information source suits our purpose of trying to get an idea of what is happening out there so we can help make flying safer.

Date: December 15, 2023
Source: FAA Incident
Location: Scottsdale (SDL)
Type: Van's RV-7A
Injuries: 1 Uninjured

LOSS OF CONTROL LANDING

During the landing roll the RV-7A missed the intersection turnoff and turned into the rocks just past the runway edge line. The pilot stated the brakes didn't allow him to make the turn properly. Airport operations personnel pushed the aircraft back into the taxiway, and the pilot taxied to the ramp without further incident. There was no reported damage to the aircraft or airport property.

Date: December 19, 2023
Source: FAA Incident
Location: Lake Havasu City (HII)
Type: CJ-6A Nanchang
Injuries: 2 Uninjured

GEAR UP LANDING

While performing touch and go landings, the pilot made two successful landings, and then on the third landing the pilot forgot to put the land-

ing gear down. The aircraft slid off the right side of the runway and into the dirt. The damage to the aircraft was determined to be minor.

Date: December 21, 2023
Source: FAA Incident
Location: Phoenix Deer Valley Airport (DVT)
Type: BE58 Beechcraft Baron
Injuries: Number UNK Uninjured

ENGINE FAILURE

The pilot declared an emergency due to a right-side engine failure and landed on RWY 7R without incident.

Date: December 26, 2023
Source: ASN, NTSB
Location: Prescott (PRC)
Type: Glasair SH-2
Injuries: 1 Uninjured

LOSS OF CONTROL LANDING

The aircraft had departed Safford (SAD), and had an uneventful wheel landing on runway 21L at its destination, Prescott (PRC). The pilot reported that he held the tail off the ground until the airplane had decelerated to about 30 mph.

As soon as the tailwheel touched the ground, the airplane swung hard to the right, ground looped, and came to rest on the runway edge.

The airplane sustained substantial damage to the forward left fuselage which had buckled and delaminated just above the left main landing gear leg. The left fuel tank was also breached and leaking fuel. Post accident examination revealed that the tailwheel was jammed at a 45° angle to the left.

Date: January 14, 2024

Source: ASN, NTSB

Location: North of Eloy

Type: Kubicek BB85Z Balloon

Injuries: 8 Uninjured, 1 Serious. 4 Fatal

HARD LANDING The 17 passenger Kubicek Hot Air balloon took off with 13 passengers, of

which 8 were Parachutists. At an altitude of about 10,000 Feet MSL the eight skydivers executed the planned jump in small groups. Shortly after they all safely jumped, the hot air in the balloon escaped, the deflated balloon collapsed, and the basket fell, impacting the ground. One person was severely injured, and four, including the balloon pilot, perished.

Date: January 17, 2024

Source: ASN

Location: Yuma International Airport (YUM)

Type: Eclipse-10 Experimental Autogyro

Injuries: 1 Minor injury

LOSS OF CONTROL

During takeoff the pilot lost control and the aircraft rolled on its side.



A Few Words About Safety

Denny Granquist

“

“Too much airspeed on final shortens most runways.”

“You can never cross check engines and fuel too many times.”

”

December-January Pilot Deviations

by Jim Timm

These pilot deviations need to be examined to determine if a common thread 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 December 16, 2023 through January 12, 2024 there were twenty pilot deviations reported by the FAA SDL FSDO office.

These deviations were committed by pilots with pilot certificates ranging from student through ATP, and there were eight out of state pilots that committed these deviations. Of the twenty deviations reported, there was a need to issue eight Brashers.

Note: A controller will issue a Brasher notification to a pilot 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 FAA 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. Also, 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.

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

4 IFR Deviations	No Brashers
4 Class Bravo Airspace Deviations	3 Brashers
5 Class Delta Airspace Deviations	1 Brasher
1 Movement Area Deviation	1 Brasher
5 Runway Incursions	3 Brashers
1 Pedestrian On Runway	N/A

The details of the deviations this month are as follows:

IFR DEVIATION (6)

miles and 700 feet.

12/14 IFR Altitude

ATP Pilot

Out of Texas

Albuquerque Center (ZAB)

The Albuquerque Controller observed a Cessna Citation below FL300 and asked the aircraft to verify their altitude. The Citation responded "adjusting." The Citation had made an unauthorized descent to 29,700 feet, which resulted in a loss of separation with another aircraft that was level at FL290. The closest proximity was 2.83

12/24 IFR Visual Approach

Private Pilot

Out of New Mexico

Phoenix TRACON (P50)

The Socata Turboprop TBM-700 did not fly the RNAV D as published, resulting in a loss of separation with terrain. The aircraft was cleared for the visual approach into SDL and turned north-west bound away from the airport after switching to the tower.

1/4 (2) IFR SID Procedure, Approach Procedures, and ATC Instructions
Pilot Certification Unknown
Out of California
Phoenix TRACON (P50)

The same aircraft committed these two deviations on the same day at both Phoenix Deer Valley (DVT) and Flagstaff (FLG) airports.

The pilot deviation was reported by P50 when the Piper Comanche didn't fly the DVT-3 departure as Published.

At Flagstaff the pilot deviations were reported by P50 when the Comanche didn't comply with the published approach procedures or ATC assigned headings and altitudes.

CLASS BRAVO AIRSPACE DEVIATIONS

12/15 Entering Class Bravo Airspace Without
First Obtaining A Clearance
Private Pilot
Phoenix TRACON (P50)

The Piper Comanche departed Mesa Falcon Field (FFZ) VFR and climbed up into the 4,000 ft. shelf of the Phoenix Class Bravo Airspace before talking to the Phoenix TRACON and receiving a Class Bravo clearance. The Comanche was issued a **Brasher**.

12/16 Entering Class Bravo Airspace Without
First Obtaining A Clearance
Private Pilot
Phoenix TRACON (P50)

The Piper Malibu called a Phoenix TRACON controller requesting VFR flight following to Flagstaff (FLG). The Malibu was at 4,100 ft., and already in the PHX Class B Airspace without a clearance. A **Brasher** warning was given.

12/16 Entering Class Bravo Airspace Without
First Obtaining A Clearance
Private Pilot (May not have had a current medical)
Out of New Mexico

Phoenix TRACON (P50)

The Cirrus SR22 climbed into the Phoenix Class Bravo Airspace without a clearance near Scottsdale Airport. A **Brasher** warning was given.

12/31 Entering Class Bravo Airspace Without
First Obtaining A Clearance
Private Pilot
Phoenix TRACON (P50)

The pilot deviation was reported by the Phoenix TRACON when the Cessna 182 entered the Phoenix Class Bravo Airspace without a clearance. There was no loss of separation with other traffic.

CLASS DELTA DEVIATIONS

12/14 Entering Class Delta Airspace Without
First Establishing Communication
Private Pilot
Chandler Airport (CHD)

The Symphony LSA entered the Chandler Class Delta Airspace from the west without first establishing communication with ATC. The controller observed the aircraft, and checked to see if it was on frequency. The aircraft responded when it was two miles inside of the Class Delta Airspace, and the controller issued instructions for it to be sequenced to land. A **Brasher** was issued by Chandler Ground Control.

12/14 Entering Class Delta Airspace Without
First Establishing Communication
Pilot Certification Unknown
Scottsdale Airport (SDL)

The pilot deviation was reported by Scottsdale ATC when the Cessna 172 transitioned through the SDL airspace without authorization.

12/15 Entering Class Delta Airspace Without
First Establishing Communication Private Pilot
Out of Wyoming
Mesa Falcon Field (FFZ)

The pilot deviation was reported by the FFZ ATC when the Cirrus SR22 was observed penetrating the FFZ airspace at 3,100 ft. northwest of the field, and transiting the airspace southeast bound without permission to enter the airspace.

12/21 Entering Class Delta Airspace Without First Establishing Communication
Private Pilot
Out of Minnesota
Scottsdale Airport (SDL)

The pilot deviation was reported by SDL ATC when the Cessna 210 entered the Scottsdale Class Delta Airspace without first establishing two-way radio communications.

1/5 Entering Class Delta Airspace Without First Establishing Communication
Commercial/CFI Pilot
Goodyear Airport (GYR)

The pilot deviation was reported by GYR ATC when the Cessna 150 entered GYR Class Delta Airspace without first establishing two-way radio communications.

MOVEMENT AREA DEVIATION

12/4 Entering a Movement Area Without Permission
Commercial/CFI Pilot
Scottsdale Airport (SDL)

The Cessna 421 taxied on taxiway Alpha from Gate 1 without any clearance. Ground Control (GC) noticed an aircraft on taxiway Alpha and reached out for their intentions. GC advised them that they needed a clearance to get on taxiway Alpha and issued them a **Brasher**. No other aircraft were involved.

RUNWAY INCURSIONS

12/7 Crossing A Hold Short Line
ATP Pilot

Scottsdale Airport (SDL)

The pilot deviation was reported by the Scottsdale ATC when a Cirrus SR22 crossed the hold short line of Runway 21 without ATC authorization. A **Brasher** was issued.

12/8 Landing on Wrong Runway
ATP/CFI
Williams Gateway Airport (IWA)

The Extra EA-300 was cleared to land on RWY 12R but landed on RWY 12C instead. A Piper Cherokee that was on a 3/4 mile final for the same RWY was sent around. The Extra exited the runway without further incident. A **Brasher** was issued.

12/11 Crossing A Hold Short Line
Student Pilot
Goodyear Airport (GYR)

The pilot deviation was reported by the GYR ATC when the Piper Archer crossed the hold short line of Runway 3 without ATC authorization. A **Brasher** was issued.

12/19 Failure To Hold Short
Private Pilot
Tucson Ryan Field (RYN)

The RV-9 called Ground Control (GC) and stated that he was ready for departure, and he was given instructions entering the Hot Spot hold short area. He fully read back the instructions to hold short, but the RV9 continued slowly, and the controller keyed up, and said "RV-9 stop, stop, stop right there!" and the tower sent a Piper Arrow on a go around.

1/4 Departed On A Runway Without Authorization
Pilot Certification Unknown
Out of Ohio
Phoenix Deer Valley (DVT)

The pilot deviation was reported by Deer Valley ATC when the Cessna Citation departed Runway 25L without ATC authorization.

PEDESTRIAN ON A RUNWAY

12/18 Pedestrian on The Runway
Phoenix Sky Harbor Airport (PHX)

PHX ATC reported that a pedestrian had jumped the airport perimeter fence and had crossed RWY 8/26 in front of an air carrier that was in the process of departing. The airplane was able to abort the take off, and safely exit the runway, and there was no impact on operations. The pedestrian was apprehended by Airport Security.



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!!!

A Few Words About Safety

Denny Granquist

““Safety is a way of life, not something you practice only when flying.”

“Every flight teaches me something because I need to get better.”

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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)	
Mgr: Tim Blowers (520) 349-7677		on 155 acres	
Western Sky	Salome	all 200 acres for sale	
Mgr: Bill McDonald (602) 809-4008			
Whetstone Airpark	Whetstone	5 / 12	
Mgr: Brian Ulmer (520) 456-0483			

APA Website

Please visit our website for the latest information.

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

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

Email Stefanie at:

Webmaster@AZPilots.org

Newsletter Contributors

Article Deadlines:

20th Editor reminds the Team to submit articles

25th Authors submit articles and advertisements

Contact the newsletter editor, Cathy Paradee:

newsletter@AZPilots.org

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



Stefanie Spencer— Webmaster



New pilots welcomed!



Writers welcomed!



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