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APA NEWSLETTER



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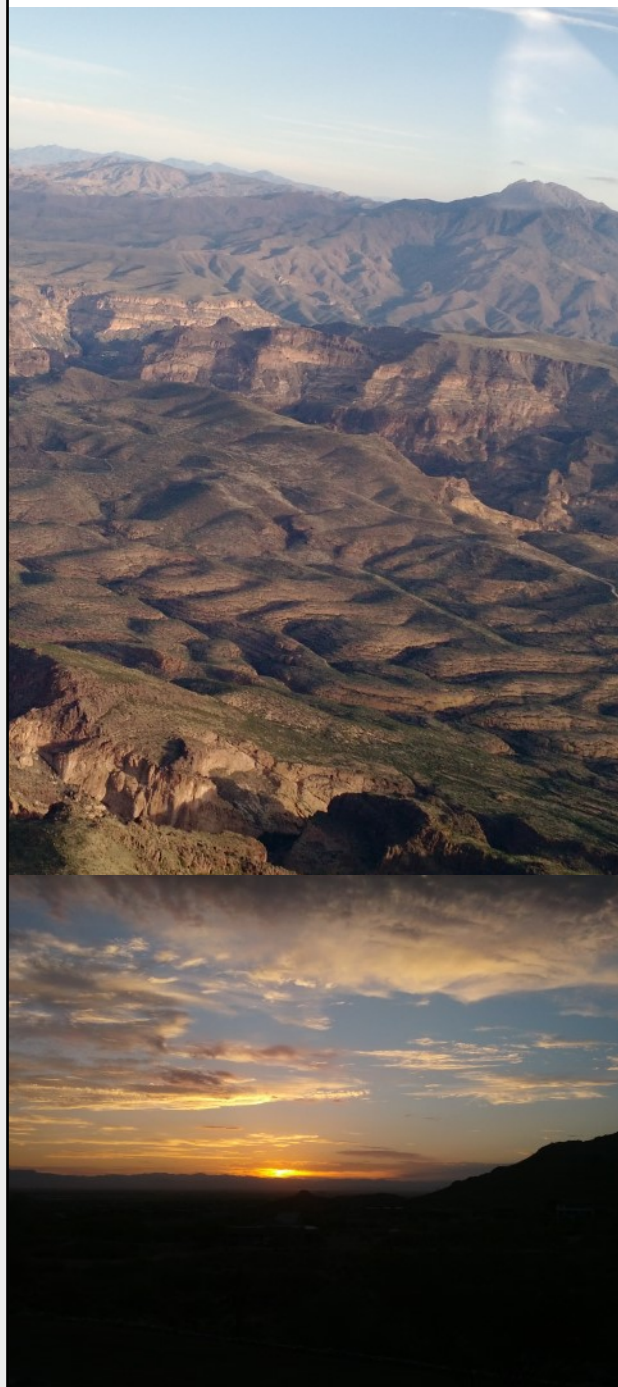
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# President's Report

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Thanks to all of you that stopped by the APA and Recreational Aviation Foundation (RAF) booth at the AOPA Fly-In and Buckeye Air Fair. It's always great to partner with the RAF to connect directly with our members and learn about their interests and concerns. It also gives us the opportunity to do some mission-



*The APA and RAF team at the 2024 AOPA Buckeye Fly-In*

ary work to bring in new members and I'm happy to report that we signed up a lot of new members again this year.

There was significant interest in the FlyAZ Passport program, and we got to visit with a number of participants in the program. It's encouraging to see the interest in the program and the passion they have for reaching the top of the leaderboard. The team at AOPA and the City of Buckeye did an excellent job with the event, and we look forward to seeing everyone there next year.



We also recently attended the Arizona Aviation Safety Advisory Groups annual banquet and were honored to present the Ruth Reinhold Award for Aviation Safety to Mr. Randy Brooks of Aviation Performance Solutions. Randy is Executive Vice President of Flight Operations for APS and has over 25 years of experience in Upset Prevention and Recovery Training (UPRT). Many flight operations have incorporated UPRT in their initial and recurrent training to prevent loss of control accidents and improve overall aviation safety. The Reinhold Award is presented annually to individuals that make a long-term contribution to aviation safety in Arizona. Congratulations Randy!



*Ruth Reinhold Award presented to Randy Brooks*

Finally, our annual membership meeting is scheduled for May 11<sup>th</sup> at Highlands Church in Scottsdale (near SDL). Please stay tuned to the newsletter, our website and Facebook page for details. We look forward to seeing you there!

Chris





# NEW HANGARS FOR SALE PEGASUS AIRPARK (5AZ3)

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# Executive Director's Report

Jim Timm — March 2024

The Saturday morning flights to breakfast have been great. The weather has been ideal with hardly a bump in the sky. Just what we have been waiting for. With the warmer weather we have been encountering, I think it may have gotten some of the bugs out of hibernation, because the last time I flew I did encounter a few of the pests, and I did have to spend a little bit of time wiping them off the windshield and wings. With this onset of warm weather we have had, I certainly do hope this isn't a foretaste of the summer to come. Per the weather people, I guess it's supposed to be cooling off again, so let's go flying, and enjoy what we have. It's been great!!!



Have you gotten your aircraft re-registered with the state for 2024? The deadline was the end of February. If you haven't completed the process, or are in the process, it can be a daunting process. When you call them, they routinely do not take your call, and refer you to an e-mail address, which I have had returned to me as being invalid several times. Through other means I have gotten their correct address, [macreg@adot.gov](mailto:macreg@adot.gov). If you wish to contact aircraft registration, this e-mail address is the only way to do so. Apparently they won't personally answer the phone. Decals are no longer required to be displayed on the aircraft, nor are they being issued. However, per [ARS §28-8325](#) your registration certificate must be kept in the aircraft at all times. The FAA does not require a state registration to be onboard the aircraft, but if you have an incident, and a state officer responds, he may request to see the required state registration. If it is unavailable, you could be cited. It's truly unfortunate that the State Department of Aeronautics is in such a state of disarray, and they no longer send out a reminder that your registration is due or are as helpful as they were in the past. I guess it is a sign of the times, and we will have to deal with it.

## MISCELLANEOUS ITEMS

### FAA

So far, the first part of the year has been going rather well. We have a relatively new FAA Administrator, and I haven't been made aware of any new regulation changes or proposed changes, and all appears to be quiet.

Some of you may have recently received a questionnaire from the FAA. The FAA's 46th annual General Aviation Survey is under way, reporting on what has happened in 2023. This survey is the only source of information on what has happened in the general aviation fleet, detailing hours flown, and how people use their aircraft. This information will be used by the FAA and the general aviation industry to assist in their plan-







ning for their future activity, so fill out the questionnaire and promptly send it in.

## AIRSPACE

Perhaps some of you may have noticed an up-tic in parachute activity around the state. We have been advised that starting with the beginning of the year there will be an increase in parachute activity at all the known drop cites ranging from Bishop (Private) down to Marana Regional (AVQ). This increased activity will include both contract drops involving various sized objects to specialized training of spe-

cial forces personnel, both domestic and foreign. This area was selected because of our good year-round weather that will permit concentrated training without holds for weather. What could be worrisome is that some of the personnel drops could be starting at Flight Level altitudes with the parachutes being opened as they exit the airplane to opening at lower (normal) altitudes.

Check NOTAMS for this activity along your proposed route and monitor enroute facility frequencies for parachute activity.

## SAFETY

In this past reporting period aviation safety has not been good because the number of accidents and incidents reported were rather high. The good news, however, is that in the reports we received, no one was injured. The new year hadn't started like we would have liked, because in last month's report, several lives were lost in an unfortunate accident. We can only hope that things will continue to improve as we move forward.

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

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

It was once again fortunate that in this past reporting period the FAA didn't report any Near Mid Air Collisions.

The number of pilot deviations were down again this last reporting period. I would only hope that maybe we are winning, and pilots are finally becoming more aware of what they are doing.

These deviations were committed by pilots with pilot certificates ranging from Private Pilot thru ATP, and apparently there were four out of state pilots that committed some of these deviations. Some of the deviations were serious enough to warrant the issuance of a Brasher notice to the pilot. Perhaps in





some cases the pilot could have been distracted, but in any case, the pilot was evidently unaware of what type of airspace they were flying in or were about to enter, and what action was being expected of them. Pilots always 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. Also, they need to be aware that when flying in controlled airspace, you should never be creative, and always first advise ATC before you do anything that may differ from the instructions given to you. When on the ground, always pay attention to airport signs and runway markings, know what they mean, and comply with them. Always fly with forethought and caution.

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

2 IFR Deviations	2 Brashers
2 Class Bravo Airspace Deviations	2 Brashers
4 Class Delta Airspace Deviations	2 Brashers
3 ATC Instructions	1 Brasher
6 Runway Incursions	3 Brashers

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

**CONSTRUCTION**

There are always airports around the state that have construction project in progress, or have projects that are being planned to start soon. Unfortunately, we don't have the specific details on all these projects, but we always urge you to always check for NOTAMS at your destination airport so you don't have an unexpected surprise when you arrive.

APA is working with airports around the state assisting with the updating of their Airport Master Plans by providing the pilot, and aircraft owner's perspective in the process. 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 requires about a year for completion.

**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 be-



cause 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 to get credit on the passport program for being there.



**Check with the APA Getaway Flights program, FlyAZ Passprt App, and our online calendar for fun weekend places to fly!**

Jim



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

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

## **A Few Words About Safety**

**Denny Granquist**

“

*“Emergency gear should be preflighted for every flight.”*

*“Flying around the weather will get you there quicker.”*

”



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Flying  
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Enstrom F28C \$390/Hour

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

## JP Instruments EDM Download to USB box



Price: \$150

Contact: Allyn Auck

Email: [rauckit@sbcglobal.net](mailto:rauckit@sbcglobal.net)

## Sling TSI empennage kit

Price: \$4,400

Contact: Brian Toncray

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

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

Contact: Steve Huff

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

## CFII Accepting New Students

Contact: Patrick Williams

(480) 737-5999

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



## Pilot Proficiency & WINGS

This is a short introduction to the **WINGS** Pilot Proficiency Program and the top five reasons for pilots and flight instructors to choose **WINGS**. The program also includes information on the E-Z WINGS web application produced by the WINGS industry Network.

**Outreach Month:** March 2024

**Topic:** Pilot Proficiency & WINGS

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



### **Grand Canyon National Park Airport (GCN):**

Grand Canyon National Park Airport (GCN) is a small single runway airport located near the southeast rim of the Grand Canyon in Arizona. The airspace north of the airport's Class Delta airspace is highly regulated and restricted. Flying to GCN requires detailed pre-flight planning to become familiar with the rules and requirements to operate in and around the surrounding areas.

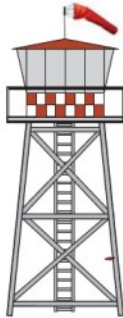


<https://youtu.be/db8n0fuBwJE?si=NSbOWjvMnXusRroS>



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**WALK  
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CTAF ~ 122.9  
RUNWAY ~ 17/35 ~ 17 RIGHT TRAFFIC, 35 LEFT TRAFFIC  
LENGTH ~ 3,900 FEET  
ELEVATION ~ 2,208 FEET  
SURFACE ~ 2,000 FEET HARD SURFACE, REST HARD PACKED DIRT



(FOR THOSE WHO PREFER TO LAND ON 100% PAVEMENT, USE  
EAGLE ROOST RUNWAY JUST EAST (27AZ), CALL 122.9 FOR  
PARKING INSTRUCTIONS & WE'LL SHUTTLE YOU OVER)



## ~ APA Scholarship Program ~

by Chris Nugent

In this month's Scholarship Corner article, we will continue to provide some more information on our 2024 scholarship recipients. It's important that you hear from them directly, so I have asked each of them to provide a brief overview of themselves and their aviation career goals in their own words.



### Max Chinnah

*As an active member of the Army National Guard, Max assists in providing resources for ground and aerial missions for his aviation unit. After graduating CGCC/UND with his degree and certifications, Max plans to work as a Flight Instructor to help budding flight students and give back to the aviation community. Instructing while building time will also enable Max hone his flying skills. This scholarship will not only help Max in his journey to graduate and become a safe and proficient Commercial Pilot to provide for his family, but it will also afford him the opportunity to pay it forward and help other folks that may be talented and smart yet lack access to opportunities.*



### Cintia Cantor Navas

*I am currently enrolled at Chandler Gilbert Community College completing flight training through the partnership the school has with the University of North Dakota Aerospace Foundation in Phoenix. Although I'd like to keep an open mind as to where aviation could lead me, for now my career goals remain the same on progressing towards the airlines. This Spring 2024 semester I will be working towards CFI, Certified Flight Instructor. The APA scholarship will assist me this semester, for which I am so grateful since it brings me that much closer towards my goal.*

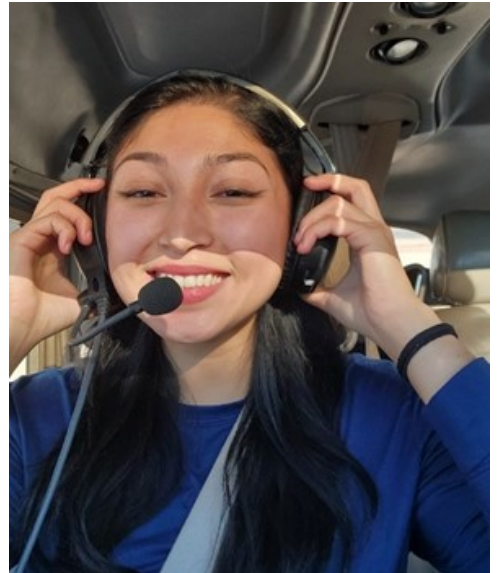
Cintia is a USMC veteran and two-time APA Scholarship recipient.





## Jaqueline Smale

*Phoenix, Arizona is my home and where I became inspired to pursue aviation after attending OBAP's Aerospace Career Education (ACE) Academy in 2018. Despite facing many financial and emotional hardships coming from a low-income immigrant household, I was able to finally start my aviation journey this past July with Fly Goodyear as a first-generation pilot. Over these last few years, I've had unforgettable experiences and valuable lessons that influenced me to uphold a lifetime commitment to public safety and professional development. I am ecstatic to build my career with experience and opportunities that combine aviation with healthcare as a Fixed-Wing Air Ambulance Pilot or Aerial Fire-fighting Pilot. As I advance my career, I want to return as an active mentor, donor, and leader in the aviation community and focus on creating more Aerospace Career Education (ACE) Academies for future generations.*



*Receiving the APA scholarship has supported my movement towards long-term professional goals in the airline industry and has made a significant impact on both my professional and personal life. My mother first came to Arizona as an immigrant, and she has worked tirelessly as a single mother of three to provide for my siblings and me. It is thanks to her amazing support that I can pursue my dreams in aviation and inspire my siblings. Living at home I have been working 40-80 hours a week, 12-hour night shifts, and overtime for the past 2.5 years to save money for flight school. Winning this scholarship has been a huge aid and motivating factor for my family and me. I will utilize this scholarship towards my knowledge exam and PPL check ride and continuously strive for academic achievement and excellence as a student pilot in training.*

We'll wrap up our look at the 2024 scholarship recipients next month. Thank you again for your 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](mailto:learaviator@yahoo.com)  
602-390-4246

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

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

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# MEMBER PHOTOS

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

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

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## Hangar for Rent Glendale Airport

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



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**CLASSIFIEDS**

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# CLASSIFIEDS

Contact: Glenn Roberts

(602) 463-5528

[glennsroberts@icloud.com](mailto:glennsroberts@icloud.com)

## Fly Loops and Rolls!

Price: \$ 220.00



## Knowledge Tests

**By Howard Deevers**

We all know that we must take an FAA “Written” test for just about any rating that we seek. It is part of the regulations. On your first day of learning to fly, your instructor will let you know that you will have to pass a “Written” at some time before the check ride. There are books, test prep online courses, and ground school programs to prepare new candidates for the “Written.” We also know that a minimum passing grade is 70.



In addition to the “Written” you will also have to pass an “Oral” exam given by the Pilot Examiner. We didn't have that in grade school or high school. If you are planning to get a PhD in any subject, there will be an “oral” by a team of examiners.

If you do pass the “Written” with a score in the low 70's, the oral part of your check ride may be a bit longer than you expected. Just like in high school, or college, many of us “cram for the exam,” staying up late at night to read those history chapters that I didn't read during the semester. Sometimes I think they passed me just so they would not have to have me in the class another year!

Some people are very good at taking written tests; others not so good, but we all get through. The point is to keep on learning even after school, or in this case, even after getting a Pilot Certificate!

Most of the testing we had in schools were at the end of the course. Some subjects had “pop” quizzes along the way to see how well we were doing, but to pass the subject course our final exam was a big deal.

In aviation, the “written” can be taken at any time. As a result, many pilots focus on getting the written out of the way, but there is a catch to this: when you pass the written, even if you pass with the minimum passing of 70, the clock starts ticking. You have 24 months in which to complete all training and be signed off to take the Check Ride by your instructor. For that reason, I don't recommend that my students take the “written” until they are very near the end of training. Don't take that position of “Let's get that written out of the way.”



In twenty-four months, a lot can happen in your life; you could be in an accident and take many months to recover, or some family emergency could distract you from flight training, or financial issues could arise. There are many things that could disrupt your plans to get your pilot certificate. I even had one student that lost the test results and had to do a lot of backtracking to get a copy of those results showing



SAVE THE DATE!

# PANCAKES



SATURDAY,

MARCH 16

8 AM

**KDVT**

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Phoenix, AZ 85027



**BIG NEWS; BIG PRIZES!**

that he had passed, and it was close to the end of the twenty-four months. If that twenty-four month period expires, you will have to take the "written" again.

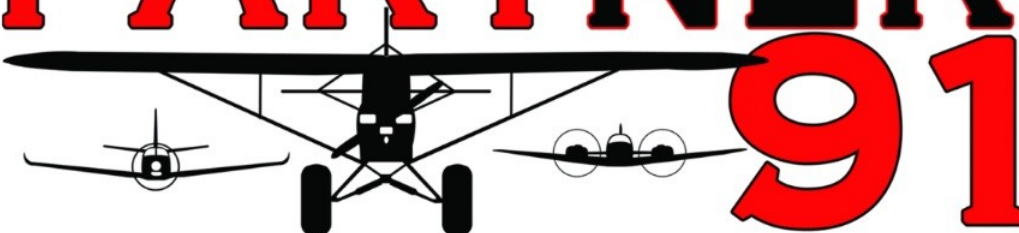
Waiting to near the end of your training to take the written will also benefit you because you will relate to the questions easier. There is no substitute for experience. Waiting until later in training does not guarantee you a better score on the test, but it won't hurt either. And remember that when you get your Pilot Certificate: *it is your license to learn!*

Come to a Safety Seminar by your ARIZONA PILOTS ASSOCIATION, and don't forget to Bring your Wingman.

Howard



# PARTNER 91



**WHEN IT'S TIME TO SELL OR BUY,  
LET ME PUT MY EXPERIENCE TO WORK FOR YOU.**

**STEVE THOMPSON**  
AIRCRAFT BROKER  
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 Point your camera at  
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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**





# February Aviation Accident & Incident Summary

by Jim Timm

The following are the reports of aviation accidents and incidents that occurred in Arizona from mid-January through February. 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 past reporting period aviation safety may not have been the greatest because of the rather large number of accidents/incidents that had occurred. At least in the occurrences reported, nobody got hurt. Apparently, we are not getting the new year off to as good of a start as we would have liked, but I can only hope things will improve from this point forward.

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

In the meantime, here are the results from the above sources.

Date: January 13, 2024

Source: ASN, NTSB

Location: Near Colorado City

Type: Piper PA 28-181

Injuries: 2 Uninjured

## **INFLIGHT LOSS OF POWER**

While on a personal flight, the pilot of the Piper Archer reported that after they departed Colorado City Municipal Airport (AZC), he conducted a practice RNAV instrumental approach to the Kanab Municipal Airport and executed the published missed approach. While ascending through about 8,000 ft, the engine started vibrating and producing a loud "clunking" noise.

As an attempt to troubleshoot the rough running engine, the pilot applied carburetor heat which made the engine run more erratically. As he turned the carburetor heat off, smoke entered the cockpit, and he decided to shut the engine down by retarding the mixture to idle cutoff and moving the throttle to idle. The pilot established best glide airspeed, and initiated a turn to the northwest while he began to select the best place to land. During the landing roll, the nose wheel landing gear sheared off and the left wing-tip struck the ground resulting in substantial damage.

Date: January 13, 2024

Source: FAA Incident

Location: Mesa Falcon Field (FFZ)

Type: Piper PA29-180

Injuries: 1 Uninjured

## **GROUND ENGINE FIRE**

The Pilot was performing a preflight check in the run-up area and noticed smoke. He returned to the parking area outside of the maintenance hangar and the engine caught fire. The extent of damage was unknown. There was no intent to conduct a flight.

Date: January 24, 2024

Source: FAA Incident

Location: Gateway Airport (IWA)

Type: Cessna 172

Injuries: 2 Uninjured

## **BIRD STRIKE**

During the landing roll-out the aircraft hit a small bird. The aircraft taxied to the ramp without further incident, and the damage was found to be minor.

Date: January 25, 2024 Source: FAA Incident

Location: Scottsdale (SDL) Type: Cessna 172  
Injuries: 1 Uninjured

### **RUNWAY EXCURSION**

After touchdown the aircraft slid off the runway causing a prop strike. The damage was determined to be minor.

Date: January 28, 2024

Source: ASN

Location: Near Marana (AVQ)

Type: Cessna 208B Grand Caravan

Injuries: 2 Uninjured

### **INFLIGHT ELECTRICAL FIRE**

The Cessna 208B was on a low-level survey operation out of Cochise County Airport (P33), Wilcox. Three hours into the flight, a quiet squealing was heard which lasted for 10-15 seconds. The captain noticed the noise and mentioned it, but at the time it was inaudible to the first officer (FO). At about the same time the noise stopped, smoke was seen coming from in front of the glare shield, and a terrible odor was smelt. The FO first noticed the smoke, and then the captain. Drill actions were followed for an Electrical Fire. 10-15 seconds later, the smoke stopped, and cleared over the next minute or so. The decision was made to return to base, P33, with a reduced electrical load. Tucson Departure was informed of a systems issue, and VFR Flight Following to P33 was requested.

Date: January 30, 2024

Source: FAA

Location: Prescott (PRC)

Type: Mooney M-20C

Injuries: 1 Uninjured

### **HIT OTHER AIRCRAFT WHILE TAXIING**

While taxiing after landing, the Mooney's left wing struck the tails of two parked aircraft. The extent of damage to the three aircraft was unknown.

Date: February 1, 2024

Source: FAA Incident

Location: Prescott (PRC)

Type: Cessna 172

Injuries: 1 Uninjured

### **RUNWAY EXCURSION**

The Cessna landed and exited the runway edge. The pilot said they had a left crosswind, and then an immediate right crosswind that sent them off the left side of the runway. There was no damage to the runway, and a mechanic stated there was no damage to the aircraft.

Date: February 4, 2024

Source: FAA Incident

Location: Prescott (PRC)

Type: Cessna 172

Injuries: 1 Uninjured

### **LOOSE COWL SCREW**

The Cessna aborted its takeoff roll when an engine cowl screw came off, and struck the windshield. A FOD check found the screw on the runway, and the windshield damage was determined to be minor.

Date: February 10, 2024

Source: ASN, FAA, NTSB

Location: Near Goodyear (GYR)

Type: Cessna 172 Skyhawk

Injuries: 1 Uninjured

### **INFLIGHT LOSS OF POWER**

Shortly after departing Glendale Airport (GEU) the Skyhawk experienced a loss of power, and fluctuating oil pressure. He made a forced landing near Goodyear Airport (GYR), landing in a residential area, striking several cacti and a parked vehicle. Fuel was noted leaking from the damaged aircraft.

Date: February 11, 2024

Source: APA Member, FAA Incident

Location: Ak Chin Airport (A39)

Type: Bonanza B35

Injuries: 2 Uninjured

### **GEAR UP LANDING**

An APA member noted the single paved runway at Ak Chin was closed mid day because a "V" tail



Bonanza had made a landing with the gear retracted, and it was sitting half off the runway about midfield.

Date: February 14, 2024  
Source: APA Member, ASN, FAA, NTSB  
Location: Mesa Falcon Field (FFZ)  
Type: Kitfox IV  
Injuries: 2 Uninjured

### LOSS OF CONTROL LANDING

The Experimental aircraft sustained substantial damage subsequent to a runway excursion dur-

ing a "first flight" landing at Falcon Field Airport (FFZ).

Date: February 14, 2024  
Source: FAA Incident  
Location: Phoenix Deer Valley Airport (DVT)  
Type: Cessna R182  
Injuries: 1 Uninjured

### GEAR UP LANDING

The Cessna landed gear up at Phoenix Deer Valley (DVT). The extent of the damage was undetermined.



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# January-February 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 January 13, 2024, through February 15, 2024, there were sixteen pilot deviations reported by the FAA SDL FSDO office. Based on the low number of deviations, I hope we are winning, and I hope it continues.

These deviations were committed by pilots with pilot certificates ranging from Private Pilot thru ATP, and there were four out of state pilots that committed these deviations. Of the sixteen deviations reported, there was a need to issue ten 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, 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.

The details of the deviations this month are as follows:

## IFR DEVIATION (6)

1/22 IFR Altitude Deviation  
Private Pilot  
Phoenix TRACON (P50)

The Eclipse Jet made an IFR departure off of Chandler and climbed through their assigned altitude of 3,000. The jet did not check in with the TRACON, and the Willy Controller reached out for them as they appeared to reach 3,400. The pilot responded, and the controller instructed them to ident, stop their climb, and issued them the altimeter setting. The pilot continued to climb, and as they were leaving 4,100 the controller assigned them an altitude of 6,000. A **Brasher** was issued.

2/2 IFR Route Deviation  
ATP/CFI Pilot  
Albuquerque Center (ZAB)

The Piaggio Avanti had been cleared via after MUMTE direct to EED. After MUMTE, the center controller observed the Piaggio about 45 degrees off course and cleared the aircraft direct to EED. The Piaggio had made an unauthorized turn, which resulted in the aircraft violating the 3-mile protected airspace of the BAGDAD MOA, which was active. A **Brasher** was issued.

## CLASS BRAVO AIRSPACE DEVIATIONS

1/14 Entering Class Bravo Airspace Without First Obtaining A Clearance  
Private Pilot  
Out of Florida  
Phoenix TRACON (P50)

The Cessna violated the Phoenix Class Bravo Airspace approximately 7 miles SW of PHX airport at 3,700 in the SFC-090 box without authorization. There was no loss of separa-



tion. A **Brasher** was issued.

1/20 Entering Class Bravo Airspace Without First  
Obtaining A Clearance  
Private Pilot  
Phoenix TRACON (P50)

The Bonanza entered the Phoenix Class Bravo Airspace near Goodyear without authorization. There was no loss of separation. The **Brasher** was issued by the Phoenix Deer Valley (DVT) ATC.

## CLASS DELTA DEVIATIONS

1/31 Entering Class Delta Airspace Without First  
Establishing Communication  
Commercial Pilot  
Scottsdale Airport (SDL)

The Bonanza entered the Scottsdale Class Delta Airspace without first establishing two-way radio communications. There was no loss of separation. The local controller issued the **Brasher** warning.

2/1 Entering Class Delta Airspace Without First  
Establishing Communication & ATC Instructions  
Commercial Pilot  
Mesa Falcon Field (FFZ)

The Rutan Vari-EZ departed FFZ, and was told to fly straight out, but instead turned northbound without permission. Upon returning to FFZ the Vari-EZ appeared to enter the Falcon Field Class Delta Airspace without permission or first establishing two way radio communications. The Vari-EZ was issued the **Brasher**.

2/3 Entering Class Delta Airspace Without First  
Establishing Communication  
Private Pilot  
Phoenix/Mesa Gateway Airport (IWA)

The pilot deviation was reported on the IWA emergency frequency when the Beech Baron violated the IWA airspace.

2/7 Entering Class Delta Airspace Without First  
Establishing Communication  
Private Pilot  
Out of Massachusetts  
Scottsdale Airport (SDL)

The pilot deviation was reported on the SDL emergency frequency when the Piper Navajo violated the SDL airspace.

## ATC INSTRUCTIONS

1/30 Not Complying With ATC Instructions  
Private Pilot  
Out of California  
Chandler Airport (CHD)

The pilot was issued instructions to enter a right downwind for RWY 22R, when the aircraft crossed the centerline for RWY 4L, and the pilot was issued a right 360° to enter the right downwind for RWY 22R. the pilot made a right 360°, and again attempted to fly the 4L final again. the pilot was told to fly westbound and exit the airspace. Instead, the pilot made another 360° and attempted a straight in to 4L a third time. The Aircraft finally entered the right downwind for RWY 22R and was instructed to extend the downwind but made two attempts to turn base against instructions. When the aircraft was on the ground, a **Brasher** warning was issued by Ground Control.

1/31 Not Complying With ATC Instructions  
ATP/CFI  
Glendale Airport (GEU)

The Mooney M-20K was advised to make left traffic for runway 01. ATC observed the Mooney crossing over the departure end of the runway at 1,800 ft. The pilot appeared to be disoriented and was unsure of what he was doing. ATC advised him to continue in the right downwind for right traffic runway 01, and he was cleared to land. Glendale Tower spoke with the pilot twice after the incident, and the pilot refused to give his name and pilot's license number. The pilot was very uncooperative, making threats to ATC.

2/1 This entry was discussed as the first item in the second entry under Class Delta Deviations.

## RUNWAY INCURSIONS

1/12 Crossing A Hold Short Line  
Commercial/CFI Pilot  
Goodyear Airport (GYR)

The Cirrus SR20 called ready for takeoff at RWY 3, and was instructed to hold short of RWY 3, and the tower got a good read back. The controller gave a traffic call to a Cessna 172 that was on the upwind, and the response was Blocked. The controller subsequently cleared a flight of three Blackhawks for takeoff from A-3 in front of the tower. The controller noticed the SR20 had taxied past the hold short lines, and Ground Control issued a **Brasher** statement to the SR20. Fortunately the SR20 didn't begin its take-off roll.

1/17 Conducting A Touch And Go Without Authorization  
Private Pilot  
Prescott Airport (PRC)

The Evektor LSA had been conducting approaches to PRC, and the controller advised the LSA to break off the approach on a 1 mile final. The controller also did not issue a touch and go clearance. The LSA conducted a touch and go to Runway 21L. The controller instructed them to turn left immediately as a Seneca was short final for Runway 12.

1/18 Taking Off Without A Clearance  
Private Pilot  
Phoenix Deer Valley Airport (DVT)

A Citation landed on Runway 7R, and the controller instructed a Bonanza to line up and wait on Runway 7R, and the read-back was correct.

When the Citation cleared Runway 7R the controller observed the Bonanza starting its takeoff roll, and then issued a takeoff clearance to the Bonanza. The airplane departed and the controller issued them the **Brasher** warning.

1/18 Failure to Hold Short of Runway  
Commercial/CFI Pilot  
Chandler Airport (CHD)

The aircraft had landed on RWY 4R, and exited the runway at taxiway N. The aircraft was instructed to hold short of RWY 4L, and as the controller issued the aircraft's crossing instructions, the controller observed the aircraft was already on RWY 4L. No other aircraft was involved.

1/28 Entered A Runway Without Authorization  
Private Pilot  
Out of California  
Tucson Ryan Field (RYN)

The pilot read back the "continue to hold short of Runway 33" instructions. The Cirrus crossed the hold short line of Runway 33, and then contacted the controller. The controller advised the pilot that they had entered the runway and issued the **Brasher**. The Cirrus had crossed the hold short lines, but did not cross the runway edge line.

1/29 Crossed A Runway Without a Clearance  
Commercial/CFI  
Phoenix Deer Valley Airport (DVT)

The Piper was at TWY B9 and was instructed to taxi to parking via TWY C, and D8. The Ground Controller thought the aircraft was at TWY C7. The Piper crossed RWY 7R at TWY B9 without a runway crossing clearance. An aircraft was concurrently cleared for takeoff on RWY 7R. The south controller cancelled their takeoff clearance abeam TWY C3 and the airplane exited the runway at TWY C6.



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<b>Pilot's Rest Airstrip</b>	Paulden	4/25	
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<b>Ruby Star Airpark</b>	Green Valley	13 / 74	
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<b>Skyranch at Carefree</b>	Carefree	20	<b>Erik McCormick</b> - Choice One Properties 480 888 6380 <a href="mailto:Erik@Pilotexpeditions.com">Erik@Pilotexpeditions.com</a>
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## Newsletter Contributors

### Article Deadlines:

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

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

Contact the newsletter editor, Cathy Paradee:

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

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



Stefanie Spencer— Webmaster



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