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July 2024

APA NEWSLETTER



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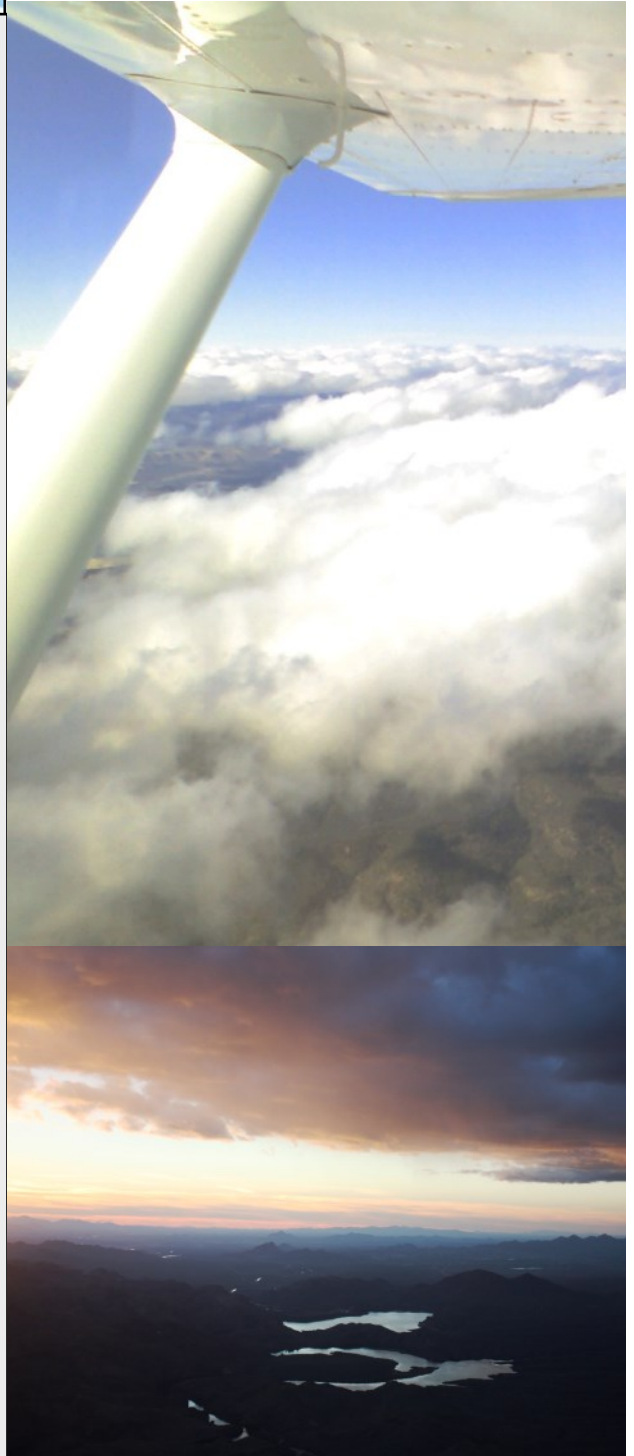
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# President's Report

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As you may recall, we completed the election for the APA Board of Directors at the Annual Meeting in May. All BOD positions are filled by volunteers for three year terms which are staggered to ensure board continuity. Here's a summary of the APA elected officers, directors, and committee members for 2024 – 2025.



## **Officers**

President	Chris Nugent
Vice President	Mark Spencer
Vice President	Tommy Thomason
Secretary	Diana Andresen
Treasurer	Stefanie Spencer

## **Directors**

Executive Director	Jim Timm
Sponsorship, Backcountry	Rick Bosshardt
Airport Passport Program	Trent Heidtke
Grapevine Maintenance Coordinator	Mike Andresen

## **Committees**

Grapevine Host Coordinator	Leanne Tawoda
Scholarship Program	Chris Nugent
Scholarship Program	Andrew Vogoney
Day Trip Coordinator	Mike McCann
Weekend Getaways Coordinator	Rod Kunkel

I want to welcome Diana Andresen as the new APA Secretary and extend a special thanks to our outgoing Secretary, Kit McCloud-Murphy, for all her hard work and contributions to APA over many years – thank you Kit! We're fortunate to have a great team and I know that each of them works hard to ensure that APA remains the voice of general aviation in Arizona.



Looking ahead, the next cycle of the APA Scholarship program is open with applications due 31 October, 2024. If you or anyone you know is interested, please go to our website for details and on-line application link – <https://azpilots.org/pilot-info/scholarship-program>.

Thank you for supporting APA's mission through your membership and please feel free to reach out to me at [chris@azpilots.org](mailto:chris@azpilots.org) if you have any comments, questions or concerns.

Fly Safe!

*Chris*



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# Executive Director's Report

Jim Timm — July 2024

Summer is certainly here, and it appears the monsoon season has also started. It would appear that most of the bugs have also gone into hiding. The breakfast flight on Saturday seemed to be rather bug free. Good thing, because it was too darn hot to spend much time scrubbing them off. Getting up for a dawn takeoff doesn't seem to help a whole lot to beat the heat, but no matter, let's get up and go for that early morning breakfast, or just go flying.

I don't know if you have heard the rumors or not, but the City of Cottonwood is getting a bit upset with the large number of aircraft that are doing touch and go operations at their airport. Because of the heavy traffic at the Prescott Airport, many Embry Riddle Students tend to go to Cottonwood to do touch and go operations. Apparently, the airport has established a policy that there should be no more than three ERAU airplanes in the pattern at a time. Because of the ERAU student traffic, the city council is discussing more stringent rules, like possibly charging landing fees. If this were to happen at Cottonwood, when would the people who complain about aircraft noise in Sedona want to have fees at Sedona Airport to reduce traffic, or for that matter, any airport in the state at which the general public may have an airplane issue. To head this problem off, pilots need to be proactive and do something! A start might be to encourage and support city council candidates that are knowledgeable about aviation issues, and most importantly, that are friends of general aviation. We need to stop hoping someone else will do something. We personally need to get involved and do something. The APA and AOPA have drawn up and are sending joint letters to the city council outlying Federal Statutes governing the allowable purposes for fees at federally subsidized airports, and offering to help resolve underlying council issues at the Cottonwood airport.



## MISCELLANEOUS ITEMS



### FAA

Fortunately, the FAA hasn't made any major changes to the regulations or airspace we use or made proposals for changes. Let's hope it stays like this.

The end of July will be the EAA AirVenture at Oshkosh. The FAA Administrator will be there, and it will be interesting to hear what he has to tell us. It will also be interesting to hear what they may be doing with their MOSAIC plan, and if they will be introducing the final product at the 2025 EAA AirVenture.



The implementation of this plan promises to have a major impact on the aviation community.

## AIRSPACE

We have not become aware of any changes or proposals to change any of the airspace that we normally use. As usual, APA will continue to be on alert for any changes that may occur and will inform you.

We all need to be aware that there has been a significant increase in parachute drop activity throughout the state. Much of it is advanced tactical training of foreign personnel, and it will be occurring at any of the parachute sites throughout the state. Please be aware that some of this activity may be high altitude jumping with high altitude opening which could result in the parachutists descending through airspace a bit removed from the final landing site. Always be sure to check for NOTAMS for this activity along your proposed route of flight, and also monitor en-route facility frequencies for parachute activity.

## SAFETY

As you know summer is here, and the monsoon season has started, so be very wary of the afternoon dust storms, and be alert for Dust Devils that may pop up. These rapidly rotating columns of air are usually very visible by the dust and debris they have picked up from the ground. While often harmless, they can be a serious risk to small aircraft operating at lower altitudes. Always give them a wide berth.

In this past reporting period aviation safety has again not been very good because of the number of accidents/incidents that have occurred, and unfortunately, we again had a fatality that was incurred in one of the accidents. At least in all of the other occurrences nobody was seriously hurt. As we go forward, I hope things will improve.

For the details of these accidents/incidents in this past May - June reporting period see my Accident/Incident Summary Report located elsewhere in this newsletter, and please fly safely.

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

It was unfortunate that in this past reporting period the FAA reported a Near Mid Air Collision (NMAC) between a Piper Cherokee and an Extra EA-300. The incident occurred southeast of IWA and required evasive maneuvers. Both aircraft involved were outside of controlled airspace and were not in communication with ATC.

The number of pilot deviations improved a bit this last reporting period. These deviations were committed by pilots with pilot certificates ranging from Student Pilot through ATP. Apparently, there were also some 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. In many of the cases it was apparent the pilot was unaware of what type of airspace they were flying in or were about to enter.

Pilots must listen very carefully to ATC instructions, and follow them, and if they can't comply, immediately tell the controller why they can't comply. When flying in controlled airspace, pilots need

to always comply with ATC instructions, and advise ATC first before they do anything that may differ from the instructions given. When on the ground, pay attention to airport signs, and runway markings, and know what they mean, and comply with them.

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

6 IFR Deviations	2 Brashers
4 Class Bravo Airspace Deviations	3 Brashers
4 Class Delta Airspace Deviations	3 Brashers
8 Runway Incursions	3 Brashers
1 Air Traffic Instruction	No Brashers
2 Surface Incidents	No Brashers
2 Restricted Air Space	2 Brashers
3 TFR Deviations	No Brashers

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

## CONSTRUCTION

Mesa Falcon Field (FFZ) has numerous taxiways being replaced, and one of the runways has been closed from time to time. Be sure to get NOTAMS before arrival. Other airports around the state have numerous construction projects in progress, or have projects that will be starting soon. Unfortunately, we don't have the specific details on all these projects, and we would urge you to always check for NOTAMS at your destination airport so you won'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. 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) was on the first Saturday of the month, but ended in



April. They will restart in the fall.

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 had a fly-in breakfast on the third weekend of the month. Because of several complications the breakfasts had been halted, and presently it’s undetermined when they will restart in the fall. We will advise when we have new information.

Grapevine is open full time, but the weekend camping, and cookouts have been discontinued for the summer. **Grapevine, which lies within a National Forest, is heavily used by the Forest Service for fighting wild-**

**fires, 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 and online calendar for fun weekend places to fly.**

Jim



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that you’d like to share?**

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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

# “I need SiriusXM in the backcountry.”

Rick Bosshardt, NXcub Owner



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## Rick Bosshardt

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# APA Volunteer Opportunities

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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!

	<b>Opportunities</b>	<b>APA Point of Contact</b>
<b>APA Member Services</b>	<i>Mailing Donor Thank You Cards Mailing Membership Cards and a Welcome Letters Clothing Store Inventory and Shipping Orders</i>	Sue ( <a href="mailto:sue@azpilots.org">sue@azpilots.org</a> )
<b>Grapevine Monthly Camping Weekend Volunteer Hosts Needed!</b>	<i>Fall Flying Season Dates will be Announced Soon</i>	Leanne ( <a href="mailto:leanne@azpilots.org">leanne@azpilots.org</a> )
<b>Airstrip Maintenance Volunteers Needed!</b>	<i>Grapevine (88AZ) (General Maintenance—watch the APA Facebook page for dates)</i>	Mike Andresen ( <a href="mailto:grapevine@azpilots.org">grapevine@azpilots.org</a> )
	<i>Red Creek (Fill Ruts, etc.)</i>	Tommy Thomason ( <a href="mailto:redcreek@azpilots.org">redcreek@azpilots.org</a> )
	<i>Double Circle Ranch (Airstrip Shoulder Mowing - Help Needed!)</i>	In Work Thanks to Josh Leavitt and the Bryce Families! ( <a href="mailto:doublecircle@azpilots.org">doublecircle@azpilots.org</a> )
	<i>Forepaugh (General Strip Maintenance)</i>	Kit Murphy ( <a href="mailto:forepaugh@azpilots.org">forepaugh@azpilots.org</a> )

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## A Few Words About Safety

Denny Granquist

“Asking ATC to repeat the transmission when needed is your job.”

“I use IFR (I follow roads) procedures in the mountains.”

”

## Short Field Operations

The FAA and industry will conduct a public education campaign emphasizing best practices for short field operations

**Outreach Month: July 2024**

**Topic: Short Field Operations**

**DOWNLOADS:**

[PowerPoint Presentation Slides...](#)



### **Phoenix-Mesa Gateway Airport (IWA)**

Phoenix-Mesa Gateway Airport (IWA) is a medium to large multi-use airport, located approximately 20 miles southeast of Phoenix Sky Harbor International Airport (PHX). IWA serves air carriers, business and general aviation, and transient military aircraft. It is home to extensive flight training operations here, you find a diverse mix of aircraft capability, pilot experience and skill levels.



[https://www.youtube.com/watch?v=G9nrLD6OM\\_s](https://www.youtube.com/watch?v=G9nrLD6OM_s)

**EAA  
CHAPTER  
1044**

# FLAPJACKS AND FLY-INS

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Please visit [MogollonAirpark.com](http://MogollonAirpark.com) for Airport info  
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Prior permission to fly in is NOT required for this  
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**Unicom 122.9**  
**Check Density Altitude**

**Adults \$7 Kids \$3 (12 and under)**

# Featured

## MEMBER PHOTOS

*Thank you to Mike Andresen for this month's photos!*

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



*We are sad to announce that Scout, our Grapevine camping mascot, has passed away this month. We will miss him.*

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

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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](mailto:rick@azpilots.org)

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### **ISO Partnership Tucson Area**

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

**CLASSIFIEDS**

## Let's Buzz This

By Howard Deevers



If you have been flying long enough, you have probably given rides to friends or relatives. As new pilots, we were eager to show off our new skills. For some of the rides that I have given over the years, it was their first time in an aircraft of any kind. For first time riders, I always check to see if they have a problem with motion sickness.

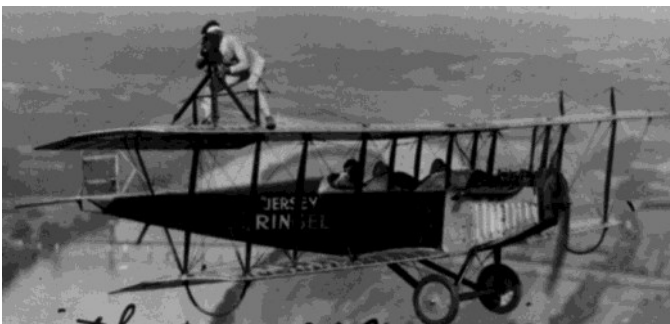
You may have had this happen also; when discussing how the flight will proceed, the rider asks: "Can we 'buzz' my house?" I usually just smile and comment, you must have watched too many of those old Barnstormer movies, or even more recently Top Gun. In the old Barnstormer movies, the pilot and passenger were usually in an open cockpit bi-wing airplane and made very low passes over some houses, or other features, just clearing the trees or roofs. Someone called it "buzzing" and the term caught on.

In Top Gun, there was to be no buzzing either, but Maverick disobeyed both military standards, and a superior officer! The spectacular flying scenes are not anything we can duplicate in single engine piston airplanes, but it was lots of fun to watch on film. Being a movie, these were of course staged, much as something that you might see at an air show in very controlled circumstances.

After explaining to my passenger that we don't *Buzz* anything, and there are actually FAA rules (regulations) on how low you can fly. We are not performing in an air show, so we need to know and understand the rules.

You will find the basic Minimum Safe Altitude, General in that 2 pound book, the FAR AIM in section 91.119. It starts off with, "Except when necessary for takeoff or landing, no person may operate an aircraft below the following altitudes:" I like to quote that opening statement, because just about every airport in the country will have complaints from some resident within a couple of miles of the airport that "they saw a low flying airplane near the airport!"

Then the rule 91.119 goes on to define altitudes:



(a) *Anywhere*. An altitude allowing, if a power unit fails, an emergency landing without undue hazard to persons or property on the surface. (notice the Anywhere and reference to engine loss here).

More definitions:

(b) *Over congested areas*. Over any congested area of a city, town, or settlement, or any open air as-



sembly of persons, an altitude of 1000 feet above the highest obstacle within a horizontal radius of 2000 feet of the aircraft. (Remember banner towing over major sporting events? Now there is a TFR over major sporting events, even if it is a closed dome stadium.)

Further definitions:

*Over other than congested areas.* An altitude of 500 feet above the surface, except over open water or sparsely populated areas. In those cases, the aircraft may not be operated closer than 500 feet to any person, vessel vehicle, or structure.

The regulation further defines helicopters and powered parachutes, but still wants them to keep that 500 foot distance.

Most of my friends or relatives that I have given rides to live in the city. Easily defined in this regulation as requiring at least 1000 feet above the house they want me to “buzz.” So, I let them know in advance that we can fly over, or circle the house, but will not go below that 1000 foot clearance. Of course, all of this changes if the house we are looking for happens to be within the Class B or Class C airspace. Then you are going to have to work with the ATC for that area.

Years ago, I had one rider that wanted to fly over the Davis-Monthan AF Base in Tucson so he could get a picture of the “Bone Yard.” As soon as we were off, I called Tucson Approach and asked for VFR site seeing over D-M. The controller was very helpful. He said “Sure. Climb to 6600 feet and proceed over the Base.” The top of the Class C airspace is 6600 feet. It is still better to be talking to ATC than not talking to them, but I doubt that I would do any site seeing trips in Class B airspace.

The term “Buzz” just seems to stick around. It is one of those left overs from the past that just won’t go away. As responsible pilots, we just have to know the rules, and politely steer our friends in the right direction, and discourage the “Buzz” term from being used.

Remember that your ARIZONA PILOTS ASSOCIATION, and the FAASteamb proved free safety seminars at many locations in the State. Check the Web site for a locations near you. And, “Don’t forget to bring your wingman!”

Howard



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*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!!!***

# **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**



# June Aviation Accident & Incident Summary

by Jim Timm

The following are the reports of aviation accidents, and incidents that have occurred in Arizona from mid-May through June. We hope to use the following detailed accident information to develop safety programs, briefings, and posters/flyers that would help pilots learn from the mistakes being made by others and be able to take the necessary action to prevent them from having similar occurrences.

The number of accidents/Incidents have been significant this past reporting period, and aviation safety could have been a bit better. Unfortunately, we did have one fatal accident early in June, but at least in all the other occurrences nobody got seriously hurt. Things could have improved, and we all need to prevent having accidents.

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

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

Date: May 18, 2024  
Source: FAA Incident  
Location: Prescott (PRC)  
Type: Cessna 172  
Injuries: 1 Uninjured

## LOSS OF CONTROL TAKING OFF

While performing touch and go landings the pilot saw a flock of birds, and aborted the takeoff which caused them to veer off the runway into a drainage ditch. Per the NTSB the damage incurred was determined to be minor.

Unknown Pilot Certification

Date: May 21, 2024  
Source: ASN, NTSB, FAA  
Location: Peoria (P48) (Closed)  
Type: Nanchang CJ-6A  
Injuries: 2 Uninjured

## LOSS OF CONTROL LANDING

The Nanchang CJ-6A departed Phoenix Deer Valley airport and was substantially damaged when it collided with a parked trailer during a landing attempt at the closed Pleasant Valley Airport near Peoria (P48). Preliminary information indicates the aircraft experienced engine issues

and attempted a landing at the permanently closed airport, but it overshot the runway.

Commercial Pilot

Date: May 27, 2024  
Source: ASN, FAA  
Location: Somerton (54 AZ)  
Type: Zenair CH601HDS ZODIAC  
Injuries: 1 Uninjured

## RAN OUT OF FUEL

The aircraft was making a local flight, and they landed in a field due to the auxiliary tank being empty. The resultant damage was substantial.

Private Pilot

Date: June 5, 20234  
Source: FAA Incident  
Location: South Of Prescott  
Type: Kubricek BB30XR Balloon  
Injuries: Pilot Uninjured, 4 Crew Members Uninjured

## EXCESSIVE WINDS

While the Balloon was attempting to takeoff from a parking lot, the pilot reported excessive winds

forced the balloon to strike a parked vehicle, and a fence, incurring minor damage to both the Balloon and Vehicle.

Pilot Certification Unknown

Date: June 6, 2024

Source: FAA

Location: Ak Chin (A39)

Type: Robinson R22 Helicopter

Injuries: 2 Uninjured **HARD LANDING**

While practicing auto rotations, the helicopter had a hard landing on the runway. The damage was determined to be substantial.

Commercial/CFI Pilot

Date: June 8, 2024

Source: ASN, FAA, NTSB

Location: Picacho Peak

Type: Rans S-12XL Airaile

Injuries: 1 Fatality

### **CONTROLLED FLIGHT INTO TERRAIN**

The aircraft, an experimental amateur built Rans S-12XL Airaile, sustained substantial damage subsequent to impact with the mountainous terrain of Picacho Peak.

Sport Pilot

Date: June 8, 2024

Source: FAA Incident

Location: Mesa Falcon Field (FFZ)

Type: Vans RV-8

Injuries: 1 Uninjured

### **LOSS OF CONTROL LANDING**

The RV-8 veered off the runway into the grass after landing and damaged the left wheel fairing. The NTSB determined the damage was minor.

ATP/CFI Pilot

Date: June 10, 2024

Source: FAA Incident

Location: Buckeye (BXK)

Type: Beechcraft BE58 Baron

Injuries: 1 Uninjured

### **ENGINE FAILURE**

The Beech Baron had lost power on one of its engines, and headed for Buckeye (BXK), and then started having problems with the second engine. Albuquerque Center declared an Emergency for the aircraft, and it ultimately made a safe landing at Buckeye.

Pilot Certification Unknown

Date: June 11, 2024

Source: FAA Incident

Location: Phoenix/Mesa Gateway (IWA)

Type: Cessna 172

Injuries: 2 Uninjured

### **TAIL STRIKE**

The Cessna experienced a tail strike while landing, causing damage to the skid plate, and the rudder. The extent of damage was determined to be minor.

Pilot Certification Unknown

Date: June 11, 2024

Source: FAA

Location: Dusty Wings (AZ06)

Type: Cessna 150

Injuries: 1 Minor Injury

### **ENGINE FAILURE**

The aircraft had departed Yuma (YUM), and due to an engine failure, they crashed into trees approximately one mile from the Dusty Wings Airport (AZ06). Dusty Wings Airport is 12 miles NE of Wellton, AZ. The local Fire Department deployed foam as a precaution due to the fuel/fire hazard.

Commercial/CFI Pilot

# May-June 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 May 10, 2024, through June 13, 2024, there were thirty pilot deviations reported by the FAA SDL FSDO. These deviations were committed by pilots with certificates ranging from Student Pilot through ATP. In addition to local pilots, there were twelve out of state pilots, and one foreign pilot that committed these deviations. Of the thirty deviations reported, there was a need to issue thirteen 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 comply with 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)

5/9 IFR SID Deviation

ATP Pilot

Out of Kansas

Phoenix TRACON (P50)

The Dassault Falcon did not fly the FORPE 1 departure out of Phoenix as published, resulting in a loss of separation with parallel departure traffic.

5/10 IFR Altitude Deviation

Private Pilot

Out Of Texas

Phoenix TRACON (P50)

The pilot deviation was reported when the Cessna 210 climbed above his assigned altitude of 4,000 feet, resulting in a loss of separation with an air carrier.

5/28 IFR Altitude Deviation

Unknown Pilot Certification

Out of Kansas

Albuquerque Center (ZAB)

The Albuquerque controller cleared the Beechjet BE40 to descend to, and maintain FL360, and the aircraft read back the clearance correctly. The BE40 was observed below the assigned altitude and was cleared back up to FL360. The BE40 made an unauthorized descent to 35,500 feet, which resulted in a loss of separation with an air carrier who was level at FL350

6/3 IFR Route & NORDO

ATP Pilot

Out Of Mexico

Albuquerque Center (ZAB)

The Mazatlán controller asked another sector if they were talking to the Cessna Citation who was coming across the border at FL220 because the aircraft was NORDO at this point. The air-

craft executed a left 360 degree turn which violated the 3nm protected airspace of the RUBY MOA which was active below FL230. The pilot checked in with the TUS TRACON who controlled the aircraft into TUS. A **Brasher** was issued.

6/6 IFR SID Deviation  
Commercial/CFI Pilot  
Out Of California  
Phoenix Tracon (P50)

The TBM-700 departed Scottsdale but didn't make the assigned turn. The aircraft appeared to fly the runway heading. The Biltmore controller utilized the Emergency Obstruction Video Map to vector the TBM to safety while climbing. A **Brasher** was issued.

6/8 IFR Altitude Deviation  
Commercial/CFI Pilot  
Albuquerque Center (ZAB)

The Albuquerque Controller advised the Piper that they were not cleared for the approach, and to maintain 7,000 feet. The controller then issued a low altitude alert. The Piper was observed at 6,200 feet in a 6,500 feet Minimum Instrument Vectoring area. Later the pilot called in, and advised he was the instructor pilot during this flight and apologized for the actions of the aircraft. The pilot knew they were not cleared for the approach however the student descended the aircraft before he recognized it and could initiate a climb.

#### CLASS BRAVO AIRSPACE DEVIATIONS (4)

5/8 Entering Class Bravo Airspace Without Authorization  
ATP/CFI Pilot  
Phoenix TRACON (P50)

The pilot deviation was reported by the Phoenix TRACON when the Cessna 206 entered the Class Bravo Airspace without authorization.

5/27 Entering Class Bravo Airspace Without Authorization  
Private Pilot  
Out of California  
Phoenix TRACON (P50)

The Bonanza called the Verde Controller to request VFR flight following to the north. They were already in the Bravo Airspace at 3,700 feet. The Bonanza was given the **Brasher** warning by the Biltmore Controller.

5/30 Entering Class Bravo Airspace Without Authorization  
Private Pilot  
Out of Texas  
Phoenix TRACON (P50)

The Cessna entered the Phoenix Bravo Airspace south of Phoenix in the 5,000 - 9,000 block and climbed to 6,500 feet. The Cessna eventually called the Willie controller for VFR Flight Following to Blythe and was issued the **Brasher** warning.

6/10 Entering Class Bravo Airspace Without Authorization  
Private Pilot  
Phoenix TRACON (P50)

The Piper entered the Phoenix Class Bravo Airspace near Chandler without authorization. There was no loss of separation. A **Brasher** was issued.

#### CLASS DELTA AIRSPACE DEVIATIONS (4)

5/23 Entering Class Delta Airspace Without First Establishing Two-Way Radio Communication  
Private Pilot  
Out of Nevada  
Phoenix Deer Valley (DVT)

The Cirrus departed SDL airport heading NW-bound, and without contacting DVT tower, the aircraft entered the DVT Class Delta airspace from the SE at 3,200, and continued climbing on

a NNW heading. The TRACON (P50) Biltmore Controller was contacted by DVT via the FAA shout line, and was asked to give the pilot the **Brasher** warning for DVT.

5/24 Entering Class Delta Airspace Without First Establishing Two-Way Radio Communication  
Private Pilot  
Phoenix/Mesa Gateway Airport (IWA)

The Cirrus entered the IWA Class Delta Airspace without first establishing two-way radio communications. There was no loss of separation, and the **Brasher** was issued by the Phoenix TRACON (P50).

The following two deviations were committed by the same pilot on the same flight.

5/26 Entering Class Delta Airspace Without First Establishing Two-Way Radio Communication  
Student Pilot  
Out of Utah  
Mesa Falcon Field (FFZ)

The Cirrus was observed entering the Scottsdale (SDL) Class Delta Airspace from the N headed SE descending out of 4,000, and not on frequency. The controller reached out to the aircraft in the blind with no answer. Aircraft exited SDL airspace to the SE at 2,300, and the aircraft was observed violating Falcon Field airspace and continuing on to Chandler (CHD).

5/26 Entering Class Delta Airspace Without First Establishing Two-Way Radio Communication  
Student Pilot  
Out of Utah  
Mesa Falcon Field (FFZ)

The Cirrus was observed entering the FFZ Class Delta Airspace from the NW and exiting the Class Delta to the S, and they were tagged as a violator by Scottsdale (SDL). Aircraft did not respond to calls on either the SDL or FFZ frequen-

cies. Both the FFZ North and the South controllers had to adjust and maneuver their traffic as the Cirrus flew at pattern altitude through both finals. The aircraft was observed descending towards Chandler (CHD), and CHD confirmed they had made contact and would issue the **Brasher**. The pilot later called and stated they believed they were outside of the airspace per their Fore-flight tablet.

## RUNWAY INCURSIONS (8)

5/13 Entering The Runway Without Authorization  
Student Pilot  
Phoenix Deer Valley Airport (DVT)

The pilot deviation was reported by DVT when the Piper failed to stop short of the runway hold short markings.

5/14 Entering The Runway Without Authorization  
Student Pilot  
Mesa Falcon Field Airport (FFZ)

The Cirrus student pilot, on a solo, entered the runway, and held in position on the runway without ATC authorization. Ground control had instructed the Cirrus to hold short of the runway, and the Cirrus gave a good read back. The Cirrus proceeded to line up, and wait on the runway with another aircraft inside of a 1/2 mile final. The controller issued Go-Around to the aircraft on final and instructed the Cirrus to exit the runway at the next taxiway, and a **Brasher** was issued.

5/19 Entering The Runway Without Authorization  
Commercial Pilot  
Out of Colorado  
Glendale Airport (GEU)

The pilot deviation was reported by GEU when the Cessna taxied onto the runway without ATC authorization.

5/23 Taking Off Without Authorization  
Commercial/CFI Pilot  
Phoenix/Mesa Gateway Airport (IWA)

The Piper was cleared to land on RWY 30L, and the read back of the clearance was correct. The Piper was then observed in the upwind of RWY 30L, and the controller asked if the Piper was going around, and the pilot advised the controller that they had conducted a Touch And Go. The Piper was then given the **Brasher** statement.

5/25 Crossing A Runway Without Authorization  
Commercial/CFI Pilot  
Out Of Colorado  
Mesa Falcon Field (FFZ)

The Piper Navajo crossed Runway 22R without ATC authorization.

Ground Control (GC) instructed the Piper to taxi via Taxiway E and hold short of Runway 22R at Taxiway E6 for a Runway 22L departure. Pilot read back was correct. The Piper advised GC that their run-up was complete as they were holding short of Runway 22R. GC instructed the Piper to continue taxi and monitor the tower. The pilot read back was correct. The Piper crossed Runway 22R on Taxiway E6 without ATC authorization. The tower instructed a Cessna to go around that was on short final for Runway 22R.

5/27 Entering the Runway Without Authorization  
Private Pilot  
Out Of Texas  
Tucson International Airport (TUS)

The Cessna crossed the hold short bars for the runway after advising the tower that he was ready for takeoff. Another aircraft that was on an approximate half mile final was sent around. No overflight occurred.

5/31 Taking Off Without Authorization  
Commercial/CFI Pilot

Phoenix/Mesa Gateway Airport (IAW)

The Piper was cleared to land on RWY 12R, and the aircraft read back the landing clearance. Later the aircraft was asked when it was in the upwind if they were a go around, and they advised that they were a touch and go. The aircraft remained in the pattern without further incident.

6/5 Entering A Runway Without Authorization  
Commercial Pilot  
Out Of Tennessee  
Sky Harbor Airport (PHX)

The Piper Malibu was instructed to cross RWY 25L at H7 and taxi to RWY 25R via F. After crossing RWY 25L, the ground controller observed the Malibu turn from taxiway F onto Intersection F10. The ground controller instructed the Malibu to stop. The aircraft came to a stop between the RWY 25R hold bars and runway edge line on F10 while an air carrier was on the departure roll on RWY 25R. A **Brasher** was issued.

## AIR TRAFFIC CONTROL INSTRUCTIONS (1)

5/18 Failure To Follow Air Traffic Control Instructions  
Private Pilot  
Mesa Falcon Field (FFZ)

The pilot deviation was reported by FFZ when the Cessna didn't follow ATC heading assignments in the pattern and conflicting with other traffic.

## SURFACE INCIDENT (2)

5/9 Movement on A Taxiway Without Authorization  
Unknown Pilot Certification  
Phoenix/Mesa Gateway Airport (IWA)

The pilot deviation was reported by IWA when a Cessna taxied onto taxiway Bravo without ATC authorization.

5/9 Movement on A Taxiway Without Authorization  
Unknown Pilot Certification  
Phoenix/Mesa Gateway Airport (IWA)

The pilot deviation was reported by IWA when a Piper taxied onto taxiway Bravo without ATC authorization.

### RESTRICTED AIRSPACE (2)

5/10 Flight Into Restricted Airspace Without Authorization  
ATP/CFI Pilot  
Phoenix TRACON (P50)

The Marchetti S211 appeared to violate R2310A/B without authorization, which was active from the surface to 17,000. The S211 mode C was indicating 11,500. P50 tracked the aircraft to IWA and had IWA issue the **Brasher** warning.

6/5 Flight Into Restricted Airspace Without Authorization  
Private Pilot  
Albuquerque Center (ZAB)

The Cirrus was VFR, at 11,500 feet, receiving flight following from Albuquerque Center. The Albuquerque controller issued the Cirrus a frequency change to the Phoenix Tracon (P50). The Cirrus read back the frequency correctly, but the Cirrus did not check on to the P50 frequency, and never talked to P50. While in a NORDO status, the Cirrus violated restricted area R2310.

P50 called the R2310 range control and implemented a cease-fire in the area. A **Brasher** was issued.

### TFR DEVIATIONS (3)

5/10 Entering A TFR Without Authorization  
ATP/CFI Pilot  
Albuquerque Center (ZAB)

The Airspace Coordinator with the Southwest Coordination Center called ZAB. The Airspace Coordinator stated that a Cessna at 8,400 MSL violated the Wolf Fire TFR. The aircraft made a few loops on the south side then flew out the west side of the TFR. The Wolf Fire TFR is located near Heber, AZ.

5/19 Entering A TFR Without Authorization  
Commercial Pilot  
Phoenix TRACON (P50)

A Beech Bonanza entered The Wildcat TRF without authorization. There was no loss of separation.

5/22 Entering A TFR Without Authorization  
Commercial Pilot  
Albuquerque Center (ZAB)

The Beech Bonanza aircraft had violated the Wildcat TFR (NOTAM #4/6422) on May 19 at 0045Z. At that time, the TFR was active at or below 09,000, and the aircraft transitioned the TFR at 7,500.

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

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Contact the newsletter editor, Cathy Paradee:

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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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