



THE APA APPROACH

February 2026

APA NEWSLETTER



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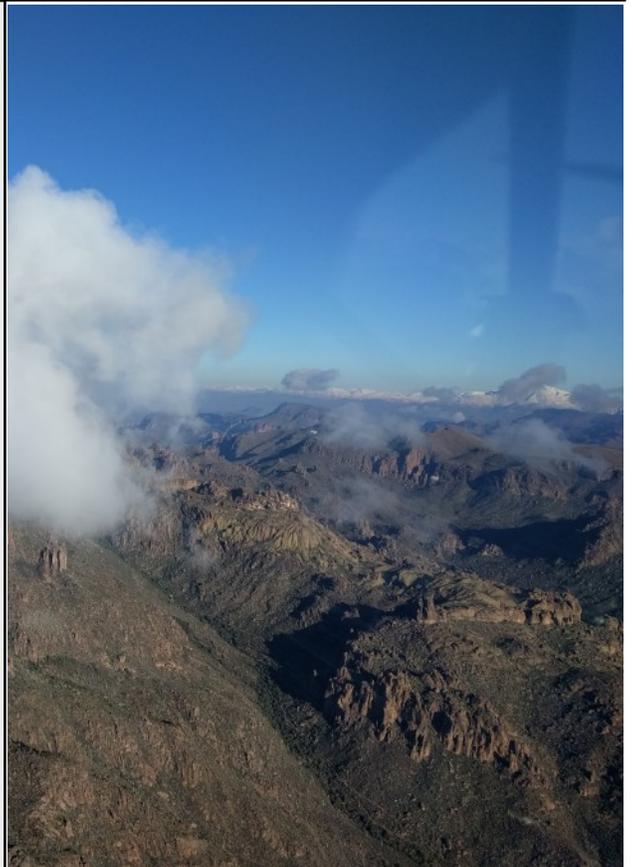
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SAVE THE DATE!



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AOPA FLY-IN!**



FEB. 13-15, 2026

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AIRPORT**



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President's Report

Welcome to the February 2026 edition of the APA Approach!

I wanted to start this month's President's Report with an update on the Falcon Field landing fee proposal. As you know, the city pushed out the original February 9, 2026, date for the city council vote by 45 – 60 days to "allow sufficient time to process and potentially incorporate public feedback into staff recommendations." The current city council meeting calendar shows no agenda items related to this fee proposal through the end of February. However, we have received information from other sources that provided the following dates for city council actions for this proposal:

- Audit & Finance Committee Review – March 5, 2026
- City Council Study Session – March 12, 2026
- City Council Meeting (Vote) – March 23, 2026



As I mentioned previously, the public is allowed to attend the Audit & Finance Committee meeting and the City Council Study Sessions, but is not allowed to provide comments. However, the public is allowed to speak at City Council meetings, and we encourage the Falcon Field tenant, business, and GA community at large to attend the March 23 meeting and register to speak and provide your comments on the proposal. AOPA, APA and ASAG have remained engaged with the city on this issue, but we need a strong turnout of the pilot and GA community to show our opposition to this proposal and landing fees in general.

In the interim, if you are a Falcon Field tenant or Mesa resident, email the mayor or your city council member to provide your constructive feedback directly – every comment counts. You can find your district, councilmember and their contact information at <https://www.mesaaz.gov/Government/Mayor-City-Council>. The Falcon Field pilot community has also started a Change.org petition opposing the landing fee proposal which as of today has over 2,500 signatures. Please consider signing the petition and let them know if you are a tenant or GA user of the airport or its businesses in the comments - [Change.Org - Stop Landing Fees at Falcon Field](#).



In addition to the Falcon Field issue, there are several other important items APA has been working on:

Notice of Proposed Rulemaking (NPRM) - Amendment of Class D Airspace for Chandler (KCHD) and Phoenix-Mesa Gateway (KIWA) Airports

As many of you may already know, the FAA has issued an NPRM to amend the Class D airspace for both KCHD and KIWA. This proposed rulemaking is the result of "biennial airspace reviews intended to support instrument flight rule operations and to ensure compliance with agency orders."



For KIWA – the Class D radius would increase from 5 miles to 5.4 miles. The proposal includes adding exclusion areas for KCHD and Pegasus Airpark.

For KCHD – the Class D airspace radius would increase from 4 to 4.8 miles. The vertical limit would increase from 3,000 to 3,700 feet. The KIWA exclusion area would be removed as it is no longer required.

Those of you that are based at P19, Pegasus, KFFZ, KCHD and KIWA or fly in the vicinity of these airports

know that it is very congested airspace and these proposed changes will introduce significant safety concerns. As an example, there is a significant volume of traffic that utilizes the corridor from KFFZ to KCHD for transition around the Phoenix Class B and to access the south practice areas. The NPRM would decrease the vertical space between the Phoenix Class B and KCHD Class D to just 300 feet, increasing the potential for conflicts and midair collisions. Comments were due February 2nd and you can find APA's submission here https://azpilots.org/images/documents/2026_letters/chd_iwa_class_d_nprm_2-1-26.pdf.

AZ Legislation HB.2210 - Prohibition on ADS-B–Based Fees

As you probably know, legislation was recently introduced in the US Senate and House to prohibit the use of ADS-B to collect fees from aircraft owners and operators. Unfortunately, these bills known as the Pilot and Aircraft Privacy Act (S.2175 and HR.4146) are making slow progress towards passage.

Aviation Safety Advisory Group (ASAG) member CJ deVries has been working with the AZ Legislature to introduce state legislation to prohibit the use of ADS-B to calculate, generate, or collect fees from aircraft owners or operators while operating in Arizona airspace. He has made great progress and HB.2210 was introduced to the AZ House on 9 January 2026 - <https://www.azleg.gov/legtext/57leg/2r/bills/hb2210p.htm>. The bill is making progress and was given a “Do Pass” vote in the House Government Committee and assigned to the Rules Committee.

Please sign this electronic petition to show your support of this legislation: "We, the undersigned, respectfully express our support for legislation prohibiting the use of Automatic Dependent Surveillance–Broadcast (ADS-B) system data to calculate, generate, or collect fees from aircraft owners or operators while operating in Arizona airspace." Enter your name, city and digitally sign using a stylus or your finger.

Here is the link: <https://adsb-for-safety.netlify.app/>

You can also support this legislation through the AZ Legislature Request to Speak (RTS) program. This allows you to register your support and provide comments as the bills progress through the Legislature. As with the Falcon Field issue, your comments supporting HB.2210 are important. You need to create an account to register and submit comments or request to speak in person at a committee meeting - <https://apps.azleg.gov/Account/SignOn>



A few schedule reminders to wrap up for this month:

- **AOPA Fly-In/Buckeye Air Fair – February 13 – 15** - APA and The Recreational Aviation Foundation (The RAF) will have a booth in the exhibitor's tent again this year at the AOPA Fly-In/Buckeye Air Fair. We always have a great time connecting with our members and we're looking forward to seeing you again!
- **February Grapevine Camping Weekend – February 20 – 22** - rescheduled based on conflicts with the AOPA Buckeye event.
- **March Grapevine Daytrip/Camping Weekend – March 20 – 22** – the March event will be a little different since we will combine a Day Trip and Camping Weekend and we are looking forward to a great event. Keep an eye out for updates on our Facebook page and if you have any questions you can reach out to Leanne Tawoda (leanne@azpilots.org) or Mike McCann (mikem@azpilots.org).



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

Fly Safe,

Chris



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When you fly your certified aircraft on a Flights for Life mission, donating your precious time and talents, you help innumerable patients who desperately need blood products. We have lots of missions to choose from.



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<https://www.flightsforlife.org>

Volare Hangars

*New
Open!*

Pegasus Airpark 5AZ3
Queen Creek, AZ



Stellar Airpark P19
Chandler, AZ

*Coming
Soon!*



LIVE - WORK - PLAY - FLY



Fee Simple Hangar Condos



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Mixed Uses Allowed



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Pegasus Airpark 5AZ3

34 Hangars built in 2024, remaining availability:

- two 60' x 60' | two 80' x 60' | one 80' x 80'
- 2 custom home lots with taxiway access

Stellar Airpark P19

27 Hangars + 11 tie downs to be built in 2025/26

- Three sizes 46' x 40' | 59' x 60' | 92' x 60'
- Starting reservations summer 2025



VOLARE HANGARS | 623.277.0000 | Info@VolareHangars.com

Executive Director's Report

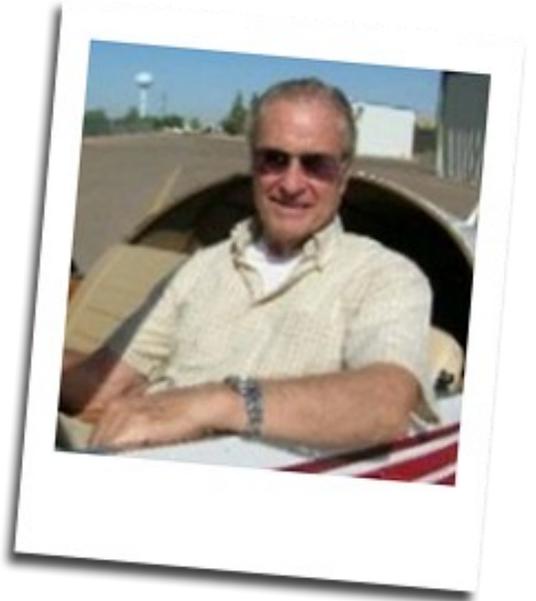
Jim Timm — February 2026

The breakfast flights on Saturday morning have been rather good, except that some of those flights have been a bit cool at the start or at civil dawn, but in general, the temperature has been good for the entire day. We can revel in that we can enjoy being outside all day, so let's take advantage of it and go flying.

I'm certain you know that APA is spending much time dealing with fees and other concerns at Mesa Falcon Field. The AOPA Airport Rep. knows a number of people in the City of Mesa government and has been in contact with them, discussing the issues that we are facing. It appears that the city is re-thinking the plan that they had been pursuing, and the Falcon Field item that was on the Mesa City Council meeting agenda for early February has been removed and will be presented in March. See Chris Nugent's President's Report to bring you up to date on all the latest details.

While we are waiting for action on a bill before our legislators in Washington to suppress the commercial use of the ADS-B information that many of us transmit, we were pleasantly surprised to learn that a member of the Arizona Safety Advisory Group is well connected with members of our State Legislature and action has been taken to have a bill presented and heard in the Arizona Legislature that would prevent the commercial use of the ADS-B information that's being transmitted.

It has to be remembered that ADS-B information is not the only means for the implementation of landing fees. In some cases, they can use electronic photographs to verify a plane's landing.



MISCELLANEOUS ITEMS

FAA

The FAA has reopened the comment period for its proposed Part 108 rule governing beyond visual line of sight drone operations, and they are seeking additional feedback on electronic conspicuity and right-of-way provisions. The original rulemaking was entitled "Normalizing Unmanned Aircraft Systems Beyond Visual Line Of Sight Operations," and was published August 7, 2025, with a closing date of October 6, 2025. One of the changes would be dealing with technologies that would allow manned aircraft to be electronically detectable. This would mean that aircraft broadcasting ADS-B out, or have an otherwise approved alternative elec-





tronic conspicuity device, would have right-of-way.

The comment period will end February 11, 2026.

The FAA will be undergoing significant changes per Transportation Secretary, Sean Duffy, and Federal Aviation Administrator, Bryan Bedford. These new divisions would be focused on safety, air traffic modernization, and advanced technology. Many of these new divisions may be required by the FAA Reauthorization Act of 2024.

Please be assured that APA will always be on the alert for rule changes that could have an impact on your flying activity and immediately inform you.

AIRSPACE

I believe most of you have submitted your comments regarding the NPRM that was in the Federal Register regarding the proposed increase in size of the class delta airspace for Chandler and Gateway airports. The deadline for comments was February 2, 2026. Per the NPRM the Gateway Delta would increase by about 0.4 statute miles radii. This change would most likely make the Gateway Class Delta Airspace touch the Mesa Falcon Field Class Delta Airspace. This change would prohibit aircraft from freely flying between the two class delta airspaces, and thus greatly limit eastbound traffic.

By increasing the radius of the Chandler Class Delta Airspace by 0.8 statute miles would result in closing the distance between the Chandler Class Delta and the Phoenix Class Bravo Airspace which runs from the surface to the top of the bravo. This change would no doubt also force all the aircraft in the uncontrolled pattern at Stellar Airpark to the west side of the runway, irrespective of the wind. The increase of the height of the Chandler delta to 3,700 feet would also limit over flight as about two thirds of the floor of the Phoenix Class Bravo Airspace is at 4000 feet over the Chandler Class Delta. For these reasons the increased size of the Chandler Class Delta Airspace would result in many negative issues for pilots, and I'm unaware of any activity at Chandler that would warrant any increase in the size of its class delta airspace.

The good weather that we always enjoy is also the reason that we have a lot of parachute activity happening around the central part of the state, and as the winter weather tends to cool, the parachute activity will also be increasing. Avoid flying near airports with known parachute activity, and always be extra vigilant for parachutists. Note icons on the charts as this is also



a warning that there might be parachutists in the area. A lot of this present parachute activity will consist of experienced foreign parachutists that are here to learn, and practice new tactical procedures, and some of this jumping may be high altitude jumping being initiated at Flight Levels, with parachutists descending through airspace far removed from their final landing site. Be advised, if you can determine the surface wind direction, your safest place will be downwind of their Drop Zone. Always check NOTAMS for parachute activity on your route of flight, and if possible use Flight Following for your proposed flight and monitor en-route facility frequencies for parachute activity.



SAFETY

We were greatly saddened this past month with the unexpected, sudden passing of Craig Tompkins of the FAA SDL FSDO. Craig had always provided us with a substantial FAA input to the Accident/ Incident report, and he also provided all the information for the Pilot Deviation and NMAC Reports. As a result, the Accident report will have some information missing, and there won't be a Pilot Deviation Report or NMAC Report until a suitable replacement for Craig is found by the FAA FSDO.

The Accident numbers may not be down where we would like, and it is truly unfortunate that we had four fatalities reported near the beginning of the reporting period. The accidents reported were taken from several sources, and for the details of these accidents, see my accident report located elsewhere in the newsletter.

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

Before takeoff we sometimes get reports from ATC when drones are operating near the airport. We realize that these drones are very difficult to see and avoid, and educating many of these drone operators of the proper rules of operation is a problem we all face. So please be vigilant.



CONSTRUCTION

A major hangar project is still underway on the south side of Phoenix Deer Valley Airport (DVT), and some taxiways are being moved to comply with FAA standards. Some of this activity has been completed, but some activity still remains to be completed. This will result in changes to the normal taxi routing, so be sure to get airport NOTAMS and study them before arrival.

Tucson International Airport is having a major construction project underway. There are also numerous other smaller

projects underway that could impact your arrival, so always check the latest airport NOTAMS and study them well before your arrival.



There are many airports around the state that also have construction projects in progress, or will have projects starting soon. We don't have specific details on all these projects at the moment, but we would urge you to always check for NOTAMS at your destination airport so you don't have a surprise upon your arrival.

APA is working with airports around the state assisting with the updating of their Airport Master Plan by providing the pilot, and aircraft owner's perspective in the process. Glendale Airport has just begun their Master Plan Update 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) is on the first Saturday of the month.

On the second Saturday of the month, consider flying down to Ryan Field (RYN), west of Tucson for breakfast or lunch at Ritchie's Restaurant. They are open daily from 6 am to 2 pm to serve you.

Grapevine is open full time, and generally the third Saturday weekend camping and cookouts are planned. **Since the AOPA Buckeye Air Fair will be Feb 13-15, the Grapevine fly-in weekend will be February 20-22.** The camp host will prepare the main course for dinner, 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.

There is a fly-in breakfast on the last Saturday of the month at the Casa Grande Municipal Airport (CGZ). The new "Sky High" Cafe, is open from Thursday thru Friday from 9 am-12 pm, and Saturday thru Monday from 8 am-12 pm with a limited menu. However, the Casa Grande Masonic Lodge will continue to be serving a breakfast in the air-conditioned terminal from 7 to 11 am on the last Saturday of the month.

When you fly to any of these venues, be sure to look for the Fly Arizona Passport Placard at the restaurant and also at the airport terminal. If you haven't, scan the placard with your smart phone app to get credit on the passport program for being there.



Check with the APA Getaway Flights program and online calendar for fun weekend places to fly.

Jim



“I need SiriusXM in the backcountry.”

Rick Bosshardt, NXcub Owner



“Where I fly, there is no Wi-Fi, cell service, or ADS-B coverage. SiriusXM is my only weather option for a preflight briefing or inflight. I rely on their satellite-delivered METARs, TAFs, and winds to stay informed, and TFRs to avoid wildfires when flying in the backcountry.”

Rick Bosshardt

Private pilot SEL, IFR, 1,800 hours

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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	Sue (sue@azpilots.org)
Grapevine Monthly Camping Weekend Volunteer Hosts Needed!	February '26 (Feb. 20-22)	The Knapps
	March '26 (Mar. 20-22)	Chris Nugent and Rick Bosshardt
	April '26 (Apr. 17-19)	Brian Harrison
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)



Steven D Huff
Designated Airworthiness Representative

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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

FROM THE FLIGHT DECK

HAZARDS AND HOT SPOTS

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://www.youtube.com/watch?v=db8n0fuBwJE>

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

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

Looking for a Partnership in Columbia/Cirrus

Contact: Michael Hutchinson
(831) 776-2210
Email: hutchinson93922@gmail.com

CLASSIFIEDS

Featured

February 21, 2026 Day Trip: Nogales, Arizona (KOLS)

by Mike McCann

KOLS Arrival time: 8:30 – 9:00am

Group breakfast: 9:15am



<https://azpilots.org/component/civicrm/?task=civicrm/event/register&reset=1&id=14>

Greetings everyone! For our February Day Trip, we'll be heading south to a new destination; Nogales International Airport (KOLS).



Copper Mountain Air, the FBO located at KOLS, is sponsoring an Open House event to exhibit some of the added aircraft and pilot services that are now available at the airport.

Breakfast will be available at the airport. In addition to the airport restaurant (which is modest in size, but reportedly has good food), there will be food trucks which will be on-site for the Open House.

As always, please RSVP if you plan to attend. Last minute information updates are sent via email directly to those on our RSVP list.

As always, be sure to thoroughly preflight both yourself and your aircraft. And do a thorough flight planning as would be required for any cross-country flight.

KOLS is a non-tower-controlled airport, so pilots should review [Advisory Circular 90-66C](#) for proper operation in non-towered airports.

Feel free to contact me with any questions (daytrips@azpilots.org) and we'll look forward to seeing you.

Safe flying,

Mike





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INTERNATIONAL
AIRPORT
(KOLS)**

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~ APA Scholarship Program ~

by Chris Nugent

by Chris Nugent

We had another great turnout for the 2025 scholarship cycle with forty-three applications received. As was the case last year, the overall quality of the scholarship applications was impressive. In past years, the career objectives for many of the applicants focused on becoming professional aviators. However, we are seeing an increase in students pursuing careers in aviation maintenance technology which is very encouraging.

The scholarship committee puts in a lot of effort in November/December to review applications and make final recommendations. In the end analysis, we awarded a total of ten scholarships. Scholarships are an important part of APA's mission, and it is very encouraging to see the memberships continued generosity and commitment to the program – thank you!

Here is a quick overview of the 2025 scholarship winners – we will be publishing a more in-depth look at each of them in upcoming editions of the newsletter:

Katherine Binion – Katherine is currently attending the Aviation Maintenance Program at CGCC to become an A&P/IA. Katherine also works as a Test Technician at Setnix LLC, a Part 145 repair station, where she specializes in aircraft engine and APU wire harnesses.

Sofia Genova – Sofia is a volunteer at AvPost 352 at Falcon Field and is attending Chandler-Gilbert Community College (CGCC) and the University of North Dakota flight program. Her goal is to become a professional with the airlines. She would like to return to AvPost 352 and volunteer her time as a CFI.

Molly Thompson – Molly is currently attending CGCC and will transition to the University of North Dakota for flight training. She intends to pursue a career as a professional pilot.

Corby Running – Corby is a US Navy veteran and is attending Chandler-Gilbert Community College and the University of North Dakota and is about to embark on his CFI course. Corby's ultimate career goal is to fly for the airlines.

Aiden Nelson – Aiden is currently attending the Aviation Maintenance Program at CGCC to become an A&P.

Olivia Thiebaut – Olivia is currently attending Perry High School and is working on her PPL at Chandler Air Service. Olivia also received a scholarship through Arizona Soaring, so she has a good foundation in stick and rudder skills from flying gliders. Her career goal is to become a professional pilot.

Eliana Nunez – Eliana is currently attending Mesa Community College and is also a volunteer at AvPost 352 at Falcon Field. She plans to pursue her flight training through the AvPost 352 flight train-



ing program with a career goal of becoming a professional pilot.

Jonathan Anderson – Aiden is in his last semester at CGCC in the Aviation Maintenance Program to become an A&P/IA. He will transition the Arizona State University Aviation Management Technology program in the fall.

Moises Basuri – Moises is a US Air Force veteran, and he is currently attending the University of North Dakota flight program. His goal is pursuing a career as a corporate pilot.

Addison Anaya – Addison is currently attending Red Mountain High School and is also a student volunteer at AvPost 352. She plans to pursue her flight training through the AvPost 352 flight training program. Addison’s career goal is to become a professional pilot.

The aviation industry remains strong and continues to grow, and this is reflected in the number of applications that APA receives for the scholarship program. And it is encouraging to see the drive and commitment of the applicants in pursuing aviation careers.

Chris



Jeffre Antoff shows off his brand new AMT Program Completion Certificate in 2022

Best Tugs A3—Great for small single



Contact: Philip Parish
(520) 250-1566
philip.parish@gmail.com

Cessna 182P SKYLANE located at FFZ



Price: \$125,000

Contact: Diana Andresen
(480) 540-7344

Email: dmandresen23@gmail.com

Sling TSI empennage kit

Price: \$4,400

Contact: Brian Toncray
Email: tonrayb@gmail.com

1970 Mooney M20E Chaparral



Price: \$95,000

Hector Maldonado
(602) 810-0382

az.pit.viper72@gmail.com

C150D parts

Price: \$12,345

Contact: Mark Helley
(928) 261-8291
azhelley@gmail.com

CLASSIFIEDS

Cessna 182 RG Partnership

Price: \$115.00

Will Worthington
(480) 748-3578

Email: willw62az@gmail.com



Prop Bulkhead

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Contact: Mark Helley
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Lake Havasu APA Lunch Daytrip - Jan 31, 26

By Jim Hefner

It was a beautiful day to fly to Lake Havasu for the APA fly-in lunch at Hangar 24 on Saturday. It was very busy when I arrived around 10:30 am. There was a Cirrus formation flying training program and several other group events taking place. There were 4 flights of 2 and one flight of 4 Cirrus's coming into the pattern when I got there, plus other traffic like our group. Ramp parking was almost full when I arrived, so I got a little lucky, but it was worth it. The Hangar 24 didn't disappoint... unfortunately, since we flew in we couldn't partake in the microbrewery items. 😊 It was 1.5 hrs flight time each way in my plane. I fueled up at Ak Chin on the way, which was near my flight path... fuel price \$4.75 was nice to see. 🍷

Have a good rest of your week, 👍

Jim



<https://youtu.be/3ZdVNRot9VE>

A Few Words About Safety

Denny Granquist

“

“Flying with other pilots is always a check ride.”

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

”

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

Contact: Steve Huff

Email: learaviator@yahoo.com

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CFII Accepting New Students

Contact: Patrick Williams

(480) 737-5999

Email: pwilliamsaz@gmail.com



Weekend Getaways: Joshua Tree National Park Recap

By Rod Kunkel

The weekend of January 30 - February 1 was our first weekend getaway of 2026. Most of us flew into Bermuda Dunes airport (KUDD), about 10 miles SE of Palm Springs. A few of us drove ... More on that later. Despite warnings from some APA members and the FBO that parking can be very limited during the winter months, there was plenty of tie-down space for our group's planes. The FBO (Crown Aero) has a very nice facility. They also provided a nice welcome bag for our group containing hats and scarves.

We stayed at a very nice boutique hotel (Chateau at Lake La Quinta), located on a beautiful lake. Friday afternoon was spent strolling around the area, followed by a thirst-quenching happy

hour and dinner on the hotel's patio overlooking the lake.

The highlight of our trip was Saturday when we took an open-air Hummer tour of Joshua Tree National Park. It turned out to be a relatively warm, sunny day. At the park elevation above 5,000 MSL, the weather was still a bit cool, especially for those bearing the brunt of the wind in the open air vehicles. Joshua Tree is a very picturesque park with spectacular rock formations and, of course, millions of Joshua trees. Saturday night was another rendezvous on the hotel patio, followed by dinner at a local Italian restaurant.

17 weekenders attended, 12 by plane (6 planes) and 5 by car. Jackie and I were 2 of the car drivers. As some of you know, we recently sold our 182 and bought an RV (not the plane kind). We are planning to try out the RV life as our next adventure.

On a related note, my role of weekend getaway coordinator for the APA is open. I can tell you the pay is not very good. It wouldn't even be very good if doubled. But you'll get to plan a lot of interesting trips





to places you choose, plus meet and spend time with interesting people. If interested in stepping up for this role, please contact me at (860) 324-7826.

Rod



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.

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Expectation Bias

By Howard Deevers

Have you ever done something wrong and wondered, “How did I make that mistake?” Another word to use here is “habit.” We get into a habit of doing the same things over and over. How many times have we driven out to the street and turned right? Then, on a day that we planned to go left, we turned right anyway. Oh, well, I will just have to make a U turn in the next block and go where I intended to go.

Expectation bias happens in all phases of our lives. It could be said that it is just the way our brains work. Maybe so, but we need to be aware that harm can come from that, also. Most of the things we do with our expectation bias are harmless, or just simply inconvenient, such as turning the wrong way in our car or leaving the car keys in a different place than we usually do. If those car keys are not in the usual place, I have to spend some time looking for where else I might have put them, another inconvenience.

It happens in aviation, also. We expect to do something that we do so very often, but when there is a change, we can make a wrong turn. Even taxi for take-off. When you use the same runway almost every time, and then Ground Control gives us another runway, and even if we read that back to them, make the wrong turn as if going to the same runway we usually use. It is embarrassing when Ground Control has to correct us to make a turn and taxi to the assigned runway.

It happened to me on a take-off. I was taking my son for a sightseeing trip around Akron, Ohio. I asked the Tower at CAK for a right turn out after take-off. The tower instructed “make left traffic.” I read that back, but was so fixed on making a right turn, that after take-off, I did turn right. The tower did tell me that I was instructed to make left traffic, but they did not give me a violation as there was no other traffic in the area at that time. It got my attention that I had made such an error, even after

reading the instruction back. If a conflict with other traffic were to occur, you could get a “Pilot Deviation” violation. (That expectation bias happened to me about 20 years ago, but stays with me as a constant reminder so I don’t do that again).

Since I have been a victim of this myself, I spend time with students to try to explain how it can happen and how to protect yourself from this event. We train for things like aborted take-offs. We may have expectation bias that the plane will take off at rotate speed, but what if it does not? You only have seconds to react and stop the plane on the runway. We





cannot simulate every possibility in training, but we must at least talk about the expectation that we will have and what to do about it. I am still open to new ideas, so if you have one, please send it to me.

For information on safety seminars check the website for a location near you. They are free, and "Don't forget to bring your wingman."

Howard



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

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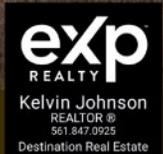


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January 2026 Aviation Accident & Incident Summary

by Jim Timm

The following are the reports of aviation accidents that have occurred in Arizona from mid-December through January.

The Accident Report will be limited in size because of the unexpected and sudden passing of Craig Tompkins of the FAA SDL FSDO. Craig always provided the substantial FAA input to the Accident/Incident report, and all the information for the Pilot Deviation and NMAC Reports.

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 a similar occurrence.

The Accident/Incident report is short this time as there were only eight accidents reported this time.

In continuing with the expanded scope of this report, we're using information from the Aviation Safety Network (ASN), NTSB, and APA Members. Hopefully the information from these sources will suit 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: December 7, 2025

Source: ASN

Location: Chemehuevi Vally Airport (49X)

Type: RotorWay Executive 162F Helicopter

Injuries: 1 Uninjured

Unknown Pilot Information

LANDING ACCIDENT

The helicopter departed Lake Havasu Airport for Chemehuevi Valley Airport, and during the landing, the helicopter was involved in a landing accident.

Date: January 2, 2026

Source: ASN

Location: Near Superior

Type: MD369FF Helicopter

Injuries: 4 Fatalities

No Pilot Information

STRUCK LINE BETWEEN MOUNTAINS

The helicopter departed Pegasus Airpark and struck a slackline between two mountains and crashed in a mountainous area south of Superior.

Date: January 4, 2026

Source: ASN

Location: Coolidge Airport (P08)

Type: Cessna 150A

Injuries: 1 Serous Injury, 1 Minor injury

No Pilot Information

STRUCK POWER LINES

While operating at the Coolidge Airport the Cessna struck power lines when landing.

Date: January 7, 2026

Source: ASN

Location: Prescott Airport (PRC)

Type: Beechcraft K35 Bonanza

Injuries: 2 Uninjured

No Pilot Information

LANDING GEAR UP

The airplane was conducting a touch and go when it lifted off the runway, and the gear was retracted, but the airplane fell back onto the runway with the gear up.

Date: January 9, 2026
Source: ASN
Location: Phoenix Deer Vally Airport (DVT)
Type: Piper PA-18-150 Super Cub
Injuries: 1 Uninjured
No Pilot Information

LOSS OF CONTROL LANDING

The airplane was conducting a touch and go when it went off the runway and into some rocks.

Date: January 13, 2026
Source: ASN
Location: Prescott Airport (PRC)
Type: Fairchild SA227-AC
Injuries: 1 Uninjured
No Pilot Information

LOSS OF CONTROL TAKING OFF

The Swearingen Metro suffered a runway excursion on takeoff for Phoenix Sky Harbor. The aircraft was accelerating down the runway when at about 65 Kts when the aircraft veered off the runway. The pilot managed to make it back to the runway, but the aircraft became disabled.

Date: January 14, 2026
Source: ASN
Location: Kingman Airport (IGM)
Type: Cessna 172E Skyhawk
Injuries: 1 Uninjured
No Pilot Information

LOSS OF CONTROL TAKING OFF

The aircraft was on its takeoff roll when it veered

off the runway and into the brush.

Date: January 19, 2026
Source: ASN
Location: Flagstaff Airport (FLG)
Type: Cessna 320D Executive Skynight
Injuries: 2 Uninjured
No Pilot Information

NOSE GEAR COLLAPSE

The Cessna experienced a nose gear collapse upon landing at Flagstaff.

Date: January 21, 2026
Source: ASN
Location: Scottsdale Airport (SDL)
Type: Piper PA-28-181 Pilot 100i
Injuries: 1 Uninjured
No Pilot Information

STRUCK GROUND OBSTRUCTIONS

As the airplane was warming up, it inadvertently started to move and struck two parked vehicles.

Date: January 25, 2026
Source: ASN
Location: Kingman Airport (IGM)
Type: Piper PA-28-181 Archer
Injuries: 1 Uninjured
No Pilot Information

NOSE GEAR COLLAPSE

The Piper departed Mesa Falcon Field and suffered a nose gear collapse upon landing at Kingman.

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Mgr: Sherry admin@mogollonairpark.com			
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Coord: Dennis Dueker (928) 472-4748			
Pegasus Airpark	Queen Creek	15/40	Erik McCormick - Choice One Properties 480 888 6380 Erik@Pilotexpeditions.com
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Pilot's Rest Airstrip	Paulden	4/25	
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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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If you are not a member of APA you are encouraged to join and help us keep General Aviation available, safe and fun for all. Your support is very much appreciated. Please visit our website for details and where you can [join APA](#). If you have questions, please go to our website's contacts web page where you can send an email, see our mailing address or contact us by telephone. You can also help APA by purchasing some of our logo items, Caps & T-Shirts.

Volunteer 501 (c) (3) Organization

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