



THE APA APPROACH

May 2026

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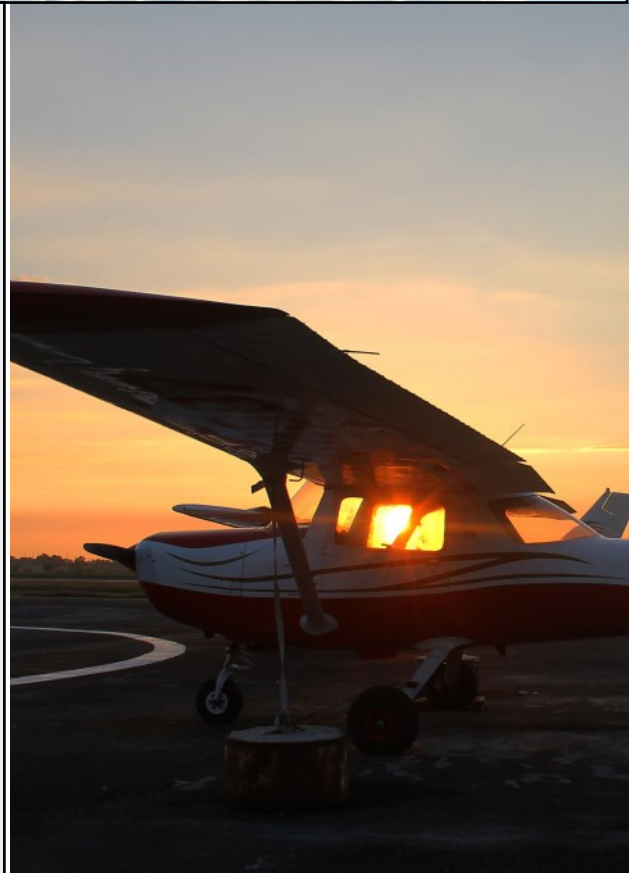
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President's Report

Welcome to the May 2026 Edition of the APA Approach!

I wanted to start this month with a reminder that the **APA Annual Meeting is coming up on Saturday, 16 May, 10:00AM – 12:00PM at Highlands Church, 9050 E. Pinnacle Peak Road, Scottsdale**. We have a full agenda and will provide updates on Backcountry, FlyAZ Passport Program, Scholarships, and Day Trips and Weekend Getaways. Tom Cowan from the Parachute Operations Safety Working Group will be our keynote speaker and give us an overview of the expansion of parachute jumping operations in Arizona and pass on some important safety practices for GA pilots operating in the vicinity of jump zones.



If you are planning to attend, please RSVP via email to contact@azpilots.org. We look forward to seeing you there!

I'm sure most of you have seen the news from Falcon Field that the implementation of the landing fees approved by the City Council in March is being postponed and will not occur on 1 May as planned. As expected, Vector Airport Systems has been awarded a contract to provide landing fee collection services. The delay will allow Vector to get their flight tracking systems in place, and the program is expected to start no later than 30 July 2026. However, they may begin sooner, and the airport will notify users of any changes.

The associated transient landing fee program at Mesa Gateway Airport has been suspended until further notice and will go into effect "when and if Falcon Field's fees take effect." It is interesting to note that Mesa Gateway's director of communications indicated that they were in conversations with the FAA regarding their program so hopefully the safety implications of these fee programs are getting the appropriate attention.



On a related subject, I'm sure you may have also seen the news that Florida recently passed legislation to prohibit the use of ADS-B to collect fees. The companion Arizona bill, HB2210, has cleared all Senate committees (Appropriations, Transportation & Technology and Rules) and was placed on the Senate Consent Calendar. However, there is no firm date for the bill to clear the Consent Calendar.



So, from a practical perspective, passage of HB2210 may unfortunately slip to the 2027 legislative session.

Thank you for supporting APA's mission through your membership and we look forward to seeing you at our upcoming Annual meeting! As always, please feel free to reach out to me at chris@azpilots.org if you have any comments, concerns or questions.

Fly Safe,

Chris



Got interesting aviation videos that you wish to share?

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

rick@azpilots.org

A Few Words About Safety

Denny Granquist

“

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

“The more I trim the smoother the ride.”

”



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Executive Director's Report

Jim Timm — May 2026

I have really enjoyed the breakfast flights on Saturday mornings, and the weather has been generally pretty good. The temperatures have been reasonable, even though I'm the last one home about 11:00 am.

Falcon Field is scheduled to implement their new fee structure soon and start charging landing fees. It looks like Gateway Airport (IWA) is going to jump on the bandwagon and start charging landing fees, also. They said they have been considering the landing fees for some time, but now is the time. I really hope this trend doesn't slop over to other airports in the state. I guess we'll just have to wait and see.

We are still waiting for action on a bill before our legislators in Washington to suppress the commercial use of the ADS-B information that's being transmitted. A member of the Arizona Safety Advisory Group who is well connected with members of our State Legislature has also taken action to have a bill presented and heard in the Arizona Legislature that would also prevent the commercial use of this ADS-B information that's being transmitted. In spite of the fact that this is really a safety issue, the Arizona Airport Association is still unsure about supporting this bill because they think that they may still want to use this ADS-B information for generating income for the airports. There's concern that the bill may not be signed by our Governor.



MISCELLANEOUS ITEMS

FAA

We haven't heard of anything from the FAA that would impact your flying activity, but be assured that APA will always be on the alert for any rule changes that could impact your flying and immediately inform you.



AIRSPACE

Based on what we have heard at aviation meetings that we have attended, there is and will continue to be a lot of parachute activity happening around the central part of the state. We have also been advised that some of this activity could also be occurring during the nighttime hours. Because of this, I guess we should avoid flying near any airport with known parachute activity and always be vigilant for parachutists. The parachute icon on the chart is a

warning that there might be parachutists in the area. Remember, this parachute activity may consist of experienced foreign parachutists that are here to learn, and practice new tactical procedures. Some of this jumping could also be high altitude jumping being initiated at Flight Levels, with parachutists descending through airspace far removed from the final landing site. If you can determine the surface wind direction, the safest place will be upwind 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 to receive flight advisories, and if possible, monitor enroute facility frequencies for parachute activity.

“

Always check NOTAMS
for parachute activity on
your route of flight.

”

SAFETY

The FAA SDL FSDO has always provided substantial FAA input for the Accident/Incident and NMAC reports and all the information for the Pilot Deviation report. We have become aware that Brian Mehtens has been appointed to be the new Operations FAAST Team Program Manager, and in the future, we will plan on getting all the necessary report information from Brian.

The Accident numbers are back up again, and unfortunately, we did have some fatalities reported. We had fifteen accidents reported. For the details of these accidents see my Accident Report located elsewhere in the newsletter.

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

With regard to Pilot Deviations, it was fortunate that there were only seven deviations reported, and there weren't any Brashers reported. These deviations were committed by pilots with certificates ranging from Private Pilot through Commercial/CFI. There were four out of state pilots of the seven deviations reported. Pilots need to be more careful in their flying and carefully listen to ATC instructions. Pilots must always be aware of what type of airspace they are flying in, or may be about to enter, and know what will be expected of them.

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

3 Class Delta Airspace Deviations - No Brashers

4 ATC Instructions - No Brashers



There were no Near Mid Air Collision (NMAC) incidents reported during this past reporting period.

Before takeoff the ATIS often advises that drones are operating near the airport. We realize that these drones are extremely difficult to see, and avoid, and educating many of these drone operators of the proper rules of operation is a problem that we all face. Please be very vigilant all the time.

CONSTRUCTION

Because a major project is still underway on the south side of Phoenix Deer Valley Airport (DVT), some of the taxiways may have been moved. While some of this activity may have been completed, some activity still remains. Because of the changes to the normal taxi routing be sure to get airport NOTAMS, and study them before your arrival.

Tucson International Airport still has a major construction project underway, and this could impact your arrival. Always check the latest airport NOTAMS, and study them well before your arrival.

APA works 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. 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 during the cooler part of the year. The next one is scheduled to be October.

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, but the weekend camping and cookouts, which are planned during the cooler months of October through April, have ceased for the summer and will restart in October.

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 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 from the passport program for being there.

[Check Online Calendar for fun weekend places to fly!](#)

Jim



Weather from the Run-Up to the Landing

SiriusXM AVIATION



See detailed weather information presented directly on your avionics, including high-resolution composite and base reflectivity radar layers. SiriusXM also provides frequently updated enhanced graphical turbulence, icing forecast (probability & severity), freezing levels and forecast winds/temps aloft. All weather layers appear within your existing avionics interface equipped with a compatible Garmin receiver – no external apps required. It's weather information designed to work with your avionics panel.

To explore more about SiriusXM Aviation Weather, visit siriusxm.com/aviation or scan the QR code.



Photo credit: Garmin

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Glenn Roberts – Airplane & Helicopter CFI

602 463-5528

ArizonaSkiesAviation@gmail.com

APA Volunteer Opportunities

As an all-volunteer organization, APA relies on the generosity of our members and volunteers to accomplish our mission. To ensure that we're communicating volunteer opportunities, we will begin publishing a Volunteer Opportunity summary in the newsletter going forward.

Please take a look at the volunteer opportunities listed below and reach out to the APA point of contact for more details if you are interested in helping out.

Thank you in advance for your participation!

Opportunities		APA Point of Contact
APA Member Services	Mailing Donor Thank You Cards Mailing Membership Cards and a Welcome Letters Clothing Store Inventory and Shipping Orders	Sue (sue@azpilots.org)
Grapevine Monthly Camping Weekend Volunteer Hosts Needed!	Grapevine restarting in the Fall	Leanne (leanne@azpilots.org)
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)	Tommy Thomason (forepaugh@azpilots.org)

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randall.brooks@apstraining.com

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Email: learaviator@yahoo.com

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Contact: Patrick Williams

(480) 737-5999

Email: pwilliamsaz@gmail.com



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Flagstaff Pulliam (FLG) is a small mixed-use airport, located just south of the city of Flagstaff, Arizona. It's high field elevation means that density altitude can exceed ten thousand feet. Weather, winds and wind shear add additional challenges. During the winter, cold weather operations and snow removal activities are prevalent. Thorough pre-flight planning, and checking NOTAMs during your flight are a must to avoid any surprises during arrival and departure at FLG.



<https://www.youtube.com/watch?v=V4LMuBINOtQ>

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

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

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

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Hector Maldonado
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az.pit.viper72@gmail.com



Prop Bulkhead

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Contact: Mark Helley
azhelleys@gmail.com

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 Will Worthington
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Featured

Saturday, May 30 Day Trip: Seligman – P23

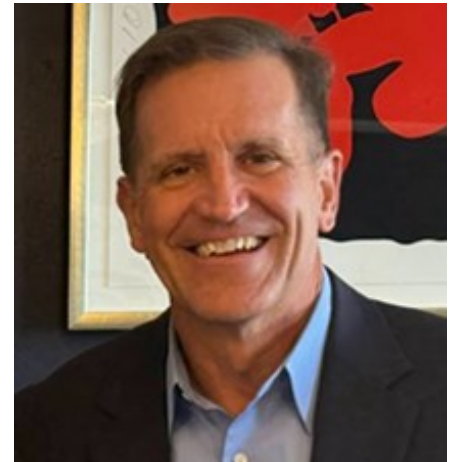
by Mike McCann

May Day Trip:

Saturday May 30, 2026

Seligman, Arizona (P23)

RSVP



Arrival time at P23:

8:00 - 8:15am



Hi everyone, for our May Day Trip we'll be returning to a favorite high country destination enjoyed by so many pilots....Seligman, AZ. If you haven't been to Seligman, it is truly like visiting the old days in Arizona as Route 66 runs right through the center of this very small town. Seligman also is famous for the inspiration it offered to the creators of the "Cars" movies which became popular worldwide.

Seligman airport is uncontrolled and field elevation is approximately 5,200 ft. The single runway is nicely paved (4,800 ft long) and there's plenty of tie downs for aircraft. There are no services or fuel. P23 is part of APA's *AZ Passport* program, so if you haven't already visited this airport, plan to join us and log Seligman into your *Passport* app.

Our breakfast destination will be the famous Westside Lilos. **RSVP if you plan to attend as the restaurant is pretty small so they've asked us to limit the group to 20 people.**

Wrap-Up:

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, high elevation airport. Remember, Seligman is 5,200 MSL elevation.

P23 is a non-tower-controlled airport, so please 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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Email: skyboundaz@gmail.com



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Contact: Michael Mackey
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Email: michael@makeyev.com

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around.

Please visit MogollonAirpark.com for Airport info
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Prior permission to fly in is **NOT** required for this
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~ APA Scholarship Program ~

by Chris Nugent

In this month's Scholarship Corner, we will continue to our 2026 scholarship recipients. We had the pleasure of meeting with some of our recent scholarship recipients at the Buckeye Air Fair and I am happy to report that they are working hard and making great progress. It's always encouraging to see how the APA Scholarship program helps these students achieve their career goals.

It's also encouraging to the continued contributions and commitment to the program from our membership. Thank you for supporting this important part of APA's mission.



Sofia Genova

My name is Sofia Genova, and I am so honored to be a recipient of the Arizona Pilots Association Scholarship. I am currently a student at Chandler-Gilbert Community College, and I am pursuing a degree in Airway Science. I was introduced to flying through the East Valley Institute of Technology (EVIT) in high school when I took an aviation class. Ever since then I have been working to achieve my goal of becoming an airline pilot.



This scholarship is crucial in helping me accelerate my training and get my commercial license. This semester I will be time building and training for my commercial check ride and then I will get my Multi-engine, CFI, and CFII certifications. I hope to join a regional airline where I will then transition to a major airline. Thank you again for this opportunity and for your interest in future aviators.

Jonathan Anderson

I would like to start this off by saying thank you. This is the second chance that I have been given the opportunity to further my education with this scholarship I have been provided with and I am extremely grateful. My career goals are the same as last time as they include becoming an aircraft mechanic as well as continuing my education to pursue a bachelor's degree. My goals originated years ago. When I was just a kid, my dad would take my brothers and I to the hangar where he worked. Later, around COVID time, I was given the chance to work with him on an Embraer Legacy 600 fixing wheels, furniture, and navigation updates. All these instances where I have been around planes have fueled the fire of my interest in aviation.

As soon as I got out of high school, I started A&P school and in May of 2025, I finished and received my airframe and powerplant mechanic's license. Also, I recently completed my associate's degree in applied science for Aviation. My next steps are to transfer to ASU and complete a bachelor's degree in the same field. This scholarship is going to assist in paying for the tuition cost of ASU and having even a portion of those costs relieved, will lift a huge weight off my shoulders. I will be able to focus more on my studies rather than worry about how I am going to fund my education. I truly thank you all at the Arizona Pilot's Association for the trust and motivation that you all have for me. Thank you.



Jon gets the final signature on his A&P license!

Addison Anaya

My current goal is to get my Private Pilot's License before the end of this year. I have six flight hours to date but just started flying in December 2025 with Aviation Explorers Post 352 out of Falcon Field. I hope to achieve my instrument rating before I leave for college. For higher education goals, I am aiming to attend Embry-Riddle Aeronautical University and earn a bachelor's degree in aeronautical



science. As a career, I am interested in both flying for a commercial airline or as a stunt pilot. Throughout my aviation journey, I would also like to gain experience in flight instruction and share my love of aviation with others.

Being awarded this APA Scholarship not only helps me pay for my flight training, but it also allows me to work less on the weekends. This allows me more time for flight training, volunteering with Aviation Explorers Post 352, and getting more involved overall with the aviation community. This scholarship isn't just money to pay for training, though – it is actively turning my aviation dreams into reality.

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

Chris



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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!**

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Weather, Weather, and More Weather

By Howard Deevers

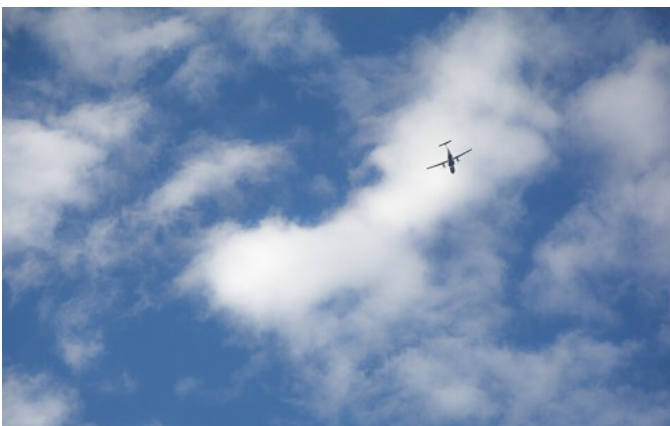
“Everyone talks about weather, but no one does anything about it.” I remember hearing that statement even as a kid, but who can do anything about the weather? We really can't change the weather; we can only live with it.

I did not know that I would be required to know so much about weather to become a pilot. As pilots, weather is far more important to us than to the average person on the ground. Here in Arizona, we talk a lot about “density altitude” in the summer and avoiding the big thunderstorms that come with the monsoon season. Other than that, weather is pretty friendly in Arizona.

Pilots don't stay in one place. Cross country flying will require a close look at weather patterns on the route that we intend to fly. Is it IFR or VFR? Can we go or wait awhile? Only 2 states to the east is the “Great State of Texas.” If you are crossing Texas either eastbound or westbound the weather can be a challenge any time due to the distance you will travel. Most of us in a small GA aircraft only want to fly about 3 hours at a time. Depending on the aircraft you are flying, 3 hours may not get you all the way across Texas. Also, Texas is part of that central part of the country that gets lots of mixing of weather patterns almost year-round.

The good news is we have wonderful sources for weather reporting and forecasting. For pilots, we have Flight Service which is my favorite. I know there are many on-line weather programs available today, and you can even get them on your smart phone. Many of my students are filing flight plans right from their phones.

More good news; we can get actual weather on our iPads with a Stratus ADSB device and it will display very current weather. Remember the days when if you had weather radar in your plane it was a big deal? Now we can get weather on an iPad for free. You need to own an iPad, of course.



You can also contact Flight Service while enroute on one of the many RCO frequencies you will find on your charts. Just tell them: who you are, where you are, and what you want to know. Air Traffic Control has a primary job of separating air traffic, but there are times that they will be very helpful with weather information. On a cross-country flight I crossed the Mississippi River at Quincy, Illinois, in IFR. No, I could not see the river, but you have to know where you are on any IFR flight. I heard Chicago Center

talking to another aircraft about weather near Burlington, Iowa. I asked Center if I could leave frequency for a few minutes to pick up weather. The Controller asked, "What are you looking for?" I replied that I had heard him talking to another aircraft about Burlington, and that was on my route to Moline. He came back with a suggestion that I go direct to Galesburg, IL, then direct to Moline, and I would miss all of the heavy rain. I read that back to him and then flew those routes with no problems.

I am certainly not a certified weather person, but I have studied weather for aviation for almost 50 years. When I told my dad that I was taking flying lessons, his first response was "Watch out for weather." I never forgot that. Sometimes, no matter how hard you work at it in planning and alternates, weather will keep you grounded for a day or longer. That is just part of the adventure. If you really need to get home and back to work, leave the plane and rent a car and drive. There is no shame in that. I have left a plane at an airport 600 miles from my home and driven back. After the storms passed, I drove back and got the plane and flew home. My saying is: if you haven't left a plane and rented a car to drive back once in a while, you are not flying enough!

Want to know more about weather? Come to a seminar sponsored by your ARIZONA PILOTS ASSOCIATION and the FFAST Team. They are free. Check the website for a location near you. And don't forget to bring your "Wingman."

Howard



Got great aviation photos that you'd like to share?
newsletter@azpilots.org

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Price: \$35.00
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W43

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Whether you're flying in for a weekend escape or seeking a destination your whole crew will remember, Devils Tower delivers unforgettable golf just a short taxi from the runway.

Hulett Municipal Airport – FAA identifier: W43

Dimensions – 5500 x 75 ft.

Surface – Asphalt



Live Where You Land.

Make The Golf Club at Devils Tower more than a destination, make it home. Just minutes from the runway, exclusive real estate opportunities at The Golf Club at Devils Tower offer the rare chance to live where aviation, golf, and wide-open Wyoming landscapes intersect.

With custom homesites near Hulett Municipal Airport (W43) and luxury residences overlooking the course, ownership here means effortless fly-in access, breathtaking views, and a lifestyle defined by space, privacy, and adventure. Taxi from touchdown to tee time, or your front door, in minutes.

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April 2026 Aviation Accident & Incident Summary

by Jim Timm

The following are the reports of aviation accidents/incidents that have occurred in Arizona from mid-March through April.

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 has increased in number this time, and there were sixteen accidents/incidents reported. Unfortunately, we had two fatalities reported late in the period.

In continuing with the expanded scope of this report, we're using information from the Aviation Safety Network (ASN), NTSB, FAA 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: March 19, 2026
Source: FAA
Location: Winslow Airport (IWN)
Type: Gazelle SA341G Helicopter
Injuries: 2 Uninjured
Commercial/CFI Pilot

POWER LOSS

After takeoff the helicopter was unable to generate lift and crashed back down resulting in substantial damage to the helicopter.

Date: March 20, 2026
Source: ASN
Location: Near Young
Type: Zlin Savage Cub
Injuries: 1 uninjured
Private Pilot

OFF AIRPORT CRASH LANDING

The airplane departed from Mesa Falcon Field and was going to Show Low Airport but crashed under unknown circumstances in a field resulting in substantial damage.

Date: March 21, 2026
Source: FAA Incident
Location: Eloy Airport (E60)
Type: DHC-6-200 Twin Otter
Injuries: 1 Fatal
No Pilot Information

PARACHUTE FAILURE

During a routine skydive operation jumpers exited the aircraft without incident but a filming skydiver experienced parachute issues and impacted the ground. There was no aircraft involvement or damage.

Date: March 21, 2026
Source: FAA Incident
Location: Mesa Falcon Field (FFZ)
Type: A-75N Stearman
Injuries: 1 Uninjured
ATP Pilot

LOSS OF CONTROL

While landing the Stearman was ground looped and was substantially damaged but was able to taxi to parking.

Date: March 27, 2026
Source: ASN, FAA
Location: Sedona Airport (SEZ)
Type: Cessna 421B Golden Eagle II
Injuries: 2 Uninjured No Pilot Information

LANDING GEAR COLLAPSE

The Cessna had departed Los Alamos Airport and sustained substantial damage when it suffered a landing gear collapse after locking the right main brakes and blowing the tire upon landing and then veered off the runway at Sedona and into a ditch.

Date: March 29, 2026
Source: ASN, FAA Incident
Location: Glendale Airport (GEU)
Type: Mooney M20E
Injuries: 1 Uninjured
Private Pilot

GEAR UP LANDING

The airplane departed from the Litchfield Park Airport and landed gear up on the runway at Glendale Airport resulting in a propeller strike.

Date: April 5, 2026
Source: FAA Incident
Location: Prescott Airport (PRC)
Type: Cessna 172
Injuries: 2 Uninjured
No Pilot Information

LOSS OF CONTROL LANDING

While landing the aircraft went off the runway and crossed the parallel taxiway. There was no damage to the airport property.

Date: April 7, 2026
Source: ASN
Location: Bullhead City, Sun Valley Airport (A20)
Type: Cessna R172E Skyhawk
Injuries: 2 Minor Injuries
No Pilot Information

LOSS OF CONTROL LANDING

The Cessna Skyhawk sustained substantial

damage when it veered off the runway, and into a garage at Sun Valley Airport (A20).

Date: April 8, 2026
Source: ASN, FAA
Location: Near Cave Creek
Type: Cessna 150G
Injuries: 2 Uninjured
No Pilot Information

LOSS OF CONTROL

While engaged in a private flight, the Cessna crashed when it had an engine failure and ended up inverted on the ground in a remote area near Cave Creek.

Date: April 8, 2026
Source: ASN, FAA
Location: Marana Regional Airport (AVQ)
Type: Piper PA 32R301T Saratoga II
Injuries: 2 Fatal
No Pilot Information

LOSS OF CONTROL LANDING

After refueling, the Piper Saratoga departed Springerville Airport, and when it arrived at Marana Regional Airport it was destroyed when it overran runway 3, crashed, and burst into flames.

Date: April 12, 2026
Source: ASN, FAA, NTSB
Location: In Phoenix
Type: Republic RC-3 SeaBee
Injuries: 3 Uninjured
No Pilot Information

FORCED LANDING

The Seabee had just departed from the Hangar Haciendas Airport in Phoenix, and experienced an engine failure, and made an emergency gear up landing on busy 7th Street in Phoenix and hit a fire hydrant. Only the airplane sustained significant damage.

Date: April 14, 2026

Source: ASN
Location: Page Municipal Airport
Type: De Havilland DCH-6 Twin Otter 300
Injuries: 17 Uninjured
No Pilot Information

LOSS OF CONTROL LANDING

The Twin Otter was returning after performing a sightseeing flight at the Grand Canyon, and while landing at Page Municipal Airport it veered off the runway and scrapped a wingtip. The aircraft received minor damage.

Date: April 15, 2026
Source: ASN
Location: Mesa Falcon Field (FFZ)
Type: Unidentified Airplane
Injuries: 2 Uninjured
No Pilot Information

LOSS OF CONTROL LANDING

An unidentified airplane experienced a runway excursion. There was no damage to airport property, and none reported for the airplane.

Date: April 18, 2026
Source: ASN
Location: Near Goodyear
Type: Bell 404 Helicopter
Injuries: 4 Uninjured

No Pilot Information

ROTOR CHIP INDICATION

The helicopter reported a tail rotor chip indicator light and landed 8 miles west of the airport.

Date: April 21, 2026
Source: ASN, Media
Location: In Mesa
Type: Piper PA 28-180 Cherokee C
Injuries: 2 Uninjured
No Pilot Information

FORCED LANDING

An engine power issue forced a small plane to make an emergency landing on main street in Mesa. There were no damage or injuries involved.

Date: April 25, 2026
Source: ASN
Location: Prescott Airport (PRC)
Type: Cessna 172S
Injuries: 2 Uninjured
No Pilot Information

LOSS OF CONTROL TAXIING

The Cessna was performing a touch and go on runway 21L when it turned too tight and struck a taxiway light.

A Few Words About Safety

Denny Granquist

“

“One peak is worth a thousand cross checks.”

“Sometimes refusing to do what others expect maybe the best choice.”

”

March-April 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 March 15 through April 9 there were seven deviations reported by the FAA SDL FSDO. These deviations were committed by pilots with certificates ranging from Private Pilot through Commercial/CFI, and there were four out of state pilots of the seven deviations reported, and there wasn't a Brasher issued.

Note: These pilot deviations were resolved during a discussion between the controller and the pilot at the time of the occurrence. However, a controller may 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.

I think more of the pilots have gotten the message to be more careful in their flying. Perhaps some of these deviations could be attributed to out of state pilots that may not be accustomed to flying in some of the complex/crowded airspace that we have in Arizona.

I would certainly like to think that the information presented has been valuable to all pilots out there and will make them safer pilots.

Pilots must listen carefully to ATC instructions and comply with them, and if they can't comply, tell ATC why they can't. Also, when flying in controlled airspace, pilots should never do something on their own but always talk to ATC before they do anything that may differ 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 observe the airport, and runway markings, and signs and obey them. Fly with care and forethought, and don't be part of the problem.

The details of the deviations this month are as follows.

PHOENIX CLASS BRAVO AIRSPACE DEVIATIONS (3)

March 16 Entering Class Bravo Airspace Without First Having Authorization
No Pilot Information
Phoenix Sky Harbor Tower (PHX)

The aircraft entered the Phoenix Class Bravo Airspace without first contacting ATC and obtaining a clearance and establishing two-way radio communication.

March 22 Entering Class Bravo Airspace Without First Having Authorization

Private Pilot
Out Of California
Phoenix TRACON (P50)

The aircraft departed from Scottsdale VFR and requested flight following. They were given a transponder code but never entered it into the transponder. They climbed to 4,800 feet and entered the Phoenix Class Bravo Airspace without a clearance.

March 27 Entering Class Bravo Airspace Without First Having Authorization
Private Pilot
Phoenix Sky Harbor Tower (PHX)

The aircraft was identified through their ADSB

and had entered the PHX Class Bravo Airspace without first establishing communication and without an authorization.

AIR TRAFFIC CONTROL INSTRUCTION DEVIATIONS (4)

March 19 Failure to Follow ATC Instructions
Commercial/CFI Pilot
Out Of South Dakota
Mesa Falcon Field (FFZ)

The pilot was expected to turn on final and remain on final for the assigned runway. However, the pilot elected to leave the final and make 360 turn that crossed a parallel runway final.

March 21 Failure to Follow ATC Instructions
Private Pilot
Mesa Falcon Field (FFZ)

The pilot was instructed to follow the traffic downwind and ahead but instead turned on a

base and didn't follow the traffic ahead.

March 23 Failure to Follow ATC Instructions
Private Pilot
Out Of Kansas
Phoenix TRACON (P50)

The aircraft did not fly the DVT3 departure as published, and the pilot turned right instead of left.

March 26 Failure to Follow ATC Instructions
Commercial Pilot
Out Of Texas
Scottsdale Municipal Airport (SDL)

The aircraft departed Scottsdale and checked in on the RWY heading. The controller confirmed they were assigned the Scottsdale Departure Procedure and they said they were. They were then issued a 300° heading. But the aircraft turned to a 260° track and had to be reissued the 300° heading.



Don't come to a safety program by yourself, but don't just bring your old buddy who always comes with you. Bring someone new, and get your BFF to also bring someone new.

We need you to help us expand our audience, to expand our reach, and to expand that ocean of faces.

Statistics show that the folks having accidents are the ones who don't participate in the WINGS or safety programs, so help us reach out to those folks and pull them in.

We never complain when a program runs out of chairs!!!

AIRPARK NAME / CONTACT	CITY	Homes / sites	REALTOR
Big Springs Airpark	Prescott	12	
Mgr: Peter Hartman (928) 626-7207			
Castle Well	Morristown	8/11	
Mgr: Gerald DaFoe (810) 516-9122			
Eagle Roost Airpark	Aguila	85 / 115 (5 acre lots)	
Mgr: John Greissing (928) 685-3433			
Flying Diamond Airpark	Tucson	20/97	
Bill Grahn (520) 812-1085			
Flying J Ranch	Pima	2/ 28	
Mgr: Howard Jenkins (928) 485-9201			
Hangar Haciendas	Laveen	39 lots w/sep taxi ways	
Mgr: Scott Johnson (602) 320-2382			
High Mesa Air Park	Safford	/19 (2.5 acre lots)	
Mgr: Phil DiBartola 928-428-6811			
Inde Motorsports Ranch Airport	Wilcox	4/9 (1 acre lots) on 100 acres w/race track	
Mgr: Britney Kirk (520) 384-0796			
Indian Hills Airpark	Salome	75	
Mgr: Gerry Breeyear (928) 916-0608			
La Cholla Airpark	Oro Valley	122	
Mgr: Larry Newman (520) 297-8096			
Mogollon Airpark	Overgaard	60	
Mgr: Sherry admin@mogollonairpark.com			
Montezuma Heights Airpark	Camp Verde	43/44	
Dr. Dana Myatt (602) 888-1287			
Moreton Airpark	Wickenburg	2	
Mgr: Daniel Kropp (602) 315-0323			
Payson Airpark	Payson	40+	
Coord: Dennis Dueker (928) 472-4748			
Pegasus Airpark	Queen Creek	15/40	Erik McCormick - Choice One Properties 480 888 6380 Erik@Pilotexpeditions.com
https://azpegasusairpark.com/			
Pilot's Rest Airstrip	Paulden	4/25	
Resident: Carol 661-733-2247			
Ruby Star Airpark	Green Valley	13 / 74	
Mgr: Wendy Magras (520) 477-1534			
Valley of the Eagle (Sampley's) Airpark	Aguila	30	
Mgr: Jerry Witsken (928) 685-4859			
Skyranch at Carefree	Carefree	20	Erik McCormick - Choice One Properties 480 888 6380 Erik@Pilotexpeditions.com
Mgr: Tommy Thomason (480) 488-3571			
Stellar Air Park	Chandler	95/105	Erik McCormick - Choice One Properties 480 888 6380 Erik@Pilotexpeditions.com
Mgr: SRUA, Inc. (480) 295-2683			
Sun Valley Airpark	Fort Mohave	55/107	
MSVPOA Office (928) 768-9192			
Thunder Ridge Airpark	Morristown	9/14 (on 160 acres)	Cindy Esterly - Prestige Realty 623 217 7772 cindyMarketsAZ@gmail.com
John Anderson janderson72j@gmail.com			
Triangle Airpark	White Hills	115 acres	
Mgr: Walt Stout (702) 202-9851			
Twin Hawks	Marana	2/40 (4 acre lots) on 155 acres	
Mgr: Tim Blowers (520) 349-7677			
Western Sky	Salome	all 200 acres for sale	
Mgr: Bill McDonald (602) 809-4008			
Whetstone Airpark	Whetstone	5 / 12	
Mgr: Brian Ulmer (520) 456-0483			

APA Website

Please visit our website for the latest information.

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

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

Email Stefanie at:

Webmaster@AZPilots.org

Newsletter Contributors

Article Deadlines:

20th Editor reminds the Team to submit articles

25th Authors submit articles and advertisements

Contact the newsletter editor, Cathy Paradee:

newsletter@AZPilots.org

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



Stefanie Spencer— Webmaster



New pilots welcomed!



Writers welcomed!



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