



THE APA APPROACH

June 2026

APA NEWSLETTER



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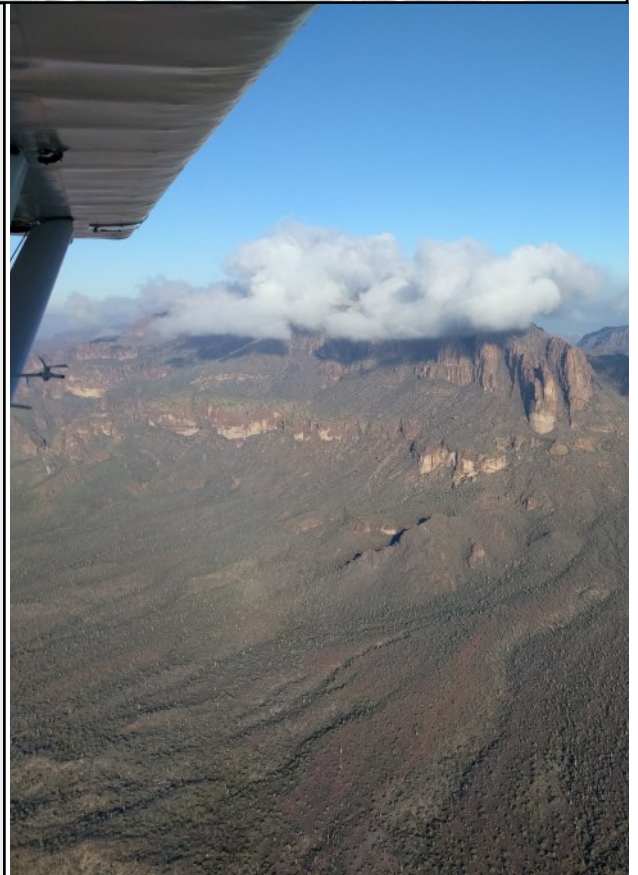
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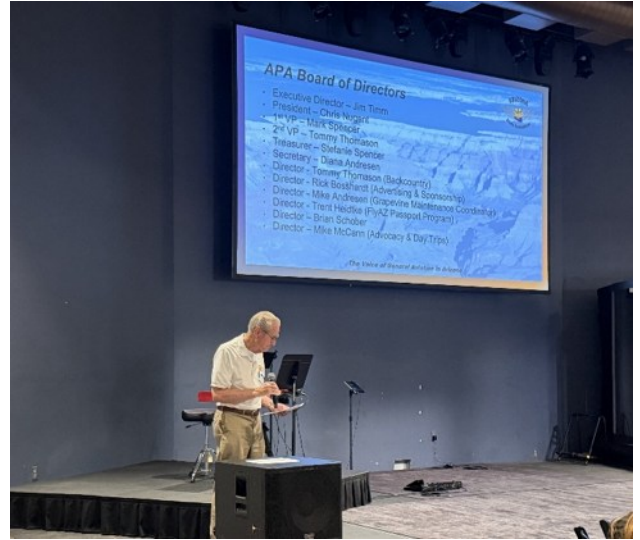
A Short Refresher on Density Altitude

President's Report

Thanks to all of you who attended our Annual Meeting on May 16th in Scottsdale. We had a great turnout, and it was great to get together with our members to share all the work APA is doing to ensure you are represented at the legislative level, preserving our backcountry strips, and supporting the next generation of Arizona aviation professionals.

In addition to committee updates from the Board of Directors, we had the opportunity to meet some of our 2025 scholarship recipients and learn about their progress towards achieving their aviation careers goals. We also had the opportunity to learn about upcoming improvements to our very popular FlyAZ Passport program and get an update on Day Trips and Weekend Getaways.

The Highlight of the meeting was the keynote presentation by Dr. Tom Cowan, titled "Military Parachute Operations - How to Fly Safely Around the Training Happening in Our Backyard." This is a very timely subject as both GA traffic and military parachute training operations have expanded in Arizona with obvious safety implications. Dr. Cowan provided an overview of how these operations are conducted and shared some best practices for safely navigating Parachute Jump Exercise zones. We will include his one-page summary titled "15 Points for Flying Safely Around Military Parachute Operations in Arizona" that provides an excellent summary of safety best practices in the back pages of the newsletter. It's a great reference to keep on your kneeboard.



I'd like to thank our corporate sponsors Volare Hangars. And special thanks to the donors of the excellent door prizes: PARTner 91 Aircraft Sales and SiriusXM. And last but certainly not least, I'd like to thank Brian and Michelle Schober for arranging the fantastic venue at Highlands Church and handling many of the logistics.

As you know, APA is an all-volunteer organization, and the Board of Directors and committee chairs put in a lot of hard work on our many initiatives to support general aviation in Arizona. However, we would not be successful without the commitment and support of our membership – thank you!

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

“*“If you don't plan for survival you haven't properly planned your flight.”*

“Always land on a VFR flight plan with IFR reserves.”

”



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Executive Director's Report

Jim Timm — June 2026

The breakfast flights on Saturday morning have generally been pretty good. The temperatures have been reasonable, but things are heating up. This is a reminder that summer is rapidly approaching, and I'm still the last one home at about 11:00 am.

Mesa Falcon Field has implemented their new fee schedule, and the landing fee part of the new schedule is on a temporary extension of time until an agreement can be implemented with the provider. As was expected formal complaints have been filed with the FAA, and it appears that there will be a lawsuit filed against the airport and the city over the whole mess. There is still a concern within the APA that this same issue could also come up at other airports in the state.

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, HB2210, that would prevent the commercial use of this ADS-B information that's being transmitted in AZ. This is really a safety issue, but the Arizona Airport Association is opposing this bill because they think that they may still want to use this ADS-B information for generating income for the airports. We are still waiting for a final vote in the Senate before it is sent to the Governor for signature.



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 inform you immediately.



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, we should avoid flying near any airport with known parachute activity and always be vigilant for parachut-

ists. 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 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 to receive flight advisories, and if possible, monitor en-route facility frequencies for parachute activity.

“

We should avoid flying near any airport with known parachute activity and always be vigilant for parachutists.

”

SAFETY

Brian Mehrtens at the FAA SDL FSDO is providing us with the FAA input for the Accident/Incident and NMAC reports and also is providing all the information for the Pilot Deviation reports. We do appreciate his efforts.

The Accident numbers are up, and fortunately we didn't have any fatalities reported. For details of these accidents see my Accident Report located elsewhere in the newsletter.

Members, please continue to send accident information to jtimm@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, there were nineteen deviations reported, and there were 5 Brashers issued. These deviations were committed by pilots with certificates ranging from Private Pilot through ATP. There were six out of state pilots, two Military, and two foreign pilots of the nineteen deviations. 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:

2 IFR Deviations;	No Brashers
2 Phoenix Class Bravo Airspace Deviations;	No Brashers
5 Class Delta Airspace Deviations;	3 Brashers
1 Altitude Deviation;	No Brasher
5 ATC Instructions;	1 Brasher
2 Runway Incursions;	1 Brasher
1 Restricted Airspace Incursion;	No Brasher
1 TFR Incursion;	No Brasher

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, and the next one is scheduled to be in 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, and generally on the third Saturday weekend camping and cookouts were planned. The weekend camping and cookouts are planned during the cooler months of October through April. They have ceased for the summer and will restart in October. Remember, **Grapevine, which lies within a National Forest, is heavily used by the Forest Service for fighting wildfires and the Military for Special Training**, so be sure to check the APA Facebook page for any updates on military activity at 88AZ.

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 to get credit on the passport program for being there.

[Check with the APA 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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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	<i>Mailing Donor Thank You Cards Mailing Membership Cards and a Welcome Letters Clothing Store Inventory and Shipping Orders</i>	Sue (sue@azpilots.org)
Grapevine Monthly Camping Weekend Volunteer Hosts Needed!	Grapevine restarting in the Fall	Leanne (leanne@azpilots.org)
Airstrip Maintenance Volunteers Needed!	<i>Grapevine (88AZ) (General Maintenance—watch the APA Facebook page for dates)</i>	Mike Andresen (grapevine@azpilots.org)
	<i>Red Creek (Fill Ruts, etc.)</i>	Tommy Thomason (redcreek@azpilots.org)
	<i>Double Circle Ranch (Airstrip Shoulder Mowing - Help Needed!)</i>	In Work Thanks to Josh Leavitt and the Bryce Families! (doublecircle@azpilots.org)
	<i>Forepaugh (General Strip Maintenance)</i>	Tommy Thomason (forepaugh@azpilots.org)

Eliminate Batteries in ANR Headset



Price: \$35.00
Jake McKernan

Email: jake.mckernan@cox.com

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FROM THE FLIGHT DECK

HAZARDS AND HOT SPOTS

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. The airspace at IWA is Class D with a 3900' MSL ceiling. It underlies Phoenix Class B airspace which begins at various altitudes over IWA Class D airspace. (Refer to Sectional Chart). [View a printable Pilot Handbook](#) of the IWA information found on this Web page.



https://www.youtube.com/watch?v=G9nrLD6OM_s



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~ APA Scholarship Program ~

by Chris Nugent

In this month's Scholarship Corner, we'll wrap up our introductions of the 2025 scholarship recipients. We had the pleasure of meeting some of our scholarship recipients at the annual meeting, and it was great to meet them in person and get an update on their journey towards their aviation careers. It's always encouraging to see how the APA Scholarship program helps these students achieve their career goals.

Most importantly, I want to thank the membership for continuing to donate to support this important part of APA's mission.



Moises Basuri

Hello, my name is Moises Basarui. I am a U.S. Air Force veteran and former crew chief on the F-22A Raptor. Recently, I passed my Commercial Multi-engine checkride. I am currently a CFI applicant at UND Aerospace. Spring 2026 is my graduating semester with Chandler Gilbert Community College and UND Aerospace's professional pilot degree program. Initially, my goal is to be hired as a CFI at UND to instruct and give back to the Arizona pilot community to new aspiring pilots. Additionally, I intend to pursue my CFII certification after earning my CFI certificate. I will also continue to further my education by pursuing my Bachelor's online with UND.

Molly Thompson

My career goal is to become a professional pilot, with long-term aspirations in corporate and aerobatic aviation. I am currently working toward my Private Pilot License as the foundation of my aviation journey, with plans to continue training through my instrument, commercial, and instructor ratings. Aviation is more than a career path for me. It's a passion that has shaped my life with leadership, work ethic, and commitment to serving others. I am deeply involved in the aviation community through volunteering, mentorship, and youth leadership, and I plan to continue giving



back by encouraging and supporting future pilots.

I am deeply grateful for APA's commitment to supporting students like me. I am honored to represent the APA as their scholarship recipient, and I will make sure to carry forward the values of passion, service, and leadership in everything I do. With the support of this scholarship, I can continue my training, alleviating the financial challenges that would hold me back, and use what I've learned to continue to give back to the aviation community. With your help, I will not only achieve my dream of becoming a pilot but also continue to invest in others. Thank you for your generous donation.

Olivia Thiebaut

I have an unwavering passion for aviation and flying, one that goes beyond a career choice and represents my calling. From the first moment I experienced the freedom of the skies, I knew aviation was where my purpose and future lived. Flight has taught me discipline, resilience, and the importance of always looking ahead and aiming higher than what feels comfortable. My hope and goal is to become a pilot where I have the privilege and opportunity to discover the right aviation career path for myself. As a female pursuing a career in aviation, I am motivated not only by my own goals, but by the opportunity to help break barriers, increase women's representation, and inspire young girls to discover the sky as a place where they also may belong.

The Arizona Pilot Association scholarship I have received plays a vital role in helping me turn these goals into reality. By easing the financial burden of training, this scholarship allows me to stay focused on advancing my education, refining my skills, and reaching critical milestones in my aviation journey. More than financial support, it represents confidence in my potential and reinforces the importance of supporting women in this industry. With the backing of this scholarship, I am empowered to aim high, pursue excellence, and continue working towards a future in aviation where passion and perseverance help shape the skies.



That's a wrap for the 2025 scholarship program and we open applications for the 2026 program this month. Thank you again for helping APA build the next generation of Arizona aviation professionals.

Chris



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AFTW

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We make an effort to:

- **Facilitate communication and address safety concerns between flight schools, flight instructors, the FAA and other airspace users**
- **Share training tools, concepts, and ideas**
- **Improve understanding among operators**

On our website you can find:

- **Practice area charts and information**
- **Stanfield VOR procedures**
- **Safety Topics of the Month from the GAJSC**
- **Meeting minutes and events**
- **Flight training resources, news and more!**

**CHECK US OUT!
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A Short Refresher on Density Altitude

By Howard Deevers

It seems that we talk a lot about density altitude in Arizona, and we should. It is important to remember a few things about density altitude for your own safety. Anyone that flies in Arizona has been exposed to the effects of density altitude. You can't see it, feel it, or hear it, but you have to know that it exists.



Every AWOS at non towered airports will report density altitude as part of the weather at that airport. It was really fun flying out of an airport in a colder climate and hearing the AWOS give density altitude expressed in *negative* numbers! How am I expected to adjust for that? At towered airports they have an ATIS that may not give you a number for density altitude but will say “check density altitude.” A short cut for that is to ask the Ground controller what they show for density altitude while you taxi to the assigned runway. They have it. Don't forget to check your POH for information on your airplane.

Here are a few things to remember about density altitude: First of all, your take off roll will be longer than usual. Add about 10% distance for each 1000 feet of density altitude. If your airport is 2000 feet MSL and your density altitude is 4000 on a hot Arizona day, you should plan a takeoff roll as if you were at an airport that is 4000 feet MSL. We have airports in Arizona that look down on Denver, such as Flagstaff that is 7000 feet MSL. It is not unusual for the density altitude at that airport to be 9000 feet or more in the summer.

I hear some pilots telling me that they don't have to worry about density altitude because they have a turbocharged airplane. When I hear that I think these pilots have a complete misunderstanding about turbocharging and density altitude. An engine will not develop full horsepower from a normally aspirated engine, and turbocharging may give you the HP up to a critical altitude, but density altitude will still have an effect on the wings and prop of your airplane.



Another little known fact is that your true air speed will increase by about 2% for each 1000 feet of density altitude. Remember that “True Airspeed” is not your indicated airspeed. Get out your E6B and calculate the true airspeed. Alternatively, you can do it on your iPad using ForeFlight. Except for hours long cross-country flights, I don't find much value in the effort it takes to calculate TAS, and rely on my flight planning for time, distance, and speeds. The winds



will change anyways. Just remember that your true air speed will be a bit higher on your landing and be ready for that.

Your take off distance and landing speed are the most important things to pay attention to, so don't just "brush off" your need to know about density altitude.

Have a good summer in Arizona.

Howard



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

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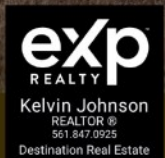
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May 2026 Aviation Accident & Incident Summary

by Jim Timm

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

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 about the same length as last month, and there were ten accidents/incidents reported.

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 for 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: April 12, 2026
Source: ASN, FAA, NTSB
Location: In Phoenix
Type: Republic RC-3 Seabee
Injuries: 3 Uninjured
Commercial Pilot

ENGINE FAILURE

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

Date: April 14, 2026
Source: ASN
Location: Page Municipal Airport (PGA)
Type: de Havilland DCH-6 Twin Otter
Injuries: 17 Uninjured
No Pilot Information

LOSS OF CONTROL LANDING

The Twin Otter was returning after performing a

sightseeing flight over the Grand Canyon, and while landing at Page Municipal Airport it veered off the runway and scraped a wingtip. The aircraft received minor damage.

Date: April 15, 2026
Source: ASN, FAA Incident
Location: Mesa Falcon Field (FFZ)
Type: Piper PA-28-181
Injuries: 2 Uninjured
No Pilot Information

LOSS OF CONTROL LANDING

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

Date: April 18, 2026
Source: ASN
Location: Near Goodyear
Type: Bell 407 Helicopter
Injuries: 4 Uninjured
No Pilot Information

ROTOR CHIP INDICATION

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

Date: April 21, 2026

Source: ASN, FAA Incident

Location: In Mesa

Type: Piper PA-28-180 Cherokee C

Injuries: 2 Uninjured

Commercial/CFI Pilot

ENGINE ISSUE

An engine power issue forced the plane to make an emergency landing on Main Street in Mesa. No damage or injuries involved.

Date: April 25, 2026

Source: ASN, FAA Incident

Location: Prescott Airport (PRC)

Type: Cessna 172S

Injuries: 2 Uninjured

Private Pilot

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.

Date: April 27, 2026

Source: ASN

Location: Prescott Regional Airport (PRC)

Type: Piper PA-46T-310P Malibu

Injuries: 2 Uninjured

No Pilot Information

LOSS OF CONTROL LANDING

The Piper Malibu Jet PROP DLX departed the Pecos City, Texas Airport, and when landing at Prescott Regional Airport the Malibu experienced a hard landing followed by a propeller strike during the landing attempt. They departed the side of the runway and ended up in the grass between two RWY exit taxiways.

Date: April 28, 2026

Source: FAA Incident

Location: Camp Verde

Type: Zenith CH750

Injuries: 2 Uninjured

No Pilot Information

POWER FAILURE

The airplane experienced an engine failure and landed in a park in Camp Verde.

Date: April 28, 2026

Source: FAA Incident

Location: Mesa Falcon Field

Type: Cessna 172

Injuries: 2 Uninjured

Commercial Pilot

POWER FAILURE

The aircraft had an engine failure shortly after takeoff, and returned to the RWY in the opposite direction, made a hard landing, blew both tires, and stopped the aircraft in the RWY overrun area.

Date: April 29, 2026

Source: ASN, FAA

Location: Near Young

Type: Bell 407 Helicopter

Injuries: 1 Uninjured

No Pilot Information

LOSS OF CONTROL LANDING OFF AIRPORT

While making an off airport landing on a mountaintop near Young, the tail rotor struck a tree causing substantial damage to the helicopter.

Date: May 5, 2026

Source: ASN, FAA

Location: Queen Creek Pegasus Airport (5AZ3)

Type: Lancair IV

Injuries: 1 Uninjured Private Pilot

GEAR UP LANDING

The Lancair IV landed gear up on the runway and slid off the side of the RWY and into the grass.

Date: May 5, 2026

Source: FAA Incident

Location: Phoenix Deer Valley (DVT)
Type: Cirrus SF50 Vision Jet
Injuries: 2 Uninjured
No Pilot Information

LOSS OF CONTROL DURING TAXI TEST

While conducting a high speed taxi test the aircraft went off the RWY and into some rocks. Airport operations were notified to assist the aircraft.

Date: May 10, 2026
Source: ASN, FAA
Location: Near Superior
Type: Cessna 150 Aerobat
Injuries: 1 Uninjured
No Pilot Information

POWER FAILURE

The Cessna 150 had departed Mesa Falcon Field and later had a power failure and sustained substantial damage following a forced landing on US 60 near Superior.

Date: May 11, 2026
Source: FAA Incident
Location: Casa Grande Municipal Airport (CGZ)
Type: Cirrus SR20
Injuries: 3 Uninjured
No Pilot Information.

FOD ON RUNWAY

The aircraft reported striking FOD on the runway upon landing which resulted in minor damage.

Date: May 12, 2026
Source: ASN, FAA
Location: Sedona (SEZ)
Type: Cirrus SR20
Injuries: 2 Uninjured
No Pilot Information

LOSS OF CONTROL LANDING

The airplane departed Mesa Falcon Field, and while landing at Sedona the airplane went off the runway and sustained substantial damage.



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.

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April-May 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 April 10 through May 14 there were nineteen deviations reported by the FAA SDL FSDO. These deviations were committed by pilots with certificates ranging from Private Pilot through ATP, and there were six out of state pilots, two Military, and two foreign pilots of the nineteen deviations reported, and there 5 Brashers issued.

Note: Many pilot deviations are 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 might be taken, and the controller is thus giving the airman the opportunity to make note of the occurrence, collect information and gather their thoughts for their future interaction with FAA Flight Standards.

I would like to think that many pilots are getting the message to be more careful in their flying and perhaps some of the 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 hope that the information being 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. Always fly with care and forethought, and don't be part of the problem.

The details of the deviations this month are as follows.

IFR DEVIATIONS (2)

May 1: Not Flying the Departure Procedure as Published
ATP Pilot
Out of Minnesota
Phoenix TRACON (P50)

On the DVT3 departure the aircraft flew the runway heading causing the controller to take action and correct the error. Pilot said he turned to avoid traffic and failed to notify ATC.

May 7: Taking Off Without Getting a release for

Takeoff
Foreign Pilot
Tucson TRACON U90)

The pilot received an IFR clearance and was issued a hold for release. The pilot did not read back the hold for release instructions and was not corrected. The pilot was called again and received an updated clearance and was told to standby. The pilot then departed without an IFR release.

PHOENIX CLASS BRAVO AIRSPACE DEVIATIONS (2)

April 17: Entering Class Bravo Airspace Without First Having Authorization
No Pilot Information
Out Of New Mexico
Phoenix TRACON (P50)

The aircraft climbed into the Phoenix Class B Airspace without first obtaining an ATC clearance or establishing two-way radio communication.

May 1: Entering Class Bravo Airspace Without First Having Authorization
Private Pilot
Out Of Canada
Phoenix TRACON (P50)

The aircraft climbed into the Phoenix Class Bravo Airspace without a clearance. The aircraft had entered the 2700'-9000' block of Class Bravo Airspace and conflicted with an air carrier. No traffic call or traffic alert was issued. The air carrier reported they were responding to a TCAS Resolution Alert and climbed 100'.

CLASS DELTA AIRSPACE DEVIATIONS (5)

April 22: Entering Class Delta Airspace Without First Having Authorization or Communication
Private Pilot
Out Of Texas
Phoenix Deer Valley Airport (DVT)

The aircraft departed Scottsdale Airport and called the Phoenix TRACON, and they were identified, and were told to climb to 3,500, and to continue and contact the Deer Valley tower. They didn't call anyone but continued to their intended destination, Glendale (GEU). Deer Valley Airport Issued the pilot a Brasher notice for entering their Class Delta Airspace without first obtaining an ATC clearance or establishing two-way radio communication with Deer Valley.

May 3: Entering Class Delta Airspace Without First Having Authorization or Communication

No Pilot Information
Scottsdale Airport (SDL)

The aircraft entered the SDL Class D airspace without first obtaining an ATC authorization or establishing two-way radio communication.

May 6: Entering Class Delta Airspace Without First Having Authorization or Communication
No Pilot Information
Scottsdale Airport (SDL)

A jet was awaiting departure at Scottsdale. An airspace intruder was noted in the Scottsdale Class Delta Airspace and was not in radio contact with either the tower or the Phoenix TRACON. The jet was cleared for takeoff with a turn after rotation. The jet responded that they had a Resolution Alert, they were clear of the traffic, and they were switching to the departure frequency. The Phoenix TRACON advised they would be issuing a Brasher to the intruding aircraft.

May 7: Entering Class Delta Airspace Without First Having Authorization or Communication
ATP Pilot
Mesa Gateway Airport (IWA)

The aircraft entered the Gateway Class Delta Airspace without first having ATC authorization or establishing two-way communication. IWA attempted to establish communication, with no response.

May 9: Entering Class Delta Airspace Without First Having Authorization or Communication
Private Pilot
Chandler Municipal Airport (CHD)

The aircraft called multiple times 3 miles east of the field but the tower never established communications due to radio saturation. The aircraft then entered the Chandler Delta Airspace and proceeded to fly a left base without ATC instructions. The aircraft then established communication.

tions, and they were told to fly south. Once they landed, they were issued a Brasher by ground control.

ALTITUDE DEVIATION (1)

April 14: Deviation from Assigned Altitude
No Pilot Information
Phoenix TRACON (P50)

The aircraft departed Scottsdale with an instruction to turn right to a heading of 285°. The aircraft checked in with departure control in a left turn southbound. Departure immediately issued a low altitude alert, and a climb to 6,000 feet and a turn back to a 360° heading. During the climb, the aircraft climbed as high as 6,300 feet and descended as low as 5,600 feet before leveling off.

AIR TRAFFIC CONTROL INSTRUCTION DEVIATIONS (5)

April 12: Failure to Follow ATC Instructions
Commercial Pilot
Phoenix Deer Valley Airport (DVT)

The aircraft entered the Deer Valley airspace without ATC authorization or establishing two-way communication. ATC attempted numerous times to contact the aircraft but they continued inbound flying to a short final before contacting ATC.

April 18: Failure To Follow ATC Instructions
Military Pilot
Albuquerque Center (ZAB)

A flight of F35's, checked in with Albuquerque Center, level at FL250, and requested FL350. Center clears them to FL300 with a good response. The flight then made a new request to FL370 to which the center controller says that they have their request. There was other traffic level at FL320. The flight of F 35's had climbed above FL300. The center controller sees this and clears the flight to maintain FL300 immedi-

ately. The flight had climbed to FL312 and then descends quickly. There was a loss of separation, and the closest proximity was 4.91 miles and 800 feet. No traffic calls or safety alerts were issued.

April 25: Failure to Follow ATC Instructions
Military Pilot
Mesa Gateway Airport (IWA)

The T-38 departed Gateway Airport and was issued a runway heading by the tower. The aircraft said they were on the runway heading and then started a righthand turn. The controller reissued a 120° heading after having some initial communication difficulty. There does not appear to be a loss of separation with terrain or other aircraft.

April 30: Failure To Follow ATC Instructions
Commercial Pilot
Tucson TRACON (U90)

The jump aircraft was told by the controller to turn back to remain in the jump area. The pilot appeared to not turn southbound and was issued a heading of 120° multiple times by the controller. The controller continued to work other traffic and then noticed the jump airplane had turned southwest bound, off the 120° heading assigned. Pilot reported they had to turn back inbound but did not advise the controller. The controller issued the Brasher statement to the pilot.

May 10: Failure To Follow ATC Instructions
ATP Pilot
Out of Minnesota
Phoenix TRACON (P50)

An aircraft was arriving at PHX on the EAGUL6 STAR RWY 08 transition, and the crossing restriction at QUENY is 10,000. An air carrier was departed PHX on the QUAKY1 SID, climbing to 9,000. Traffic was issued to both aircraft. The arriving aircraft descended below 10,000 to 9,700. A traffic alert was issued to the arrival and they were told to climb to 10,000. Both aircraft had each other in sight. The air carrier reported responding to a TCAS Resolution Alert and descended from 8,600 to 8,200. The pilot of the ar-

rival aircraft did not report a TCAS RA on the frequency, but the pilot confirmed they did climb to 10,200 from a TCAS RA. Separation was not lost, and both aircraft proceeded on course without further incident.

RUNWAY INCURSIONS (2)

April 24: Taxiing On a taxiway Without Authorization
Commercial Pilot
Out of California
Prescott Airport (PRC)

The aircraft landed, and exited at TWY T, and the aircraft began taxiing without instructions from ground control. The pilot was still on the tower frequency, and the controller informed the pilot to stop and contact ground control. The pilot stopped and contacted ground control and then when approved taxied to the ramp without incident. A Brasher was given on the ground control frequency.

May 6: Taxiing onto a Runway Without Authorization
Private Pilot
Out of Texas
Tucson Ryan Field (RYN)

A Piper was holding short of Runway 33 waiting to depart on Runway 6R. The Controller instructed the Piper to taxi onto Runway 33, and hold short of Runway 6, and advised them of landing

traffic. The read back was correct but the Piper taxied past the hold short line of Runway 6R. The controller issued a go around to the airplane turning to final for the same runway.

RESTRICTED AIRSPACE INCURSION (1)

May 7: Flying In Restricted Airspace Without Approval
ATP Pilot
Phoenix TRACON (P50)

The airplane entered Restricted Airspace R2310A @ 4,700 feet. R2310A was active from 10,000 feet and below and ATC had advised the aircraft that the restricted area was active prior to them violating the airspace.

TFR INCURSION (1)

April 4: Flying in a TFR Without Approval
Private Pilot
Scottsdale Airport (SDL)

The aircraft appears to have departed from Flagstaff and flew southbound into the active VIP TFR. The pilot stated that he was unaware of the TFR and after contacting Scottsdale he was given a discrete beacon code and transferred to PHX Approach on 120.7. Scottsdale had an active VIP TFR in effect and the pilot had entered the TFR without authorization.

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Mgr: Britney Kirk (520) 384-0796			
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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
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Pilot's Rest Airstrip	Paulden	4/25	
Resident: Carol 661-733-2247			
Ruby Star Airpark	Green Valley	13 / 74	
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Email Stefanie at:

Webmaster@AZPilots.org

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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



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