

Mid-Aug – Mid-Sep 2023 Accident Report and Pilot Deviation Summary – Jim Timm & Craig Tompkins



Some photos show the actual accident / incident. Most of the photos simply represent the aircraft type, make and model.

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

In this reporting period aviation safety was not very good because of the large number of accidents. Fortunately, there were no serious injuries, and most importantly, no one lost their life.

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

BIRD STRIKE

Date: August 19

Source: FAA Incident

Location: Prescott (PRC)

Type: Piper Cessna 172

Injuries: 2 Uninjured

Pilot Certification UNK



The Cessna 172 sustained a bird strike during the crosswind leg of a touch and go landing on RWY 21L at PRC. The bird, presumed to be a crow, resulted in a large 3-inch by 12-inch dent on the leading edge of the right wing.

RUNWAY EXCURSION

Date: August 19

Source: FAA Incident

Location: Mesa Falcon Field (FFZ)

Type: Piper PA28-180

Injuries: UNK Uninjured

Commercial/CFI Pilot



The Piper landed on Runway 22R, and the aircraft went off the departure end, and into the grass. ARFF, and airport Operations responded to the aircraft, and ARFF reported there was no damage to the aircraft and there were no pilot medical issues. The aircraft was returned to the RWY 22R overrun pavement, and the aircraft requested to taxi to the Echo Ramp, which

was accomplished satisfactorily. A runway inspection was made, and there was no damage or FOD on Runway 22R, and it was made available for service.

RUNWAY EXCURSION

Date: August 20

Source: FAA Incident

Location: Chandler (CHD)

TYPE: Mooney M20K

Injuries: 1 Uninjured

Private Pilot



The Mooney aborted its takeoff on Runway 4L at CHD due to a lack of power. The pilot reported a shifting wind which resulted in a tailwind on takeoff, and the airplane went off the end of the runway, and into the dirt, resulting in a prop strike.

CRACKED WINDSHIELD

Date: August 21

Source: FAA, Incident

Location: Phoenix (PHX)

Type: Beechcraft BE-400 (Beech Hawker Jet)

Injuries: UNK Uninjured

ATP/CFI Pilot



The Beech Hawker Jet took off from Mesa Falcon Field (FFZ) for Twin Falls, Idaho (TWF), and then diverted to Phoenix (PHX), declaring an emergency due to a cracked windshield. The aircraft made a safe landing at PHX without further incident.

GEAR UP LANDING

Date: September 1

Source: ASN, FAA, NTSB, APA

Location: Coolidge Municipal (P08)

Type: Piper PA34-200T (Seneca)

Injuries: 2 Uninjured

Pilot Certification: Private Pilot



The FAA reported that the Seneca II took off from Mesa, Falcon Field (FFZ) with a destination of Coolidge Municipal Airport (P08). The airplane landed gear up at Coolidge, lost control, and struck a runway sign with a wing, and was substantially damaged.

DENSITY ALTITUDE

Date: September 2

Source: ASN, FAA, NTSB, APA

Location: Prescott (PRC)

TYPE: Piper PA28-140

Injuries: 4 Minor Injuries

Pilot Certification: Private Pilot



The aircraft had departed Mesa Falcon Field (FFZ) with an ultimate destination of Grand Canyon-National Park Airport (GCN) and had stopped at Prescott Regional airport to re-fuel before continuing to Grand Canyon Airport. The NTSB stated the airplane took off from Prescott but was unable to climb, and the pilot attempted to make an off-airport landing on a road. The tail hit a tree during the landing attempt. While none of the occupants were seriously injured, the airplane was damaged substantially.

DENSITY ALTITUDE

Date: September 4

Source: ASN, FAA, NTSB

Location: Marble Canyon Airport (L41)

TYPE: Cessna 150M

Injuries: 2 Uninjured

Pilot Certification: UNK



The FAA reported that the airplane departed from Saint George Airport, and struggled to obtain altitude, and flew to Marble Canyon airport (L41). The FAA reported that when the airplane departed Marble Canyon it was unable to climb, stalled, and impacted a hill.

NOSE GEAR COLLAPSED

Date: September 5

Source: ASN, APA

Location: Bullhead-Laughlin Airport (IFP)

Type: Rutan Long-EZ

Injuries: 1 Uninjured

Pilot Certification: UNK



The Long-EZ departed Livermore California, and while landing at its destination, Bullhead-Laughlin Airport, the Nose Gear collapsed. The pilot lost control, and the airplane struck a sign, and some runway lights.

LOSS OF CONTROL LANDING

Date: September 5

Source: FAA Incident

Location: Phoenix Deer Valley Airport (DVT)

Type: Cessna 170A

Injuries: 1 Uninjured

ATP Pilot



The Cessna landed on RWY 25R, and began to maneuver from side to side, and then came to rest nose down on the runway, incurring a prop strike. The extent of damage was undefined.

GEAR UP LANDING

Date: September 6

Source: ASN, APA, FAA (Incident)

Location: Marana Regional Airport (AVQ)

Type: Beechcraft B35S Bonanza

Injuries: 1 Uninjured

Private Pilot



The Beech Bonanza departed Ryan Field (RYN), and during the landing at its destination, Marana Regional Airport, the Bonanza made a gear up landing on Runway 12. All the damage was confined to the aircraft.

LOSS OF CONTROL LANDING

Date: September 6

Source: FAA Incident

Location: Williams Gateway Airport (IWA)

Type: Cessna 172

Injuries: 1 uninjured

Student Pilot



The solo Student Pilot was cleared to land on RWY 12C, however, after touching down the aircraft went off the side of the runway into the grass. Ground Control activated the Crash Phone, and the Emergency Response personnel responded. The ARFF team declared the aircraft was fire safe, and the aircraft was towed back to

the ramp. No injuries or aircraft/airport property damage was reported.

LANDING GEAR COLLAPSED

Date: September 6

Source: FAA Incident

Location: Marana Regional Airport (AVQ)

Type: Mooney M20E

Injuries: 1 Uninjured

Private Pilot



When the Mooney landed at Marana, the landing gear collapsed during the roll out. The extent of the damage was unreported.

IN FLIGHT ENGINE FAILURE

Date: September 6

Source: ASN, FAA, APA

Location: Sunset Point

Type: Cessna 172 Skyhawk II

Injuries: 1 Uninjured

Pilot Certification UNK



The Cessna Skyhawk had departed Saint George Municipal Airport, in Utah (SGU), and had a planned destination of Mesa Falcon Field (FFZ). The airplane made a forced landing on the southbound lane of Interstate highway I-17 near Black Canyon City following a loss of engine power. Using the Guard

Frequency, the pilot attempted to communicate with ATC but was unsuccessful. He was able to communicate with several other aircraft who attempted to provide assistance.

Mid-Aug – Mid-Sep 2023 PILOT DEVIATIONS (18)



10 BRASHERS

These pilot deviations need to be examined to determine if a common threat exists that we should address to help reduce the number of deviations that occur, and thus enhance aviation safety.

In the reporting period from August 11 through September 14 there were eighteen pilot deviations reported by the FAA SDL FSDO office.

These deviations were committed by pilot certificate levels ranging from Private through ATP, and two Military pilots. In this reporting period there were also five out of state pilots that committed the deviations. Of these eighteen deviations reported, there was a need to issue ten Brashers.



*Maj Gen Jack
Brasher*

Note, a controller will issue a Brasher notification 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 Flight Standards. Pilots need to listen carefully to ATC instructions and follow them, and if you can't comply, tell ATC why you can't. When flying in controlled airspace, pilots should never be creative, but talk to ATC before they do something that differs from the instructions given. Pilots must always be aware of what type of airspace they are flying in, or may be about to enter, and know what may be expected of them. Please fly with care and forethought.

The general aviation deviations this reporting period are:

- | | |
|--|------------|
| • 5 IFR Deviations | 4 Brashers |
| • 6 Class Bravo Airspace Deviations | 3 Brashers |
| • 1 Class Charlie Airspace Deviation | 1 Brasher |
| • 2 Class Delta Airspace Deviations | 1 Brasher |
| • 1 Air Traffic Control Instructions | No Brasher |
| • 1 Surface Incident (Taxi Instructions) | No Brasher |
| • 1 Movement Area Deviation | No Brasher |
| • 1 Restricted Area | 1 Brasher |

5 IFR DEVIATIONS

8/16, IFR Altitude Deviation, Military Pilot, Tucson TRACON

Three F16's departed Tucson on a north bound STEREO Route, climbing to 17,000' MSL. One F16 climbed on its own through FL188. While the aircraft were climbing, they requested a continued climb due to the weather. The controller advised them to maintain 17,000' and called Albuquerque Center to advise them of the request. The Tucson TRACON issued a **Brasher** to the F16 that had climbed through FL188.



8/17, IFR Standard Instrument Departure (SID) Deviation, ATP* (Oklahoma), Van Nuys (VNY)

The Hawker H25B Corporate Jet was cleared to depart Van Nuys Airport (VNY) RWY 16R by Pre-Departure Clearance via the WLKKR4 SID. The SID assigns a right turn to 210 degrees after the PPRRY Way Point. Instead, without a clearance, the aircraft turned left to a 124-degree (137T) track. The Ground Controller at Seattle Paine Field (the destination airport) issued the **Brasher**.



8/23, IFR Altitude Deviation, ATP/CFI (Tennessee), Scottsdale Airport (SDL)

The pilot deviation was reported by the Phoenix TRACON when the SF-50 Cirrus Vision Jet descended below his or her assigned altitude of 7,000 feet, which resulted in a loss of separation with terrain/obstacles. The Cirrus was not issued a low altitude alert.

9/2, IFR Standard Instrument Departure (SID) Deviation, Private Pilot (Oregon), Phoenix TRACON (P50)

The Biltmore Controller noticed that the Mooney M20 turned northwest bound out of 2,800' prior to 4,000' as they should have done on the DVT3 Departure. This occurred in the Deer Valley (DVT) Class Delta Airspace, and toward their usual traffic pattern. The Biltmore Controller reported the issue to management and gave the Pilot a **Brasher** warning.



9/8, IFR Altitude Deviation, Military, Albuquerque Center (ZAB)

The F35 was level at 15,000 feet. At 1657z, another aircraft checked on with the Albuquerque Controller, stating he was out of 14,800 feet, and climbing to FL210. The Albuquerque Controller climbed the aircraft to FL260. Two aircraft read back the clearance, so the Albuquerque Controller reissued the clearance to the aircraft again. Once again, two aircraft answered the clearance. At this time the Albuquerque Controller observed the F35 climbing out of 15,000 feet. The Albuquerque Controller re-issued 15,000 feet to the F35. The F35 had taken and acted on a clearance intended for another aircraft and had made an unauthorized climb to 16,300 feet. The event occurred near Phoenix, and the Albuquerque Controller issued a **Brasher** to the F35 pilot.



6 CLASS BRAVO DEVIATIONS

8/21, Entering Class Bravo Airspace Without First Obtaining a Clearance, Commercial Pilot, Phoenix TRACON (P50)

The Piper Cheyenne climbed into the Phoenix Class Bravo Airspace without a clearance while VFR, and contacted the Santan Sector Controller to pick up an IFR clearance that was on file. He or she was given a **Brasher** warning.



8/29, Entering Class Bravo Airspace Without First Obtaining a Clearance, Private Pilot, Phoenix TRACON (P50)

The pilot deviation was reported by the Phoenix TRACON then the Beech Bonanza entered the Phoenix Class Bravo Airspace without authorization. (Data showed the aircraft registration had been canceled & the pilot medical had expired.)

8/30 Entering Class Bravo Airspace Without First Obtaining a Clearance Commercial/CFI Phoenix TRACON (P50)

The Cirrus was observed entering the PHX Class Bravo Airspace without authorization southwest of Falcon Field where the floor of the Bravo airspace is 2,700 feet, and the aircraft was observed at 3,700 feet. The VFR target was tracked to Williams Gateway Airport (IWA), and IWA called the Phoenix TRACON informing them they were in contact with the aircraft. IWA was instructed to issue a **Brasher** warning.



9/4, Entering Class Bravo Airspace Without First Obtaining a Clearance, Private Pilot, Phoenix TRACON (P50)

The VFR target entered the Phoenix Class B Airspace just northeast of Mesa Falcon Field in the 5,000 ft block of Bravo Airspace. The aircraft continued northbound, exited Class Bravo, then re-entered the Class Bravo Airspace in the 7,000 block of Airspace. The aircraft eventually landed at Prescott Airport (PRC). PRC ATCT issued the **Brasher**.



9/5, Entering Class Bravo Airspace Without First Obtaining a Clearance, Private Pilot, Phoenix TRACON (P50)

The Beech Bonanza violated the Phoenix Class Bravo Airspace 10 miles northwest of Sky Harbor airport in the 4,000-9,000 shelf at 4,400 feet, and climbing. The pilot called the Phoenix TRACON prior to the Biltmore sector controller accepting the handoff from Luke Approach. The ADS-B information for this aircraft was incorrectly displayed and the Pilot was made aware of this discrepancy. The aircraft ended up climbing to 5,000' prior to exiting the 4,000-9,000' shelf. There was no Loss of separation. (Note: The pilot had an expired medical.)

9/13, Entering Class Bravo Airspace Without First Obtaining a Clearance, Commercial/CFI Pilot, Phoenix TRACON (P50)

The Piper Seminole entered the Phoenix Class Bravo Airspace without authorization. There was no loss of separation.

1 CLASS CHARLIE DEVIATION

8/31, Entering Class Charlie Airspace Without First Establishing Communication, Private Pilot, Tucson TRACON (U90)

The aircraft violated the Tucson Class Charlie Airspace and landed at Ryan Field (RYN). The Tucson TRACON called RYN to issue a **Brasher**, and to give the pilot the TRACON phone number. The pilot called the TRACON and advised them the aircraft had some maintenance and GPS issues. No other traffic was affected.



2 CLASS DELTA DEVIATIONS

8/11, Entering Class Delta Airspace Without First Establishing Communication, Commercial Pilot, Prescott Regional Airport (PRC)



The Lancair entered PRC's Class Delta Airspace without first establishing two-way radio communications. There was no loss of separation. The **Brasher** Warning was issued by the PRC Ground Controller.

8/30, Entering Class Delta Airspace Without First Establishing Communication, Pilot Certification UNK, Tucson Ryan Field (RYN)

The pilot deviation was reported by Ryan ATC when the Air Tractor entered the Ryan Class Delta Airspace without first establishing two-way radio communications.

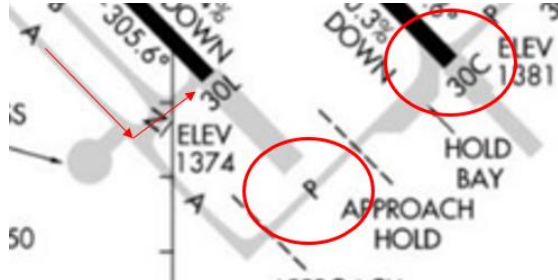
1 AIR TRAFFIC CONTROL INSTRUCTIONS

8/25, Failure to follow Air Traffic Control Instructions, Private Pilot, Mesa Falcon Field Airport (FFZ)

While in the pattern, the Piper Cherokee turned to follow the wrong aircraft creating a conflict. ATC observed the incorrect turn and issued the Cherokee go-around instructions with a climb. The Cherokee didn't follow ATC's instructions, creating further conflicts in the pattern. (This was during a practical test with a DPE on board.)

1 SURFACE INCIDENT, TAXI INSTRUCTIONS

8/9, Failure to Follow Taxi Instructions, Pilot Certificate UNK, (Canada), Williams Gateway Airport (IWA)



The A-4 Skyhawk Fighter entered Taxiway PAPA without a Clearance. The aircraft was issued the taxi instructions to RWY 30L via ALPHA & NOVEMBER. Ground Control observed the aircraft passing Taxiway NOVEMBER and tried to reach out to the pilot(s), but he or she didn't reply. Both local controllers tried to reach out to the pilot(s) but couldn't get a reply. Ground Control reattempted to establish contact, and the aircraft replied

as they made the turn off of Alpha, and onto Taxiway PAPA. Ground Control told them to hold position, and then reassigned them to RWY 30C & switched them to the tower frequency.

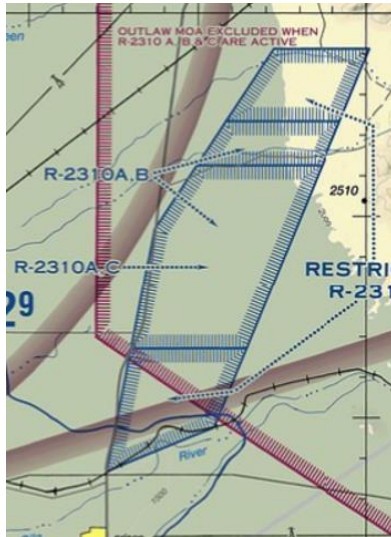
1 MOVEMENT AREA DEVIATION



8/9, Entering a Movement Area Without Authorization, Tug Driver – No Pilot Rating Required, Williams Gateway Airport (IWA)

The Aircraft Tug entered taxiway Alpha abeam taxiway Kilo without establishing communication with ATC to obtain a clearance into the movement area.

1 RESTRICTED AREA DEVIATION



8/10, Entering a Restricted Area Without Authorization, Private Pilot (Texas), Albuquerque Center (ZAB)

The Mooney was VFR at 4,600 feet and an Albuquerque Controller observed that the Mooney was inside of restricted area R2310, which was active at 10,000 feet and below. The pilot stated that he did not realize the airspace was active. A **Brasher** was issued.



Aug 11 – Sep 14 – NEAR MIDAIR COLLISIONS (NMAC's) (0)