

Accident Report & Pilot Deviation Summary

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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-March thru mid-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 similar occurrences.

While the number of accidents/Incidents may have been down in this past reporting period, aviation safety has not been the best because of the fatality that was incurred in one of the accidents. At least in all the other occurrences nobody got hurt. I can only hope things will improve as we go forward.

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 suites our purpose of trying to get an idea of what is happening out there so we can help make flying safer.

Mar 14, LANDED WITHOUT A NOSE GEAR, Cessna 172, Mesa Falcon Field (FFZ), Unknown Pilot Certification

Injuries: 2 Uninjured

The Cessna lost the nose gear during touch and go landings at Coolidge Municipal airport and returning to Mesa Falcon Field, landed without the nose gear. The damage incurred was minor.

Source: FAA Incident.



March 16, DOOR DAMAGE, Cessna 172, Mesa Falcon Field (FFZ), Unknown Pilot Certification

Injuries: UKN Uninjured

While not intending to make a flight, it was reported that the door to the aircraft was damaged by the prop downwash from the rotor of a nearby helicopter.

Source: FAA Incident



March 17, INFLIGHT LOSS OF CONTROL, Air Creation Twin, Gila Bend (E63), Private Pilot
Injuries: 1 Fatality, 1 Serious Injury



An experimental light-sport trike weight shift control Air Creation Twin was substantially damaged when it was involved in an accident near Gila Bend, Arizona. According to the passenger, who was seated in the front seat, intended on purchasing the aircraft, and was receiving flight instruction from the pilot. He reported that the morning of the accident, they had flown around the local area for about 45 minutes to increase his flight experience and understanding of the flight characteristics of a weight-shift control aircraft. The passenger stated that after the local flight, they returned to Gila Bend Municipal Airport (E63), Gila Bend, Arizona, and focused on takeoffs and landings on runway 04. Prior to operating in the airport traffic pattern, the pilot had briefed the passenger to maintain aircraft control during the approach to landing, and before the aircraft touched down, transfer control of the aircraft back to the pilot, who would abort the landing and initiate a go-around. During the second approach to landing, the passenger heard the pilot state, “my airplane” and relinquished the flight controls, as he heard the engine spool up to which he opined that the engines, “sounded strong.” The passenger stated that the aircraft turned to the right and overflowed the dirt area that paralleled the right side of runway 04. As the aircraft’s descent rate was arrested, it continued to drift to the right, over brush and vegetation. Subsequently, the aircraft turned left, toward the runway and the left wing struck a mesquite tree. The aircraft descended into the ground and came to rest on its right side, oriented on an easterly heading, about 2,634 ft from the approach end of runway 04, and about 158 ft southeast of the runway centerline.

Source: ASN, FAA, NTSB

March 21, LOSS OF CONTROL TAKING OFF, Diamond DA40, Coolidge (P08), Private Pilot

Injuries: 2 Uninjured

The Diamond departed Phoenix-Mesa Gateway Airport for Coolidge to practice touch-and-go landings. During a takeoff the aircraft stalled, and came down hard on the landing gear resulting in substantial damage to the aircraft

Source: ASN, FAA, NTSB



March 28, LOSS OF CONTROL DURING TAKE OFF, IAI 1125 Astra SPX, Phoenix Sky Harbor (PHX), No Pilot Information Available

Injuries: 5 Uninjured

An IAI 1125 Astra SPX Private jet overran runway 25L at Phoenix Sky Harbor Airport after an aborted takeoff and sustained minor damage.

Source: ASN, FAA



March 28, LOSS OF CONTROL LANDING, American Legend LA18 Super Legend, Phoenix Deer Valley (DVT), No Pilot Information Available

Injuries: 2 Uninjured

The aircraft ground looped on landing. The left wing struck the runway, and there was substantial damage.

Source: ASN



March 29, STRUCK ANOTHER AIRCRAFT ON THE GROUND, Piper PA-28-181, Mesa Falcon Field (FFZ), No Pilot Information Available

Injuries: 1 Uninjured

While rapidly exiting the active runway, the wing of the aircraft struck the tail of another Piper on the parallel taxiway. The damage was assessed to be minor.

Source: FAA



March 15 – April 11, 2024 – PILOT DEVIATIONS (31)



BRASHERS (10)

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 11** there were **thirty-one** pilot deviations reported by the FAA SDL FSDO office. These deviations were committed by pilots with certificates ranging from **Student Pilot through ATP**, and there were **fourteen out of state pilots** that committed these deviations. Of the thirty-one 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 aviator 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. Also, when flying in controlled airspace, pilots should never be creative, but talk to ATC before they do something that differs from the instructions given. Pilots must always be aware of what type of airspace they are flying in, or may be about to enter, and know what may be expected of them. Always fly with care and forethought.

GA Deviations, 15 Mar– 11 Apr		
# Deviations	Type of Deviation	BRASHERS
4	IFR Deviations	2
2	Bravo Airspace Deviations	0
6	Delta Airspace Deviations	1
2	ATC Instructions	1
11	Runway Incursions	4
2	TFR Violations	2
1	Wrong Surface Landing	0
3	Surface Incidents	0
1	NMAC	0

D'oh!



IFR DEVIATIONS (4)



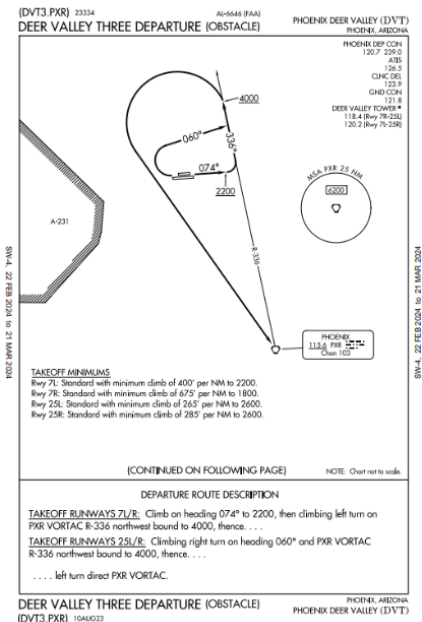
3/12, IFR SID Deviation, Private Pilot Out of **New Jersey**, Phoenix TRACON (P50)

The Piper Meridian did not fly the DVT-3 departure as published. PA46 turned right instead of left, and there was no loss of separation.



3/27, IFR Altitude Deviation, Commercial Pilot Out of **California**, Phoenix TRACON (P50)

The Cessna Citation Mustang was inbound to DVT but went around, and was issued an altitude of 5,000 and a heading of 360°. The Cessna climbed through



5,000 to 7,000 while northbound. The Cessna lost separation with an air-carrier 3 miles northeast of DVT airport. The closest proximity was 2.3 miles and 800 feet. **A Brasher was issued** based on a complaint from DVT ATC.

3/28, IFR Altitude Deviation, Student Pilot, Albuquerque Center

The Piper Dakota was assigned an altitude of 5,000 ft for an approach into CGZ. While the pilot was attempting to pull up the weather, he began descending. The Albuquerque Controller noticed the Piper at 4,700 ft and he was assigned 5,000 again as the altitude. The Piper was again observed descending to 4,400 ft. The minimum instrument altitude (MIA) in the area is 4,500. A low altitude alert was issued. The Piper climbed back up to 5,000 and was cleared for the visual approach without further incident. When the pilot called, he stated that he is a student pilot and that he thought he had filed a VFR flight plan and was very confused why he was getting assigned cardinal headings and altitudes and getting clearances.



4/5, IFR Altitude Deviation UNK. Pilot Certification Out Of Texas, Albuquerque Center

The Lear Jet was at FL360, and the Albuquerque Controller cleared the Lear Jet to descend and maintain FL330 in two minutes or less. The Lear Jet read back the clearance correctly, but they didn't comply with nor advise ATC of the inability to comply with an ATC altitude restriction. The Lear Jet took over three minutes to reach FL330. **A Brasher issued.**

CLASS BRAVO DEVIATIONS (2)



Entering Class Bravo Airspace Without First Obtaining a Clearance



3/19, Private Pilot Out Of Oregon, Phoenix TRACON (P50)

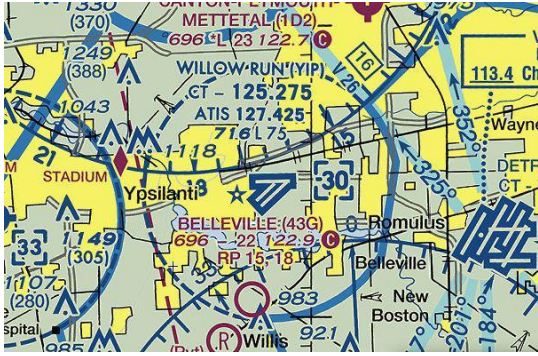
The pilot deviation was reported by the Phoenix TRACON when the Cirrus entered the Phoenix Class Bravo Airspace without authorization.



3/28, Private Pilot Out Of Georgia, Phoenix TRACON (P50)

The pilot deviation was reported by the Phoenix TRACON when the Cessna entered the Phoenix Class Delta Airspace without authorization. There was no loss of separation.

CLASS DELTA DEVIATIONS (6)



Entering Class Delta Airspace Without First Establishing Communication



3/5, Commercial Pilot, Phoenix Deer Valley (DVT)

The pilot deviation was reported by DVT when the Cessna entered the DVT Class Delta Airspace without first establishing two-way radio communications.



3/9, ATP Pilot Out of Washington, Phoenix Deer Valley (DVT)

The pilot deviation was reported by DVT when the Cessna entered the DVT Class Delta Airspace without first establishing two-way radio communications.

3/19, Student Pilot, Phoenix Deer Valley (DVT)

A Piper entered the DVT Class Delta Airspace from the north at an altitude of 2,600 ft without establishing communication with DVT ATCT, and it conflicted with another Piper inbound from the Northeast. Traffic was issued to the second Piper, and the first Piper turned back to the north and exited the Class Delta Airspace. Closest proximity between the two Pipers was approximately 1 mile.



3/14, Private Pilot Out Of Alaska, Glendale Municipal Airport (GEU)

The pilot deviation was reported by the Glendale Tower when the Bonanza entered the Glendale Class Delta Airspace prior to establishing two-way radio communications.



3/28, Commercial/CFI Pilot Out of Utah, Glendale Municipal Airport (GEU)

The helicopter entered the GEU Class D Airspace without first establishing two-way radio communications. There was no loss of separation.

3/28, ATP Pilot, Phoenix Goodyear Airport (GYR)

The Cessna called Glendale Tower approximately 10 miles south of the airport to land. The pilot was on a discrete beacon code, and ATC asked if the pilot had a clearance through Goodyear's Class D Airspace. The pilot acknowledged that he was cleared at or above 2,500 ft AGL. ATC noticed the pilot descend below the altitude restriction and attempt to land at Goodyear airport. The Local Controller advised the pilot to climb immediately. The pilot started his climb at 1,400 feet, well below the initial altitude restriction. After landing at Glendale, the pilot was given the **Brasher**.





ATC INSTRUCTIONS (7)

Failure to Follow ATC Instructions



3/13, ATP/CFI Pilot, Phoenix/Mesa Gateway Airport (IWA)

The pilot deviation was reported by IWA when the Vans RV8 pilot did not follow the ATC assigned altitude or course assignments which resulted in a conflict with an air-carrier who was turning base to final.



3/27, Commercial Pilot Out of California, Phoenix Deer Valley (DVT)

Cessna Citation did not follow ATC's instructions in the DVT class Delta, resulting in multiple conflicts in the pattern. On the second approach, the Cessna was approaching from the southwest, sequenced number one, and cleared to land on Rwy 7R. The pilot overshot the final to the north, conflicting with an RV on base for Rwy 7L. Then the Local Controller instructed the Cessna to turn left several times suggesting a heading of 270°, but the Cessna turned right conflicting with a Piper in the left downwind. A **Brasher** was issued.

D'oh!



RUNWAY INCURSIONS (11)



3/4, Taxied Past The Runway Hold Short Lines, Private Pilot, Phoenix Deer Valley Airport (DVT)

The pilot deviation was reported by the DVT controller when the Piper crossed the hold short line of RWY 7R without ATC authorization.

3/14, Taxied Past The Runway Hold Short lines, Private Pilot, Mesa Falcon Field (FFZ)

The PIAE (Pipistrel LSA) was instructed to hold short of RWY 4R at Delta 5. The PIAE gave a good read back of the instructions, but the PIAE passed the hold short line for RWY 4R at Delta 5. The PIAE was told to hold their position, and they stopped, but their front nose gear was past the hold short lines, and most of the PIAE was on the taxiway, and the aircraft was well-clear of the runway edge line. A Cessna was departing on RWY 4R as all this was occurring, and no overflight occurred. A **Brasher** was issued to the PIAE.

D'oh!



3/22, Taxied Past The Runway Hold Short lines, Private Pilot, Mesa Falcon Field (FFZ)

The Lancair was instructed to hold short of RWY22L at Delta 6, and the read back was correct. The aircraft was observed crossing the hold short line but stopping short of the runway edge lines. The Lancair was given a **Brasher notice** by ground control. The pilot later stated he was unfamiliar with the holding point for the hold short instructions.

D'oh!





3/25, Entering A Taxiway And Runway Without Authorization Commercial/CFI Pilot Out of Colorado, Mesa Falcon Field (FFZ)

The pilot deviation was reported by FFZ ATC when the Piper Navajo entered the runway and taxiway without a clearance.

4/3, Taxied Past The Runway Hold Short lines, Commercial/CFI Pilot, Mesa Falcon Field (FFZ)

The Cessna 172 had landed Runway 22R and was instructed by the North Controller to turn left on Taxiway Bravo and hold short of Runway 22L and to monitor the South Controller frequency. The read back was correct. Another aircraft landed Runway 22L. The South Controller instructed the aircraft to exit with no delay at Taxiway Delta 5. An aircraft read back the “no delay to Delta 5” with their callsign, but the South Controller did not catch the incorrect aircraft reading back the instructions. The Cessna 172 had crossed the hold short line of Runway 22L, and the South Controller instructed them to hold their position. C172 stopped short of the runway edge line.



3/14, Taking Off Without Authorization, Private Pilot, Phoenix/Mesa Gateway Airport (IWA)

The Piper was given a clearance to land on RWY 12C with a good read back received. The Piper was then observed to be taking off on RWY12C, and the Piper was asked if they were conducting a touch and go. The Piper advised that they did conduct a touch and go. The Piper then landed without incident, and a Brasher was issued.



3/19, Taxiing Onto A Runway Without Authorization Private Pilot Out of Texas, Tucson International Airport (TUS)

The Cirrus was given a heading and altitude to expect on their IFR departure release and was told to hold short. The Cirrus read back the wrong information followed by cleared for takeoff. The controller heard the read back error and told the pilot he was not cleared for takeoff. The Cirrus was now on the runway and holding in position.

3/19, Improper Operation Of An Airport Operations Vehicle, No Pilot Cert, Tucson International Airport (TUS)

An Operations Vehicle was told to hold short of Runway 30 at Delta, but the vehicle immediately crossed Runway 30.



3/28, Crossing A Runway Without Authorization Private Pilot Out Of California, Tucson International Airport (TUS)

The pilot deviation was reported by TUS when the Diamond Twin crossed RWY 12 without ATC Authorization.

3/22, Failure To Clear The Runway After Landing, Private Pilot, Prescott Airport (PRC)

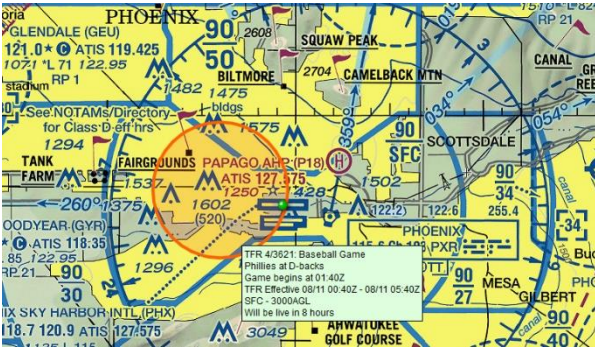
The pilot deviation was reported by PRC when the Mooney failed to clear the runway after landing.



3/22, Taxiing Onto A Runway Without Authorization, Commercial Pilot Out of California, Scottsdale Airport (SDL)

The Bonanza was instructed to taxi to the runway and contact the tower. The aircraft proceeded to taxi to the runway, and crossed the hold short bars, and continued onto the runway. The controller sent another aircraft around to avoid a conflict. The Bonanza taxied down the runway and exited the runway. Ground Control issued a Brasher to the Bonanza. **While receiving the Brasher the aircraft violated Taxiway Alpha by taxiing without instructions.**





TFR VIOLATIONS (2)

3/19, Unauthorized Entrance Into A VIP TFR, Private Pilot, Phoenix TRACON (P50)

A Bonanza entered the 30 NM VIP TFR ring 30 NM northeast of the Phoenix VOR at 5,000 ft heading eastbound on a 1200 code with no communications being established with ATC. The Phoenix Deer Valley (DVT) controller established communications about 10 miles NW of DVT and issued the **Brasher warning**.

3/20, Unauthorized Entrance Into A VIP TFR, Private Pilot, Phoenix Tracn (P50)

A Cessna 172 entered the active 30-mile ring of the VIP TFR near Casa Grande without authorization. A **Brasher** was issued.



WRONG SURFACE LANDING (1)



3/21, Private Pilot, Prescott Municipal Airport (PRC)

The Cessna called inbound to PRC, and the controller issued them traffic to follow, and cleared them to land on Runway 21R, and the read back was correct. On an approximate 1 mile final the Cessna asked the controller if they were number one, and cleared to land, and the controller replied affirmative. However the Cessna wound up landing on Taxiway Alpha, and there was a Piper at the end of Taxiway Alpha turning onto Taxiway Juliet.

SURFACE INCIDENT (3)



3/9, Taxiing On A Taxiway Without Authorization, Commercial/CFI Pilot Out of **California**, Phoenix Goodyear Airport (GYR)

The pilot deviation was reported by the Goodyear ATC when the Beechcraft Duke entered Taxiway Alpha without ATC authorization.

3/27, Taxiing On A Taxiway Without Authorization, Private Pilot, Phoenix/Mesa Gateway Airport (IWA)

The Cessna was instructed by Ground Control to hold short of Taxiway Golf. The Cessna was then observed taxiing onto Taxiway Golf without Authorization.



4/10, Individual On The Airport Operations Area, Unidentified Person, Phoenix Sky Harbor (PHX)
Phoenix ATC advised Airport Operations that an individual had gained access to the Airport Operations Area after jumping a perimeter fence. The individual had entered a taxiway near the runway causing an air-carrier to be sent around, and the individual was apprehended by law enforcement officers,



Mar 15, '24 – Apr 11, '24 – NEAR MIDAIR COLLISIONS (NMAC's) (1)

3/19, Prescott Municipal Airport (PRC)

A Cessna was on the upwind for RWY 21L when the pilot asked if they needed to fly straight out, and the controller instructed them to turn crosswind.

They responded they were unable, so the controller instructed them to continue to fly straight out and gave them traffic to follow. Upon landing, the Cessna told the ground controller they couldn't turn crosswind because there was an aircraft on the downwind that was too close for comfort. Later upon reviewing the data, the Cessna started to turn crosswind and corrected back to the upwind. The closest proximity was 0.82 miles and 100 feet.

