

## Mid-April – Mid-May 2024

# 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 April thru 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 similar occurrences.

The number of accidents/Incidents have been significantly up this past reporting period, and aviation safety has also not been the best because of a fatality that was incurred in one of the accidents. At least in all the other occurrences nobody got hurt. Things will have to 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 suits our purpose of trying to get an idea of what is happening out there so we can help make flying safer.

### April 12

#### **STRUCK OBSTRUCTION ON TAKEOFF, Private Pilot**

**Source: FAA, NTSB**

**Location: Wilcox**

**Type: Piper PA-28-32-300 (Cherokee Six)**

**Injuries: 3 Uninjured**

The Piper Cherokee 6 was departing Indie Motorsports Ranch when it encountered a 20- KNOT wind gust, which pushed them into a wall next to the runway and sheared off the left landing gear. The aircraft squawked an emergency on the Albuquerque Center frequency, and the center then provided flight following for the aircraft while it flew to Mesa Falcon Field where it made a safe landing. The full extent of the damage was unknown.



### April 13

#### **NOSE GEAR COLLAPSE, Private Pilot**

**Location: Scottsdale (SDL)**

**Type: Cirrus SR22**

**Injuries: 4 Uninjured**

The nose Gear collapsed upon landing at Scottsdale. The damage that was incurred was minor.





**April 14**

**LOSS OF CONTROL LANDING, No Pilot Certification Required**

**Source: ASN**

**Location: Ak Chin (A39)**

**Type: Paramotor Powered Parachute**

**Injuries: 1 Fatality**

A “paramotor”, an Aircraft designation known as a Powered Parachute, sustained substantial

damage subsequent to an impact with terrain during an apparent landing attempt northwest of Ak-Chin Regional Airport (A39).



**April 14**

**LOSS OF CONTROL LANDING, Commercial Pilot**

**Source: FAA, NTSB**

**Location: Payson (PAN)**

**Type: Team Rocket F1 (Experimental)**

**Injuries: 2 Uninjured**

The aircraft had departed from Glendale Airport, and upon landing at Payson the aircraft encountered a cross wind, and the aircraft bounced, and drifted to the right. The right wingtip contacted the ground, bending the right landing gear, and experienced a prop strike, damaging the engine mount. The NTSB assessed the damage to be substantial.



**April 17**

**STRUCK WHILE ON THE GROUND, Private Pilot**

**Source: FAA**

**Incident Location: Phoenix Deer Valley (DVT)**

**Type: Cessna 182**

**Injuries: 1 Uninjured**

While the Cessna 182 was holding short of the runway waiting to takeoff, the rudder was clipped by another aircraft (Pilatus PC-12). The extent of the damage was unknown.



**April 17**

**STRUCK ANOTHER AIRCRAFT ON THE GROUND, Commercial Pilot**

**Source: FAA**

**Incident Location: Phoenix Deer Valley (DVT)**

**Type: Pilatus PC-12**

**Injuries: 3 Uninjured**

While the Pilatus was taxiing on a taxiway, the pilot reported he had struck the rudder of a Cessna 182, The extent of the damage was unknown.



**April 17**

**IN FLIGHT EMERGENCY, Private Pilot**

**Source: FAA**

**Incident Location: Casa Grande (CGZ)**

**Type: Cirrus SR 22**

**Injuries: 1 Uninjured**

The Cirrus requested the nearest airport because of an engine vibration whenever power was applied. The controller suggested Casa Grande (CGZ) and verified that the pilot was declaring an emergency. The aircraft made a safe landing at Casa Grande airport.



**April 19**

**UNEXPLAINED MAYDAY CALL, Unknown Pilot Certification**

**Source: FAA**

**Location: Pinal Airpark (MJZ)**

**Type: Piper PA-28-151 Warrior**

**Injuries: 2 Uninjured**

The Piper Warrior made a Mayday call for an unexplained reason and landed in a field 12 miles north of Pinal Airpark. The aircraft damage was determined to be substantial.



**April 20**

**INFLIGHT ENGINE FAILURE, Unknown Pilot Certification**

**Source: FAA**

**Incident Location: Flagstaff (FLG)**

**Type: 1A-1125 Astra Jet**

**Injuries: 5 Uninjured**

The Astra Jet had an engine failure, and an emergency was declared. The aircraft made a safe landing at Flagstaff, and the emergency was terminated by the Flagstaff airport AARF9 team.



**April 21**

**GROUND FIRE, Commercial Pilot**

**Source: FAA**

**Location: Phoenix Goodyear (GYR)**

**Type: Cessna 210**

**Injuries: 1 Uninjured**

The aircraft caught fire while the pilot was running it up prior to flight. The pilot was able to exit the aircraft safely and requested assistance from the fire department. The pilot was checking the aircraft after its annual inspection, and the fire damage was substantial.



**April 22**

**EMERGENCY LANDING AFTER TAKEOFF, Private Pilot**

**Source: FAA**

**Location: Benson (E95)**

**Type: Rans S-75 Courier**

**Injuries: 1 Uninjured**

The Rans Courier lost fuel pressure shortly after takeoff and made an emergency landing in the desert. During the landing, the landing gear collapsed, and substantial damage was incurred.



**April 26**

**GEAR UP LANDING, Unknown Pilot Certification**

Source: FAA

Incident Location: Ryan Field (RYN)

Type: Piper PA-28R-200 (Arrow)

Injuries: 2 Uninjured

The Piper Arrow landed gear up at Tucson Ryan Field, and the NTSB assessed the damage to be minor.



**April 29**

**GEAR UP LANDING, Private Pilot**

Source: FAA

Incident Location: Glendale (GEU)

Type: Beechcraft BE-A36

Injuries: 1 Uninjured

The Beech Bonanza landed gear up at Glendale Airport, and the damage was determined to be minor.



**May 1**

**ENGINE FAILURE, Unknown Pilot Certification**

Source: NTSB, FAA

Incident Location: Near Marana

Type: Piper PA-28-180

Injuries: 1 Uninjured

The pilot reported a rough running engine and landed in a canal on the final approach, one mile short of Marana Regional Airport's runway. Per the NTSB the aircraft was undamaged.



**May 1**

**LOSS OF CONTROL LANDING, Unknown Pilot Certification**

Source: ASN, NTSB

Location: Chandler (CHD)

Type: Piper PA-28-181 Archer

Injuries: 1 Uninjured

The aircraft had departed from Falcon Field (FFZ), and while landing at Chandler Municipal Airport (CHD) the aircraft went off the runway and struck a sign causing substantial damage to the aircraft.



**May 6**

**LOSS OF CONTROL LANDING, Unknown Pilot Certification**

Source: FAA

Incident Location: Prescott (PRC)

Type: Cessna 172

Injuries: 2 Uninjured

Upon landing at Prescott, the aircraft drifted off the runway into the sod between the runway and the parallel taxiway. The aircraft was ultimately towed to parking.





April 20

**HARD LANDING, Unknown Pilot Certification**

Source: FAA

Location: Lake Havasu (HII)

Type: Bushmaster-4P Amateur Built Amphibian

Injuries: 1 Uninjured

The aircraft lost power while turning downwind to land and made a hard landing. The aircraft ended up inverted on the ground. The extent of the damage was unknown.



## April 12 – May 9, 2024 – PILOT DEVIATIONS (23)

### BRASHERS (7)



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 12, 2024 through May 9, 2024 there were **twenty-three pilot deviations** reported by the FAA SDL FSDO. These deviations were committed by pilots with certificates ranging from Student Pilot through ATP, including one Military pilot, and there were **eleven out of state pilots** that committed these deviations. Of the twenty-three deviations reported, there was a need to issue **seven 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, Apr 12 – May 9		
# Deviations	Type of Deviation	BRASHERS
8	IFR Deviations	3
1	Charlie Airspace Deviations	0
5	Delta Airspace Deviations	0
1	ATC Instructions	1
7	Runway Incursions	2
2	Restricted Airspace	2

## IFR DEVIATIONS (8)

4/1

### IFR Altitude Deviation, Private Pilot Albuquerque Center (ZAB)

The controller observed the SR22 above 5,000 feet and asked the pilot to “Verify level at 5,000 feet.” The pilot responded, “We climbed a little bit, but going back to 5,000 feet.” The SR22 pilot made an unauthorized climb to 5,200 feet which resulted in a loss of separation with another aircraft who was level at 6,000 feet.

4/3

### IFR Procedures Deviation, Unknown Pilot Certification Tucson TRACON (U90)

The pilot deviation was reported by the Tucson TRACON when the Citation pilot didn’t fly the RNAV procedure as published which resulted in a loss of separation with terrain/obstacles.

4/9

### IFR SID Deviation, Unknown Pilot Certification, **Out of Kansas** Phoenix TRACON (P50)

The Dassault Falcon pilot didn’t fly the **FORPE 1 departure** procedure as published resulting in a loss of separation with parallel runway departure traffic.

4/12

### IFR Altitude Deviation, Commercial/CFI Pilot Albuquerque Center (ZAB)

The Piper pilot was descending from 8,000 feet to 5,000 feet, and the controller cleared him or her for the VOR 5 approach to CGZ. The pilot read back the clearance correctly. The center controller then cleared the pilot to the CGZ advisory frequency. Later the controller observed the pilot had stopped his or her descent at 6,300 feet and begin a climb. The pilot then made an unauthorized climb to 8,300 feet. The controller issued a **Brasher**. The Pilot stated that they were put into the stack at the VOR and that they had to climb to 8,500 feet, due to the stack.



4/20

### IFR Altitude Deviation, Private Pilot **Out of Texas** Albuquerque Center (ZAB)

The Lancair pilot was level at 5,000 feet, and the controller cleared the pilot to descend and maintain 4,600 feet. The Lancair pilot read back 4,000 feet which was not recognized by the controller. The center controller observed the Lancair pilot below 4,600 feet and issued a low altitude warning because the aircraft was in a 4,600 Minimum Instrument Area (MIA) box, and then they had entered a 4,500’ MIA box. The pilot had descended to 4,100 feet before climbing back up.

4/24

### IFR Procedures Deviation, Unknown Pilot Certification Prescott Tower (PRC)

The deviation was reported by the Phoenix TRACON when the Glasair pilot didn’t fly the procedure turn as required by the approach plate.

4/25

IFR Standard Instrument Departure (SID) Deviation, Private Pilot **Out of Tennessee**

Phoenix TRACON (P50)

The Cessna 182 did not fly the MESA 1 departure as published. There was no loss of separation, but a **Brasher was issued.**

**D'oh!**



5/3

IFR Altitude Deviation, Private Pilot **Out of Indiana**

Albuquerque Center (ZAB)

The Albuquerque Center Controller observed the Cessna 182 pilot was above his or her assigned altitude and asked the aircraft to verify their flight level. The Cessna pilot responded, "We're descending back down."

The pilot had made an unauthorized climb to 7,300 feet which resulted in a loss of separation with another aircraft who was level at 8,000 feet. **A Brasher was issued.**

**D'oh!**



## CLASS DELTA AIRSPACE DEVIATIONS (5)

Entering Class Delta Airspace Without First Establishing Two-Way Radio Communication

4/8

ATP/CFI Pilot **Out of Texas**

Phoenix Deer Valley (DVT)

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

4/8

Student Pilot

Phoenix Deer Valley (DVT)

The pilot deviation was reported by DVT when the Cessna 172 pilot entered the DVT Class Delta Airspace without first establishing two-way radio communications. There was no loss of separation.

4/27

Commercial Pilot **Out of Idaho**

Phoenix Deer Valley (DVT)

The Cessna 180 pilot entered the DVT airspace from the north without first establishing two-way radio communications with ATC. The aircraft made a turn to the NE and exited the airspace and appeared to land at Carefree Sky Ranch. No aircraft were impacted, and no traffic advisories were required. The aircraft information was obtained via ADS-B.

4/28

Commercial Pilot **Out of Ohio**

Phoenix Deer Valley (DVT)

The Cessna 182 pilot entered DVT's class D airspace from the east at the pattern altitude of 2500' MSL. The pilot never made contact with DVT and became in conflict with multiple aircraft in the airspace. He or she exited the airspace to the southwest.

4/29

**Commercial/CFI Pilot Out of Washington**

**Mesa Falcon Field Airport (FFZ)**

The RV8 pilot entered the FFZ airspace from the east without clearance from ATC. The controller reached out and was able to get in contact with the aircraft. The pilot was instructed to enter a left downwind for the runway. Approaching midfield, the pilot executed a 360° turn on his or her own. Instructions were given to other aircraft to avoid the RV8.

## CLASS CHARLIE AIRSPACE DEVIATION (1)

Entering Class Charlie Airspace Without First Establishing Two-Way Radio Communication

4/29

**Private Pilot**

**Tucson TRACON (U90)**

The pilot deviation was reported by the Tucson RAPCON when the Cessna 172 pilot never contacted Tucson Departure as instructed by Ryan Tower and violated the Tucson Class Charlie Airspace while en route to Marana (AVQ).

## RUNWAY INCURSIONS (7)

4/6 – Entering the Runway Without Authorization

**Commercial/CFI Pilot**

**Prescott Airport (PRC)**

The pilot deviation was reported by Prescott ATC when the Cessna 172 pilot entered a runway without authorization. Ground control **issued the Brasher warning**. There was no loss of separation.

4/10 – Started Takeoff from Runway without Authorization

**Private Pilot**

**Goodyear Airport (GYR)**

The pilot deviation was reported by the Goodyear ATC when the Cirrus SR20 pilot began its departure roll without ATC authorization while another aircraft was departing from an intersection farther down field.

4/11 – Started Takeoff from Runway without Authorization

**Private Pilot Out of Nevada**

**Phoenix Deer Valley (DVT)**

The Cirrus SR22 pilot began a takeoff roll without ATC authorization, resulting in a loss of separation with another aircraft crossing the runway. The controller had issued the SR22 a “line up and wait” instruction with a good readback. Ground control had coordinated for an aircraft to cross the runway which the controller had approved. The aircraft was crossing the runway when the SR22 began the takeoff roll. The controller instructed the SR22 to stop, and the pilot read back, “Cleared for takeoff.” The controller again instructed the SR22 to stop, and the aircraft stopped prior to the next intersection.

4/12 – Landing On the Wrong Surface

**Private Pilot Out of California**

**Phoenix/Mesa Gateway (IWA)**

The deviation was reported by Gateway ATC when the Grumman Tiger pilot was cleared to land on Runway 12R, but was observed landing on Taxiway Bravo, and overflying an aircraft on the taxiway.





#### 4/12 – Taxied Past the Runway Hold Short lines

**Military Pilot**

**Tucson International (TUS)**

The F16 was instructed to hold short of Runway 22, and the pilot read back the hold short instructions, but later crossed Runway 22 without authorization. No other aircraft were involved.

#### 4/17 – Taxiing onto the Runway without Authorization

**ATP Pilot**

**Prescott (PRC)**

The Cessna 337 pilot was instructed to hold short of the runway, and it was observed by both the Ground Controller and the Operations Supervisor to be pulling past the hold bars and continuing into the runway. The controller had a Cessna 172 on final for the same runway that they had to send around. **A Brasher was issued.**

**D'oh!**



#### 4/19 – Driving Onto a Runway without Authorization

**Airport Vehicle –Pilot Certification NOT Required**

**Mesa Falcon Field (FFZ)**

An airport vehicle crossed the runway Hold Short Lines without authorization resulting in the need to send an aircraft on final to go around.



## AIR TRAFFIC CONTROL INSTRUCTIONS (1)

**Failure to Follow Air Traffic Control Instructions**

**4/16**

**Commercial Pilot Out of New Mexico**

**Phoenix Deer Valley (DVT)**

The IFR Bonanza pilot, contacted the DVT south controller approximately 3 miles southeast of the airport inbound at 5000', and descending. The south controller instructed the pilot to begin a left turn and enter right downwind for runway 7R. The pilot read back the instruction but omitted the runway assignment. The Bonanza continued inbound directly toward the airport, and the controller instructed the pilot to widen out to the southwest, to which the pilot turned northbound into the north controller's airspace. The south controller instructed the pilot to maintain at or above 3000', make left traffic and the tower would call the aircraft's base turn. The pilot didn't fully acknowledge the instruction. Without approval from the south controller, the pilot turned base leg approximately 3 miles from the airport. The south controller then cleared the Bonanza to land on runway 7R and issued "go-around" instructions to the preceding aircraft on about a 1 mile final, to ensure proper separation would exist at touchdown. The Bonanza landed on runway 7R, exited the runway and taxied to parking without further incident. **A Brasher was issued.**

**D'oh!**



# RESTRICTED AIRSPACE (1)

## Entering Restricted Air Space Without Authorization



4/19

ATC/CFI Pilot

Albuquerque Center (ZAB)

The Marchetti S211 pilot had been cleared to fly in the GLOBE ATCAA at 15,000 feet to FL310. The Marchetti, who was at 16,800 feet, violated restricted area **R2310B**, which was active 17,000 feet and below. When advised of the violation, the Marchetti turned out of, and climbed above the restricted area. **A Brasher was issued.**

D'oh!

