



The THUNDER *Word*

Thunderbird Field EAA Chapter 1217 March 2025 Scottsdale, AZ

PRESIDENT'S CORNER

Greetings from my corner of the hangar! At our January Chapter meeting Lyle Parker talked about his adventures building and flying his AirCam. Lyle even taxied his plane over from its hangar so folks could get a up-close look at it.

After decades of giving Pitts Special checkouts at Scottsdale Airport Budd Davison has decided to retire. He sold his plane to the Pitts Museum at Pegasus Airpark. Initially there was talk that he would be stuffed and mounted with the plane but it turned out to be a rumor. People from all over the world came to learn his way of flying and more importantly land a Pitts. Truly the end of an era.

Last month the Philippine Mars did its final landing at Lake Pleasant. There has been a hardworking crew taking it apart much faster than I thought they would. All four engines, flight controls, vertical stabilizer, tip floats, and now the outboard left wing have been removed and hauled to Tucson. If you want to visit at the lake you might want to do it soon. It is located at the west side boat launch ramp.

See you at the March meeting!

Curtis

MARCH CHAPTER MEETING

The March meeting of Thunderbird Field EAA Chapter 1217 will be held on Wednesday, March 19th. Join us at 6 pm for dinner; then the speaker starts at 7 pm. The location is the Barrio Restaurant in the Deer Valley Airport Terminal Building. This month's speaker is FAA FAST Team Manager Ernie Copeland who is going to be talking about avoiding rotor wash. When most of us learned to fly there were no hard and fast rules on Helicopter/Aircraft separation. You

just did what felt right. There has been a bunch of rotor wash accidents recently so we are going to look into what happened and how you can avoid being a big black smoking hole.

Guests are always welcome

67th CACTUS FLY IN

Saturday March 8th was the date for this years Fly In at Casa Grande Airport. The day before was low clouds and rain and the question on everyone's mind was would anybody show up on Saturday.

Saturday was clear skies after the front passed the night before although it was a little chilly. There was a good turn out of airplanes from Arizona but most planes to the east and west decided not to take a chance. There was a Saturday evening buffet in the terminal for the first time in many years. Awards for Peoples Choice went to Chapter Member Mike Evans for his Champ. The Pilots Choice/Grand Champion was a blue Fairchild 24R from Belen, New Mexico that had to fly through a snowstorm to get there.



Chapter member Pat McGarrys Super Chipmunk at Cactus Flyin



New member Candace Prewitt and her husband Virgil at Cactus Flyin



Chapter member Shanley Olson first time at Flyin volunteered parking airplanes and at 99s booth



Chapter member Bob O'Gradys Starduster II



Cactus Grand Champion Fairchild 24

NEW MEMBERS

At the February meeting we had two new folks join our Chapter. Candace Prewitt is working on her private pilot license and Konred Pelenik is just finishing up his CFI. Welcome aboard!!

APRIL FLEA MARKET

We will be having an aviation flea market at Deer Valley on Saturday April 12th before it gets too hot. We plan sell lots of items that have been graciously donated to the chapter. You are also encouraged to bring a table to sell off those excess treasures that are clogging up our hangars, garages and workshops.

The event will be taking place at hangar 57-01 in the shade from 10am-2pm. To participate bring a table and some change, everyone will be responsible for there own stuff. Some help is defiantly to set up, price and ride herd on things. If you can help email eachapter1217@aol.com.

MAYDAY-MAYDAY FLYIN/DRIVEIN BBQ

Saturday, May 5th, 1100-1400 will be the date & time for the annual Thunderbird Field EAA Chapter 1217 MAY DAY FLY-IN/DRIVE-IN. Deer Valley north side wash rack.

LAST F-16 FLIGHT AT LUKE

Last month was one of those moments in military aviation history that are hard to believe. After 42 years, the 56th Fighter Wing completed its final U.S. local training sortie with the F-16 and will now focus only on F-35 training. *The* final local training sortie with the U.S. F-16 Fighting Falcon at Luke Air Force Base, was on February 26, 2025. The last mission was flown by Lt. Col. Michael Ress, commander of the 309th Fighter Squadron "Wild Ducks," the last U.S. F-16 unit at Luke.



PLANES THAT NEVER MADE IT

The Piper PA-35 Pocono was an ambitious attempt by Piper Aircraft to enter the regional airliner market during the 1960s. Designed as a twin-engine commuter aircraft, the PA-35 was intended to compete with other small airliners of the time, such as the Beechcraft Model 99 and the de Havilland Canada DHC-6 Twin Otter. Piper envisioned the Pocono as a cost-effective and reliable solution for short-haul routes, catering to regional airlines and small operators in need of an economical aircraft for passenger transport.

The aircraft featured a low-wing configuration, providing excellent visibility for pilots and passengers while enhancing stability during

flight. It was designed to accommodate between 15 and 20 passengers, with a spacious and comfortable cabin. The Pocono was powered by two Lycoming TIO-720-B1A piston engines, each producing 400 horsepower. These turbocharged engines were chosen to offer good performance at varying altitudes while maintaining reasonable operating costs for regional carriers.

Development of the PA-35 began in the early 1960s, with the prototype making its first flight on May 13, 1965. Piper had high hopes for the aircraft, seeing it as a natural progression in their lineup, moving beyond smaller general aviation aircraft into the growing regional airline sector. The aircraft's design included retractable tricycle landing gear, a pressurized cabin, and modern avionics for its time, making it a promising contender in its category.

Despite its potential, the PA-35 project encountered significant difficulties. The performance of the prototype did not meet expectations, particularly in terms of speed and fuel efficiency. Additionally, the aircraft's weight and structural complexity presented engineering challenges, leading to concerns about its long-term viability. The market for regional airliners was also becoming increasingly competitive, with turboprop aircraft gaining favor over piston-engine models due to their improved reliability and lower maintenance costs.

In response to these challenges, Piper Aircraft considered modifying the design to improve its performance. However, financial difficulties and shifting priorities within the company led to the cancellation of the PA-35 program before it could reach production. The prototype remained the only example built, and no further development was pursued. Piper ultimately chose to focus on its successful line of general aviation aircraft, which had a more established customer base.

The failure of the PA-35 Pocono was a rare misstep for Piper Aircraft, which had otherwise built a strong reputation in the light aircraft market. While the aircraft never entered service, its development provided valuable insights for the company in terms of designing larger aircraft. The experience gained from the Pocono project influenced Piper's later designs, although the company never revisited the idea of a regional airliner.

Today, the PA-35 remains an obscure chapter in aviation history. The sole prototype, after years of storage, was eventually scrapped, leaving no surviving examples. Unlike other Piper models that became icons of general aviation, the Pocono faded into obscurity as an unrealized project.

Despite its lack of commercial success, the PA-35 Pocono represents an interesting attempt by Piper Aircraft to diversify its product lineup. Its ambitious design and intended role in regional aviation highlight the challenges of entering a competitive market.



Piper PA-35

GREEN ALICE GOES DARK

Washington electric plane startup halts operations in blow to green aviation.

Arlington-based startup Evation, which flew the first flight of its sleek all-electric airplane at Moses Lake in fall 2022, laid off most of its staff last week after failing to attract new funding, according to two employees who were among those cut.

“The company is pausing operations indefinitely,” said an engineer. “Most of the engineering team is gone.”

“We were all invested in the program. We hoped until the last moment that it would succeed,” said the other employee. “Very few folks are left.”

Both asked not to be named to protect future job prospects.

The Evation workforce was mostly in Arlington but with a small team in Israel, where the company was founded in 2015 before the move to Washington state.

The company shrank gradually through attrition from about 120 employees at first flight in 2022, down to about 70 people a year ago and then to about 30 before the layoffs

The main shareholder of Evation is Clermont Group, a collection of investment companies funded by New Zealand-born, Singapore-based billionaire Richard Chandler.

Clermont also owns Everett-based electric motor and battery-maker MagniX, which provided the motors that powered that battery-powered first flight in 2022.



This plane is half Comanche and half Malibu. Pressurized single. A friend of Curtis has it in a million pieces.

Pilot Deviations

1/10 Course Deviation

Commercial Pilot Certification

Albuquerque Center (ZAB)

The Lancair was flying southwest and the ZAB controller advised that they were south of course, and gave them several right turn instructions to avoid active restricted airspace, and the pilot responded that they were correcting, but they continued to fly south of course. The Lancair ultimately violated a 3-mile protected airspace of R2301E which

was active, and they were assigned a heading 280°, and the controller gave them a Brasher notice

1/22 Route Deviation

ATP Pilot Certification

Out of Colorado

Albuquerque Center (ZAB)

Cessna Citation departed PHX to the north via the ZEPER2 departure over MAYSA-RRSTA-GUILE and was cleared to FL260. Upon reaching MAYSA, the Citation turned directly to GUILE and violated the protected airspace of the BAGDAD MOA which was active at FL280 and below. The ZAB controller turned the aircraft to the right and then back to GUILE when clear of the MOA. The Citation had programmed their GPS erroneously. There was no loss of separation nor other issues, and the controller read them the Brasher statement.

1/29 SID Deviation

ATP Pilot Certification

Out Of California

Phoenix TRACON (P50)

The pilot deviation was reported by the Phoenix TRACON when the Embraer Phenom flew the wrong SID on departure.

1/29 Altitude Deviation

Military Pilot

Tucson TRACON (U90)

The pilot deviation was reported by the Tucson TRACON then the Military F16 climbed above his assigned altitude of 17,000 Feet.

2/9 Missed Approach Deviation

Unknown Pilot Certification

Albuquerque Center (ZAB)

The pilot deviation was reported by ZAB when the Cirrus pilot executed the missed approach procedures and crossed the way point AZEKE, but didn't enter the hold.

CLASS BRAVO AIRSPACE DEVIATIONS (7)

1/12 Entering Class Bravo Airspace Without First Having Authorization

Private Pilot Certification

Out Of South Carolina

Phoenix TRACON (P50)

The pilot deviation was reported by the Phoenix Tracon when the Cirrus departed Scottsdale and entered the Phoenix Class Bravo airspace without first obtaining authorization.

1/15 Entering Class Bravo Airspace Without First Having Authorization

Private Pilot Certification

Phoenix TRACON (P50)

The Cessna was VFR, and entered the Phoenix Class Bravo Airspace south of Sky Harbor without a clearance. A TRACON Controller issued the Brasher warning.

1/31 Entering Class Bravo Airspace
Without First Having Authorization

ATP/CFI Pilot Certification

Mesa Falcon Field (FFZ)

The pilot deviation was reported by the Falcon Field ATC when the Lancair entered the Phoenix Class Bravo Airspace without authorization

1/31 Entering Class Bravo Airspace
Without First Having Authorization

Commercial Pilot Certification

Phoenix Deer Valley (DVT)

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

2/3 Entering Class Bravo Airspace
Without First Having Authorization

Private Pilot Certification

Mesa Falcon Field (FFZ)

The pilot deviation was reported by the Mesa Falcon Field (FFZ) when the Mooney entered the Phoenix Class Bravo Airspace without authorization.

2/7 Entering Class Bravo Airspace
Without First Having Authorization

Private Pilot Certification

Phoenix TRACON (P50)

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

Glendale ATCT Issued the Brasher warning.

2/7 Entering Class Bravo Airspace
Without First Having Authorization

Private Pilot Certification

Out of Wisconsin

Phoenix TRACON (P50)

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

CLASS DELTA AIRSPACE DEVIATION (6)

1/15 Entering Class Delta Airspace
Without First Establishing Two-Way
Radio Communication

Private Pilot Certification

Phoenix Deer Valley (DVT)

A Cessna Cardinal entered DVT's airspace from the southeast and transitioned the entire south half of the airspace westbound never establishing radio communication, and exited the airspace to the southwest. The DVT Supervisor reached out to Luke RAPCON regarding the Cardinal, and Luke advised they would issue the Brasher, and have the Cardinal call DVT when they arrived at their final destination.

1/19 Entering Class Delta Airspace
Without First Establishing Two-Way
Radio Communication

Private Pilot Certification

Goodyear (GYR)

The Bell Jet Ranger flew through the Goodyear Class Delta Airspace without making radio contact, and another aircraft was given traffic to avoid the violator. The Jet Ranger was tracked on RADAR, and appeared to land at Pegasus Airpark (5AZ3). A Brasher was issued by Chandler tower.

1/22 Entering Class Delta Airspace Without First Establishing Two-Way Radio Communication

Private Pilot Certification

Out Of Colorado

Mesa Falcon Field (FFZ)

The pilot deviation was reported by Falcon Field Tower when the Cessna entered the Mesa Falcon Field Class Delta Airspace without first establishing Two-Way Radio Communications.

1/30 Entering Class Delta Airspace Without First Establishing Two-Way Radio Communication

Private Pilot Certification

Mesa Gateway Airport (IWA)

The pilot deviation was reported by IWA when the Cessna entered the Mesa Gateway Class Delta Airspace Without First Establishing Two-way Radio Communications.

2/3 Entering Class Delta Airspace Without First Establishing Two-Way Radio Communication

Private Pilot Certification

Scottsdale Airport (SDL)

The pilot deviation was reported by SDL when the Mooney entered the Scottsdale Class Delta Airspace Without First Establishing Two-way Radio Communications.

2/11 Entering Class Delta Airspace Without First Establishing Two-Way Radio Communication

Private Pilot Certification

Out Of Texas

Scottsdale Airport (SDL)

The pilot deviation was reported by SDL when the Piper Malibu entered the Scottsdale Class Delta Airspace without first establishing Two-Way Radio Communications.

RUNWAY INCURSION (7)

1/11 Entering A Runway Without Authorization

Private Pilot Certification

Phoenix Deer Valley (DVT)

The pilot deviation was reported by DVT when the Cessna crossed the Hold Short Line of the runway without ATC authorization.

1/16 Entering A Runway Without Authorization

Private Pilot Certification

Mesa Falcon Field (FFZ)

The pilot deviation was reported by FFZ when the Cessna crossed the Hold Short Line of the runway without ATC authorization.

1/16 Entering A Runway Without Authorization

Commercial Pilot Certification

Mesa Falcon Field (FFZ)

The Cessna was told by GC to hold short of runway, and A good read-back was obtained. They were told to monitor tower on 124.6, and after the aircraft switched to tower they rolled past the hold bars for the runway. The ground controller immediately noticed, and notified the Local Controller. A Piper was on a ¼ mile final. The controller gave go-around instructions to the Piper and it went around. A Brasher issued to the Cessna.

1/22 Entering A Runway Without Authorization

Student Pilot Certification

Phoenix Deer Valley (DVT)

The pilot deviation was reported by DVT when the Piper flown by a student solo landed on a runway without an ATC authorization.

1/23 Entering A Runway Without Authorization

ATP Pilot Certification

Out Of Mississippi

Tucson International (TUS)

The pilot deviation was reported by TUS when the Citation crossed the Hold Short Line of the runway without ATC authorization.

1/29 Entering A Runway Without Authorization

Military Pilot

Tucson International (TUS)

The pilot deviation was reported by TUS when the Military F16 entered the runway without ATC authorization. The F16 also entered a RWY/Taxiway without clearance.

1/31 Entering A Runway Without Authorization

Private Pilot Certification

Prescott Airport (PRC)

The pilot deviation was reported by PRC when the Cessna entered the runway without authorization.

FAILURE TO FOLLOW ATC INSTRUCTIONS (5

1/5 Not Complying With ATC Instructions

Private Pilot Certification

Out Of Oregon

Scottsdale Airport (SDL)

The Cessna was inbound to SDL from the north and was vectored towards SDL airport and told to report the airport insight. The pilot had difficulty seeing the airport and then had communication issues with the BILTMORE controller. The controller ended up vectoring the Cessna to the west and climbing them to 060. After this, the aircraft again could not be reached by the BILTMORE controller. The pilot then ended up on NAVAJO sector controllers frequency and westbound climbing to 060. The NAVAJO controller vectored the aircraft west and northeast for re-sequence into

SDL. Then the NAVAJO controller switched the aircraft back to the BILTMORE controller. The BILTMORE controller vectored the aircraft eastbound for sequence into SDL. The BILTMORE controller then cleared the Cessna for a visual approach into RWY 21 at SDL. Because of traffic the BILTMORE controller canceled the visual approach into SDL. The pilot then asked to cancel their IFR, because of minimum fuel and they needed to land. The BILTMORE controller then cleared the aircraft for the visual approach RWY 21 at SDL and switched them to the SDL tower. At this point the BILTMORE controller noticed the aircraft turning towards DVT. They told the SDL controller to switch the aircraft back to approach. The aircraft never came back to approach. The aircraft ended up on the DVT tower frequency. DVT received the IFR cancellation from the pilot and the aircraft landed at DVT. DVT also Brashed the pilot.

1/26 Not Complying With ATC Instructions

Commercial Pilot Certification

Out Of Virginia

Phoenix TRACON (P50)

The pilot deviation was reported by the Phoenix TRACON when the Beechcraft climbed above his assigned altitude of 7,000 feet. Resulting in a loss of separation with traffic at 8,000 feet.

1/27 Not Complying With ATC Instructions

Military Pilot

Tucson International (TUS)

The pilot deviation was reported by TUS when 4 - F16's were assigned to offset to the right for departure traffic, but the F16's didn't offset. This resulted in a conflict with departing traffic, and the departure traffic receiving a Resolution Alert (RA)

2/2 Not Complying With ATC Instructions

Commercial Pilot Certification

Phoenix Deer Valley Airport (DVT)

The Bonanza was inbound for RWY 25R, but lined up for 25L, A Piper was on final for RWY 25L, and at approximately a 1/2 mile final the pilot reported they were "cut off on final" by the Bonanza. The controller issued a go around to the Piper, and instructed to off-set to the left, and gave them an early left cross wind. The controller issued a go around for the Bonanza, and instructed to off-set to the right, and advised they appeared to have lined up for the wrong runway. The closest proximity was 0.03 NM and 0 feet vertical.

2/7 Not Complying With ATC Instructions

Unknown Pilot Certification

Out Of California

Phoenix TRACON (P50)

The pilot deviation was reported by the Phoenix TRACON when the Socata Turbo Prop didn't comply with several instructions to include heading, speed, and altitude assignments.

SPECIAL USE AIRSPACE DEVIATION

1/14 Using Special Use Airspace

Military Pilot

Los Angeles Center (ZLA)

The pilot deviation was reported by the Los Angeles Center when a Military F35 “spilled” out of SUA airspace without a clearance, and re-entering ATC delegated airspace, and ascending above assigned altitude without authorization. There was no loss of separation reported.

HOLDING PATTERN DEVIATION (1)

2/8 Holding Pattern

Military Pilot

Tucson Tracon (U90)

The pilot deviation was reported by the Tucson TRACON when the C130 did not enter the Aux-South Holding Pattern as published.

FEBRUARY 2025 AVIATION ACCIDENT & INCIDENT SUMMARY

Date: January 11, 2025

Source: FAA Incident

Location: Mesa Falcon Field (FFZ)

Type: Cessna Citation 510

Injuries: 1 Uninjured

Unk. Pilot Certification

Blown Tire

When the Citation landed it blew out a tire, and the aircraft was towed off the runway.

Date: January 12, 2025

Source: FAA Incident

Location: Avra Valley (AVQ)

Type: Piper PA-28-235

Injuries: 1 Uninjured

Student Pilot Certification

LOSS OF CONTROL LANDING

While landing the airplane ran off the runway, and there was no reported damage.

Date: January 13, 2025

Source: FAA Incident

Location: Near Tonopah (AZ85)

Type: Cessna 172

Injuries: 2 Uninjured

Private Pilot Certification

INFLIGHT POWER LOSS

The Cessna 172 declared an emergency due to a rough running engine, and loss of oil pressure. They made an off airport landing in a field 1 mile southeast of AZ85 There was no reported damage to the airplane.

Date: January 13, 2025

Source: FAA Incident

Location: Prescott (PRC)

Type: Cessna 172

Injuries: 3 Uninjured

Unknown Pilot Certification

TAIL STRIKE

The pilot reported a tail strike upon landing. There was no damage reported to the aircraft or the runway.

Date: January 17, 2025

Source: FAA Incident

Location: Douglass-Bisbee (DUG)

Type: Cessna 210

Injuries: 2 Uninjured

Unknown Pilot Certification

GEAR UP LANDING

The Cessna 210 made a gear up landing, and the extent of the damage was unknown.

Date: January 18, 2025

Source: APA Member, FAA Incident

Location: Prescott (PRC)

Type: Cessna 210

Injuries: 2 Uninjured

Commercial Pilot Certification

INFLIGHT LOSS OF POWER

The airplane lost power on approach to landing on Runway 03R at Prescott (PRC), and landed on a road 1200 feet short of the runway. There were no injuries or damage reported.

Date: January 19, 2025

Source: FAA Incident

Location: Mesa Gateway Airport (IWA)

Type: Cessna 182

Injuries: 1 Uninjured

Comm/CFI Pilot Certification

STRUCK TAXIWAY LIGHT

The pilot reported he struck, and broke a taxiway light. There was no damage to the airplane reported.

Date: January 21, 2025

Source: FAA Incident

Location: Prescott (PRC)

Type: Cessna 172

Injuries: 1 uninjured

Unknown Pilot Certification

LOSS OF CONTROL LANDING

While conducting touch and go landings the pilot went off the runway. There was no damage reported to the airplane or airport.

Date: January 22, 2025

Source: FAA Incident

Location: Mesa Gateway Airport (IWA)
Type: Piper PA-28-140

Injuries: 1 Uninjured

Private Pilot Certification

STRUCK AND DAMAGED CONSTRUCTION LIGHTS

While landing, the Piper struck, and damaged construction lights on the edge of the center runway. Damage to the airplane was unreported.

Date: January 24, 2025

Source: FAA Incident

Location: Eloy (E60)

Type: Skydiver

Injuries: 1 Fatality

No Pilot Certification Required

PARACHUTE MALFUNCTION

Parachute failed to open for unknown reasons, and didn't deploy reserve 'chute.

Date: January 25, 2025

Source: FAA incident

Location: Quartzsite, AZ

Type: Paraglider

Injuries: 1 Serious Injury

Pilot Certification Not Required

STRUCK A TREE

While flying the Paraglider the pilot struck a tree, and a branch impaled the pilot's throat causing serious injury. Damage to the Paraglider was unknown.

Date: January 25, 2025

Source: FAA Incident

Location: Goodyear Airport (GYR)

Type: Cessna 310

Injuries: 1 Uninjured

Commercial Pilot Certification

WINDOW BLEW OUT INFLIGHT

The pilot reported a window blew out in flight, and they returned to GYR, and landed without incident.

Date: January 25, 2025

Source: FAA Incident

Location: Mesa Falcon Field (FFZ)

Type: Piper PA-28-181

Injuries: 1 Uninjured

Student Pilot Certification

LOSS OF CONTROL TAXING

The solo pilot landed and tried to exit onto a taxiway at excessive speed, and went into the dirt. Ops.towed the aircraft to parking, and there was no damage to the airplane or airport

Date: January 27, 2024

Source: FAA, NTSB Incident

Location: Gila Bend Airport (GBN)

Type: Piper PA-28R-180

Injuries: 1 Uninjured

Unknown Pilot Certification

PROP STRIKE TAXING

During night operation while taxiing the pilot experienced a prop strike, and the damage was determined to be minor.

Date: February 1, 2025

Source: FAA Incident

Location: Eloy (E60)

Type: Skydiver With Wing Suit

Injuries: 1 Fatality

No Pilot Certification Required

WING SUIT MALFUNCTION

The skydiver with the wing suit on made a normal exit from the aircraft but the skydiver experienced an unknown malfunction.

Date: February 3, 2025

Source: ASN

Location: Mesa Falcon Field (FFZ)

Type: Mooney M20K 231

Injuries: 1 Uninjured

Private Pilot Certification

HARD LANDING

The airplane departed Phoenix Deer Valley (DVT) and subsequently made a hard landing at Mesa Falcon Field (FFZ), and had a prop strike. No other damage was reported.

Date: February 6, 2025

Source: ASN

Location: Grand Canyon Airport (GCN)

Type: Cessna T207 Turbo Stationair 8

Injuries: 1 Uninjured

UNK. Pilot Certification.

NOSE GEAR COLLAPSE

The aircraft suffered a nose gear collapse on departure.

Date: February 8, 2025

Source: ASN

Location: Chandler (CHD)

Type: Piper PA-28-160 Cherokee

Injuries: 2 Uninjured

Commercial Pilot Certification

LOSS OF CONTROL LANDING

The aircraft was performing touch and go landings when the pilot lost control of the aircraft, and went off the runway, and ground looped. There was no report of damage to the aircraft.

Date: February 8, 2025

Source: FAA Incident

Location: Tucson Ryan Field (RYN)

Type: Cozy III

Injuries: 1 Uninjured

Commercial/CFI Pilot Certification

GEAR UP LANDING

The pilot landed gear up. After coming to a stop, the pilot got out and

reconfigured the landing gear and taxied to parking without assistance. There was no aircraft or airport damage reported.

Date: February 9, 2025

Source: ASN, FAA

Location: Near Salome, AZ

Type: Cessna 140

Injuries: 1 Minor Injuries

UNK. Pilot Certification.

INFLIGHT LOSS OF POWER

While in flight the aircraft experienced engine issues, and in the process of making an emergency off airport landing the left wing clipped a tree during the landing. The extent of damage was substantial.

Date: February 10, 2025

Source: APA Member, ASN, FAA, NTSB

Location: Scottsdale Airport (SDL)

Type: Lear Jet 35A

Injuries: 1 Fatality, 2 Serious Injuries, 1 Minor injury, 1 Uninjured

ATP Pilot Certification

LOSS OF CONTROL LANDING

The aircraft departed Austin-Bergstrom International Airport, and during the landing at Scottsdale, the Lear Jet veered off the runway, and struck a parked Gulfstream 200. During the landing the left main landing gear

detached from the airplane which resulted in the runway excursion.

Date: February 13, 2025

Source: APA Members, ASN

Location: Buckeye Airport (BXK)

Type: Technam P2010

Injuries: 3 Uninjured

UNK. Pilot Certification.

LOSS OF CONTROL LANDING

The TECNAM P2010 departed Scottsdale airport, and experienced a runway excursion during the landing at Buckeye airport. The aircraft experienced minor damage.

Date: February 16, 2023

Source: ASN

Location: Near Flagstaff

Type: Cessna T210 Centurion

Injuries: 2 Uninjured

UNK. Pilot Certification.

INFLIGHT LOSS OF POWER

The airplane departed Sun Valley Airport, and the airplane experienced engine issues near Flagstaff, and made a safe emergency landing in a field.

Date: February 19, 2023

Source: ASN

Location: Marana (AVQ)

Type: Lancair 360 MK II

Injuries: 2 Fatalities

UNK. Pilot Certification.

MID AIR COLLISION

The experimental Lancair 360 Mk II, was a kit built by Michal S.Reinath, and was performing circuits, and a Cessna 172S Skyhawk SP were involved in a mid-air collision over Marana Regional Airport (AVQ). The Lancair departed Eagle Roost Airpark (27AZ), destined for Marana Regional Airport, and was performing circuits at 2100 ft, and the Cessna was on final approach to runway 12 with the Lancair closing in on the Cessna. After landing, the Cessna appears to have initiated a takeoff with the Lancair going around until both data points merge just southeast of the runway. The Lancair crashed and both occupants perished. The Cessna was able to continue and landed safely after completing a traffic pattern.

Date: February 19, 2023

Source: ASN

Location: Marana (AVQ)

Type: Cessna 172S Skyhawk

Injuries: 2 Uninjured

UNK. Pilot Certification.

MID AIR COLLISION

A Cessna 172S Skyhawk SP which had departed Chandler Municipal Airport (CHD), and a Lancair 360 were involved in a mid-air collision at Marana Regional Airport (AVQ). The ADS-B data suggests a Lancair 360, and a Cessna 172S were involved. Both aircraft were on final approach to the runway at AVQ

with the Lancair closing in on the Cessna. After landing, the Cessna appears to have initiated a takeoff with the Lancair going around until both data points merge just southeast of the runway. The Lancair crashed while the Cessna was able to continue, and landed after completing a traffic pattern.

Thunder Ads

AIRPLANE MOVER FOR SALE

Gasoline powered.

Terry Emig 520=705-8385

CURTIS F11C-2 "GOSHAWK"

Built by John Pike. R-1340 (600 HP). Less than 120 hours TT since new. Becker com & txpdr, Garmin ADS-B, 20 gal smoke tank, 102 gal fuel, <https://CaptainBillyWalker.com>
480-773-2823

LONGEZ AND SONEX Two airplanes for sale at Thunder Ridge air park (AZ28), a 180hp LongEz and a 120hp Sonex. Contact Bertha Partin at bmartin@gmail.com

COOL PLANES FOR SALE Only flown by little old ladies to church on Sundays.
<http://captainbillywalker.com/aircraft-for-sale/aircraft-for-sale>

THATCHER CX-4 PLANS & MANUAL New, never used, donated to our Chapter. Curtis
602-710-4494

RV-4 PARTIALLY BUILT KIT \$13,500
Lycoming O-290-D2, kit for \$3,000 or \$16,000 for both. Wanda Refrow 602-843-9862
w7lov@cox.net

LYCOMING O-360 A1A Engine built up for RV project never completed. Invested \$50,000. Price very firm at \$25,000. Martin Del Giorgi delgiorgidelgiorgi@gmail.com

Chapter member owned. R & E Cooler Service
800-657-0977 www.oilcoolersvs.com

FLIGHT INSTRUCTION, ETC. Airplane:
Private: Commercial, Instrument, ATP, ME;
and Lighter than Air: Private and Commercial.
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