



MEETING MINUTES

Wednesday, Jan 18,
2023

Meeting called to order at
12:00 PM by Cary Grant

Attendance (74):

Jim Anderson, Baron Benham, Tim Burgoyne, Mauro Castro, Joachim Chevallier (Chevallier-Toro), Ernest Copeland FPM SDL FSDO, Phil Corbell, Edward Daror, Garrett Dauphars, Neil Davison, David Alan Day, Sonny Durante, Ron Dziagwa, Larry Erdman, Eric Fahrner CAE Flight Safety, Ed Faron, Pam Fazzini, Jill Gallo, Janie Goh, Cary Grant, CW4 Chris Hammond, Pete Hermes, Samuel Holmes, David Horvath, Ty Howard - DVT ATM, Shawn Huff, Tino Ilioi, George Jenson, Phil Jossi, Bob Katz, John Keith, James Kennedy, David Kitts-CAU, Alexander Kocksch, Brian Koeneke, Richard Lee, James Manzo, Timothy Marshall, Matatu, Randell Meyer, Gear Misner, Bob Mittelstaedt, Kristina Napier, David Newcombe, Jack Ogle, Kevin O'Hara, Fairfax O'Riley, James Price, Kimberly Prodan, Mitchell Raab, Charles Roach, Brian Roggow, Angel Salazar, Tito Sanchez, John Santarossa, Matt Schorman, Travis Simonson-Ruminski, Henry Skinner, Brian Stamper, Larry Steck, Ron Tahtinen - Luke RAPCON, Andrew Taussig, James Timm, Craig Tompkins - SDL FSDO FPM, Stanley Trachta, Lee Unger, Jan Vanderark, John J. Varljen, Daniel Von Flue, Rick Whitaker, Paul Wiley, Samuel Wils, Lawrence Wippman, & Terri Wolcott

Treasurer Report – James Anderson:

Income Fundraising (Ways and Means) Fundraising Event (APA Sponsor): \$606.57

Total Income: \$606.57

Expenditures Total Expenditures \$0.00

Opening balance as of December 1st, 2022: \$12,336.81

Balance on hand as of December 31st, 2022: \$12,943.38

Aviation Safety Advisory Group of Arizona Balance: \$12,943.38

Banquet: At the time of the meeting, we had sold 2 tables, with 1 table sale pending. Individual tickets sold as of the time of the meeting were 16. To break even, we need to sell 6 tables (at \$625 ea.) and at least 60 individual tickets (at \$65 ea.).

Donations: Aerial Engagement (\$990 value), Aircraft Spruce, CAU, APS, AOPA (mug and backpack), Tyler (ride).

If we don't reach our break-even goal of 6 table and 60 individual tickets by Sunday, Jan 22, we will need to cancel the banquet.

The Treasurer Report was approved by the membership.

Secretary Report – James Price: The **December 2022** Minutes were approved the membership.



LASER Strike report – Ernie Copeland

Police and Sheriff representatives were not available this month.

Ernie Copeland, Scottsdale FSDO reported: In the FISCAL year, which started October 1, 2022 – through Jan 3, 2023, there were 112 Laser Strikes in Arizona.

Very few UAS encounters were reported.



Balloon Update – Neil Davidson

There was a balloon meeting Jan 17, 2023.

Commercial Balloon pilots will need a medical if exercising professional privileges.

Balloon instructors with a commercial rating do not need a second class medical to instruct.



The 12th annual Arizona Galloon Classic will be held Feb 3 -5 at the Goodyear Ballpark, 1933 S. Ballpark Way, Goodyear, AZ. Friday: 4:00 pm – 9:00 pm, Saturday: 7:00 am – 9:00 pm and Sunday: 7:00 am – 1:00 pm. See <https://abcfest.com/> for more information.

Arizona National Guard, Aviation – CW4 Hammond



Picacho Class D approval for Picacho ARNG (PCA) is pending approval. It is a very slow progress (1 to 2 years).

We urge pilots to treat this area as if it were Class D airspace. Tower frequency is 126.2

Air Traffic Control – Super Bowl LVII (Sunday, Feb 12, 4:30 pm MST)

Phoenix TRACON (P50) Matt Schorman:

In preparation for Super Bowl LVII, all the controllers are in the process of being trained. During the Super Bowl, Flight following will be available on a case-by-case basis.

The TFR will be active one hour prior until one hour after the Super Bowl.

For more information, [CLICK HERE](#)

Ron Tahtinen (Luke RAPCON) – Super Bowl: After Friday afternoon, Feb 10, Luke aircraft will not fly. Luke missions will resume on Monday, February 13.



Phoenix TRACON (P50) Matt Schorman: Avoid 4,000' – 7,000' in the Carefree area. Jet arrivals occupy 6,000 to 15,000.

Ty Howard (DVT): *Aeroguard* is under new leadership. There is more communication between ATC and the flight schools. Pilot / Controller forums help to increase information. This outreach is working. The revised taxi procedures instructions, "Taxi 07R at C3 via Delta, Delta4, Charlie have reduced the C3/07R," has reduced runway incursions. The meetings have also created a decrease in pilot expectation bias.

Mid December 2022 – Mid January 2023 Accident

Report and Pilot Deviation Summary – Jim Timm & Craig Tompkins



All aircraft photos are representative of the accident/incident Make and Model. They **are not** photos of the aircraft involved.



ACCIDENTS AND INCIDENTS

The following are the reports of aviation accidents, and incidents that have occurred in Arizona from mid-December 2022 through mid-January 2023. 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 too good because the number of accidents/incidents had increased a bit from last month, but most important, no one lost their life in any of the occurrences, and nobody got hurt. 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 better suites our purpose of trying to get an idea of what is happening out there so we can help make flying safer.



Date: December 18, 2022 LOSS OF CONTROL LANDING – No Pilot Info

Location: San Manuel

Type: Piper PA28-181 Archer

Injuries: 3 Uninjured

The Piper Archer departed Chandler Municipal airport on a training mission and during a landing at San Manuel Airport, the pilot lost control of the aircraft and it veered off the runway and impacted the left wing on a dirt berm. The damage was deemed to be substantial.

Source: ASN, FAA, NTSB



Date: December 19, 2022 LOSS OF CONTROL LANDING – Private Pilot

Location: Benson (E95)

Type: Cavalon Autogyro

Injuries: 1 Unknown Injuries

During landing the pilot lost control when the nose gear collapsed, and the aircraft rolled onto its side. The extent of damage was undetermined. The pilot in command was not current with his Medical or Flight Review. Source: FAA



Date: December 22, 2022 LOSS OF CONTROL LANDING (Incident) – Student Pilot

Location: Falcon Field FFZ

Type: Piper PA28-181 Archer

Injuries: 1 Uninjured

The aircraft landed on RWY 4R and braked too hard and lost control of the aircraft and went into the dirt next to the runway. The aircraft was undamaged, and an airport inspection did not disclose any damage to signs or runway lights. The student was able to restart the airplane and taxi back to the ramp.

Source: FAA



Date: December 23, 2022 LOSS OF CONTROL LANDING (Incident) – Student Pilot

Location: Falcon Field (FFZ)

Type: Piper PA28-181

Injuries: 1 Uninjured

The Piper Archer was cleared to land on RWY 4L and upon landing the aircraft veered off the runway and into the dirt between the runways. No injuries were reported nor was there any damage reported to the aircraft, or the runway lights or signs. The aircraft was towed back to the ramp. Source: FAA



Date: December 26, 2022 LOSS OF CONTROL LANDING – Commercial/CFI Pilot

Location: Payson

Type: American Scout 8GCBC

Injuries: 1 Uninjured

On a local flight the pilot lost control of the aircraft during the landing, damaging the wing and fuselage. The right landing gear collapsed, right wing struts were bent, and the right wing was bent.

Source: ASN, FAA, APA Member



Date: December 28, 2022 LOSS OF CONTROL LANDING (Incident) – Student Pilot

Location: Deer Valley (DVT)

Type: Cessna 172RG

Injuries: 1 Uninjured The landing gear collapsed during a landing on RWY 25L at Deer Valley Airport (DVT). The damage was minor. Source: FAA



Date: January 8, 2023 LOSS OF CONTROL LANDING (Incident) – Unknown Pilot certification

Location: Scottsdale (SDL)

Type: Cessna 172

Injuries: Unknown Number

The Cessna 172 was cleared to land on RWY 21 at Scottsdale Airport (SDL). While landing, the pilot lost control and veered off the runway and into the rocks during the landing roll. They taxied thru the rocks and onto the taxiway and came to a complete stop. The controller asked if they needed any further assistance, to which the pilot stated she did not. The pilot then taxied to the ramp under their own power. No injuries or damage to the aircraft or airport was reported. Source: FAA



Date: January 10, 2023 TAXIED INTO A POLE NEAR THE RAMP (Incident) – Unknown Pilot Certification

Location: Wickenburg (E25)

Type: Cessna 172

Injuries: 1 Uninjured The right wing of the Cessna 172 struck a pole while taxiing in the ramp area at the Wickenburg Airport. The extent of the damage was unknown. Source: FAA



Date: January 12, 2023 TAIL STRIKE LANDING (Incident) – Unknown Pilot Certification

Location: Prescott (PRC)

Type: Cessna 172

Injuries: 2 Uninjured

The Cessna landed at Prescott Airport and in the process of landing the tail struck the surface of the runway. They proceeded to the ramp without further incident and reported minor damage to the tail of the aircraft. The Airport OPS reported no damage to the runway, and the extent of damage to the aircraft was unknown. Source: FAA

PILOT DEVIATIONS (15)

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 time period from December 9 thru January 13 there were fifteen pilot deviations recorded by the FAA SDL FSDO. These deviations were committed by pilot certificate levels from Private thru ATP/CFI, and of these fifteen deviations made, there was a need to issue **five Brashers**. This month there were also six out of state pilots, and one from Mexico that committed the deviations. The number of deviations reported were down for this period.



Note, a controller will issue a Brasher notification when further FAA action will be taken, and the controller is thus giving the pilot the opportunity to make note of the occurrence and collect their thoughts for their future interaction with Flight Standards. Pay attention to ATC instructions and follow them, and if you cannot comply, tell ATC why you cannot. Just do not do something without advising them, and always be aware of what type of airspace you are flying in, or may be about to enter, and what may be expected of you. Always fly with care and forethought.



Maj Gen Jack R.
Brasher

In summary, the general aviation deviations this reporting period are:

- Five IFR Deviations
- One Class Alpha Airspace Deviation
- Two Class Bravo Airspace Deviations
- Four Class Delta Airspace Deviations
- One Air Traffic Control Instruction Deviation
- One Runway Incursion
- One Surface Incident

IFR DEVIATIONS (5)

12/11, Albuquerque Center (ZAB) . . . IFR Altitude, Commercial Pilot/CFI/Texas

At 2207, the aircraft checked in with the Albuquerque Controller that they were climbing out of flight level (FL) 060 for 070 and the controller told the pilot to expect to level at 070 for a few minutes. At 2209, traffic was issued to the aircraft that a Cessna was coming from the opposite direction at FL 080. At 2209:51, the aircraft appeared to be climbing out of FL 072 and the controller confirmed that they were remain level at FL 070 – which the pilot replied they were level at 070. The controller replied, “I show you still climbing, descend and maintain FL 070”. The pilot replied, “we are going back down”. At 2210:15, the aircraft appeared to be at FL 074, and the controller issued a traffic alert.

12/27 IFR Speed/STAR, Albuquerque Center (ZAB) – Commercial Pilot/Texas

The controller asked the pilot what his indicated speed was, and the pilot replied that he was doing 280 knots. The pilot was not complying with the assigned speeds on the EAGUL arrival which required the controller to vector the aircraft to maintain separation from another aircraft. **A Brasher warning was issued.**

12/30 IFR Altitude, Deer Valley Airport (DVT) – Commercial Pilot/Texas

The aircraft was observed descending below 3,400 MSL and into Deer Valley's Delta airspace. Phoenix TRACON had instructed the pilot to remain at or above 3,400 MSL before they had exited the Phoenix Class Delta airspace. However, the aircraft had descended to 2,500 MSL, and entered the DVT Delta Airspace. The aircraft had been "tagged" for the GPS-D approach to Scottsdale (SDL). DVT tower called the SDL tower and asked them to **issue a Brasher to the pilot**.

12/30 IFR Route, Phoenix TRACON (P50) – Commercial Pilot/Texas

The Citation was turned to a 050 heading to join the localizer for RWY07R and was cleared for an ILS approach. The aircraft flew through the final approach course and neared the final approach course for RWY08. The aircraft rejoined the localizer from the north side and landed on RWY 07R without incident. PHX tower was going to issue the **Brasher warning** but missed it, and they had an FBO issue it.

1/3 IFR Route Unknown, Phoenix TRACON (P50) – Unknown Certification/Nevada

The aircraft did not fly the KEENS TWO DEPARTURE out of Phoenix (PHX) as published which resulted in a loss of separation with a subsequent departure. The closest proximity was: 2.93 NM and 800 feet vertical. The incident was a possible Near Mid-Air Collision (NMAC).

CLASS ALPHA AIRSPACE DEVIATION (1)

12/12 Entering Class Alpha Airspace Without Authorization, Albuquerque Center (ZAB) – Military Pilot

The aircraft called Albuquerque Center, with a request. By the time the Albuquerque Center Controller answered the aircraft, it was at 18,300 feet, and still climbing, and requesting an IFR clearance. The aircraft had made an unauthorized climb into Class Alpha Airspace to 18,600 feet before receiving an IFR clearance to do so. The event occurred near San Manuel, and **a Brasher was issued**.

CLASS BRAVO AIRSPACE DEVIATION (2)

12/17 Entering Class Bravo Airspace Without Authorization, PHX TRACON – ATP/CFI Pilot

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

1/7 Entering Class Bravo Airspace Without Authorization, PHX TRACON – Commercial Pilot/Idaho

The aircraft had departed Falcon Field (FFZ) westbound and the pilot called the TRACON Willy Sector for flight following, but unfortunately, he had already entered the Bravo Airspace at 6,000 MSL.

CLASS DELTA AIRSPACE DEVIATIONS (4)

12/11 Entering Class Delta Airspace Without First Establishing Communication, Scottsdale Airport (SDL) Tower – Private Pilot

The aircraft entered the SDL Class Delta Airspace from the south at 3,000 ft. MSL and exited on the west side of the Class Delta. The aircraft had flown through the RWY 21 departure corridor, forcing the SDL Controller to hold his IFR-released aircraft on the ground until the errant aircraft had cleared the area. The aircraft's callsign was obtained via ADS-B.

12/13 Entering Class Delta Airspace Without First Establishing Communication, Scottsdale Airport (SDL) Tower – Private Pilot

The aircraft entered the SDL Class Delta Airspace 4 miles west of the field, prior to establishing two-way radio communications. As a result, a Beechjet flying IFR in the Delta airspace reported receiving and

responding to a TCAS alert. The offending aircraft was at 3,400 ft. MSL, and BE40 was at 3,700 ft. MSL at the time of the TCAS alert.

12/16 Entering Class Delta Airspace Without First Establishing Communication, Deer Valley (DVT) Tower – Private Pilot

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

12/31 Entering Class Delta Airspace Without First Establishing Communication, Scottsdale Airport (SDL) Tower – Private Pilot

The SDL Tower Controller observed an airspace violator entering the SDL Class Delta Airspace from the east on a 1200 code and indicating an altitude of 3,700 MSL. The errant aircraft's ADS-B signal indicated a callsign for the aircraft, and the controller reached out to the aircraft but got no answer. Another controller in the tower called the Deer Valley Airport (DVT) tower, but DVT advised they didn't have the aircraft on frequency. The SDL Controller held IFR departures for approximately 4 minutes to allow the errant aircraft to clear the IFR departure corridor. Later the DVT controller called SDL back, and confirmed they had the errant aircraft on frequency, and advised the aircraft was landing at DVT, and **DVT issued the Brasher warning**. The pilot called SDL by phone later, and advised they were on frequency with the PHX TRACON.

AIR TRAFFIC CONTROL INSTRUCTIONS (1)

12/20 Failure to follow the Air Traffic Control Instructions, Deer Valley (DVT) – Unknown Pilot Cert

The pilot deviation was reported by the DVT Tower when an aircraft overshot his turn to final and conflicted with another aircraft.

RUNWAY INCURSION (1)

12/9 Entering a Runway Without Authorization, Tucson Airport (TUS) – Unknown Pilot Cert/Mexico

The deviation was reported by the Tucson Tower when the aircraft entered Runway 21 without ATC authorization.

SURFACE INCIDENT (1)

1/4 Vehicle Entering a Movement Area Without Authorization, Phoenix Sky Harbor (PHX) – Pilot Certificate not Req'd

An airlines tug entered taxiways Delta, Tango, and Sierra without ATC authorization.



NEAR MIDAIR COLLISIONS (NMAC's) (4)

There were four Near Mid Air Collision incidents reported during the period from December 9, 2022 thru January 13, 2023.

December 7, 2022 a NMAC was reported between an Air Force A10 and a Cessna Citation in the Tucson area. The Citation passed in front of and below the A10. It was not reported how close the encounter was.

December 14, 2022 in the Phoenix area, a military F35 had to take evasive action to avoid another unidentified aircraft.

December 20, 2022 In the Phoenix area, a NMAC was reported between a Piper Seminole and a Cessna 172. As the C172 was passing behind the Seminole he reported the MNAC.

January 3, 2023 A Beechcraft Premier 1 Jet departed Phoenix Sky Harbor (PHX) on the KEENS 2 departure. A Cessna Citation departed PHX on the ZEPER 2 departure immediately after the Beechcraft. When the Beech checked in with the Navajo sector controller, they stated that they were on the SID, and then stated that the tower issued them runway heading and requested instructions from the departure controller. The Navajo sector controller issued the Beechcraft direct IZZO. Since the Beechcraft did not fly the SID as published, this resulted in a loss of standard separation between the two aircraft., the Beechcraft Premier 1 Jet departed Phoenix Sky Harbor (PHX) on the KEENS 2 departure. Immediately after the Beechcraft, a Cessna Citation departed PHX on the ZEPER 2 departure. When the Beech checked in with the Navajo sector controller, they stated that they were on the SID, and then stated that the tower issued them runway heading and requested instructions from departure. The Navajo sector controller issued the Beechcraft direct IZZO. Since the Beechcraft did not fly the SID as published, this resulted in a loss of standard separation between the two aircraft.

Aviation Day at the State Capitol: Jim Timm

It was not very successful.

old Business



SCAUWG – (Southern California Airspace Users Working Group) <https://scauwg.org/> Update : Lee Unger & Cary Grant

SCAUWG met January 10, 2023.

City Councils in the Los Angeles area are increasingly powerful and pro-development. These councils are attempting to close airports.

Thanks to **Sydney Bradfield**, FAA WSA Spectrum Engineering Services, and **Patrick Carey**, SCAUWG Co-Founder Co-Chairman for their support of ASAG's air-to-air frequency project for Phoenix training areas.

Ron Berinstein, CFII, Director / Webmaster <https://scauwg.org/> :

Ron's work to promote Whiteman Airport is stellar.

EAA Chapter 40 is marking 10,000 Young Eagle flights.

<https://ktla.com/news/local-news/whiteman-airport-celebrates-10000th-free-flight-for-young-aviators/>

From Rex Mac Lean, ATCS Support Specialist, TWLA North OSG POC:

Airspace and Procedures South Team (AJV-W22)

Two charting change items were discussed at the January 10, 2023, SCAUWG meeting. Here are the “Charting Notices” concerning those changes:

https://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/media/VIS_22-03_CN_Depiction_of_Foreign_Data.pdf

https://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/media/VIS_22-02_CN_Revised_Charting_of_Private_Airports.pdf

Marana Update: Rick Whitaker

Not much progress on the safety actions we have been pursuing at Marana.

1. Galen Beem, Airport Manager, had said that the City of Marana was intending to include the “From the Flight Deck” and the “Near Miss” videos on the Airport website. He only lacked the links to these videos, and we sent him the links a few weeks ago. However, neither one can be found on the website. No explanation available as yet.
2. On a positive note, the airport website does list major milestone dates for the tower. The tower is shown for construction in 2024.
3. The Letter to Airman (LTA) effort, to address safety at Marana, has apparently hit an obstacle. Galen had agreed to publish such a document if we, the FAASTeam/FAA would help him with wording. Now we understand that the LTA should come out of Air Traffic Control, namely the Tucson TRACON. We know from a previous attempt, that the TRACON will only publish an LTA for an airport with a tower. Since we are attempting to improve safety at Marana BEFORE the tower is operating, this is now a “Catch 22” situation and we can’t get there from here unless 1) the FAA or 2) the TRACON has a change of heart – either the LTA can be issued by the airport or the TRACON would issue it before the tower activates.
4. Additional clarification: The TRACON has also been unwilling to add a cautionary note to the clearance statement for the GPS Rwy 12 approach. We had discussed this possibility with the TRACON, primarily to address the need for IFR/IFR practice approaches to merge with other traffic in the pattern – as opposed to “forcing their way” into the pattern.
5. Final alternative suggestions were for cautionary modification/additions to the AWOS message or Chart Supplement for Marana.
6. There was also discussion of the apparent conflict between our “From the Flight Deck” video and Marana’s the newly published Marana noise abatement procedures. Whereas the ASAG video prescribes a full 45 degree to right downwind approach to runway 30, the noise abatement procedure, although clearly stated as voluntary, calls for a right base approach to 30 from over the cement plant.

We expressed our concerns to Galen as follows:



- a. The video was prepared in complete concurrence and approval of the then airport manager, Steve Miller.
- b. Flight on the 45 to downwind would be at relatively low power settings, expected to generate low noise levels, unobjectionable to Gladden Farms.
- c. We consider the right base entry to be hazardous, increasing closing speeds to traffic in the pattern on the right downwind to 30.
- d. Showing a recommended right base entry to 30 will encourage pilots to use a left base entry to 12, which has been shown to be hazardous.
- e. As a final note, the “From the Flight Deck” procedures appear to meet the spirit of the recommendations for pattern entry as shown in AIM paragraph 4-3-3 and AC 90-66B.



Air to Air Frequency update: Lee Unger

Four Air-to-Air Frequencies for flight training areas in the PHX airspace

a. Aviation Safety Advisory Group of Arizona, Inc. (ASAG) <https://asagaz.org/> continues vetting the use of 123.30 MHz for air-to-air flight training operations particularly as it applies to Tucson Soaring Club at El Tiro Gliderport (AZ67) ; Arizona Soaring, Inc. at Estrella Sailport-E68; and Prescott Soaring at AC Goodwin Memorial Field -AZ86 who use 123.30 MHz for their soaring operations. If approved by the FCC, 123.30 MHz is expected to be in use for air-to-air communications for flight training operations in the Southwest quadrant of the Phoenix training airspace. ASAG considers being on the same frequency while operating in shared airspace of the Southwest quadrant, as in all quadrants, points to increased safety.

b. While Tucson Soaring Club, Arizona Soaring, Inc., and Prescott Soaring have been solicited, we also welcome opinions and comments from all stakeholders. Tucson Soaring Club at El Tiro Gliderport (AZ67) Chuck Pinney, Officer, Past President has shared via email “Our use of 123.3 is generally during heightened time of XC potential (Apr-Sep). We host a contest in late May that will have as many as 20 gliders operating in the PM for about 9 days. Many pilots will switch over to that freq after leaving the local area.” Terry Brennan of Prescott Soaring at AC Goodwin Memorial Field -AZ86 spoke at Jan 10, 2023, AFTW meeting describing their use of 123.30 MHz, it was concluded to be safe and compatible with flight training operations use of 123.3MHz. ASAG continues to solicit comments and any concerns from Arizona Soaring, Inc. at Estrella Sailport-E68.

c. Additionally, everyone's input for our request of waivers for 121.950 MHz, 122.775 MHz, 123.30 MHz, and 122.85 MHz is encouraged and welcomed. Concerns were not brought forward at this Wed, Jan 18, 2023, ASAG meeting. ASAG will move forward with our request for waivers for 121.950 MHz, 122.775 MHz, 123.30 MHz, and 122.85 MHz for four designated air-to-air frequencies for four flight training areas in the PHX airspace.

d. Thanks to **Tyler Howard** Air Traffic Manager, DVT ATCT for providing traffic data to support the air-to-air frequency project.

e. Thanks to **Stacy Elliot**, Safety Adviser UND Aerospace, for coinciding the practice areas with the quadrants and producing graphics for the air-to-air frequency project.

[Video Working Group: Jim Anderson](#)



See ASAG's videos at:

<https://www.youtube.com/.../UCbPr5hnDRCiuCY94aVu.../featured>

or

https://www.youtube.com/results?search_query=Arizona+Aviation+Safety+Advisory+Group

Video Views: Sedona 1,300 & Marana 900.

Ian Branson has offered to be the voice actor on the P52 script. We have sent him the script. We will pick this back up after the banquet and try and get it across the finish line. No working group meetings scheduled at this time.

[Annual ASAG Banquet, January 28, 2023 – Cary Grant:](#)

The annual ASAG Banquet is the primary way that ASAG receives financial support.

Our 2023 Banquet speaker will be Keith “Casey” Jones.

In 1976 Casey was selected to be the commanding officer and flight leader of the Navy's Blue Angels, which had recently transitioned from the F-4 Phantom to the A-4 Skyhawk. He

currently lives in Albuquerque, NM.

ASAG has contracted with the Airport Hilton for our Banquet.

TICKET COSTS: \$65 per person and \$625 for a table of ten.

ASAG Vice President Brian Schultz, is working on the Banquet organization and has arranged a menu.

Awards Nominees were notified on Jan 18, 2023. Hopefully, this will increase ticket sales.



LRSATS:

March: GYR – Mar 14, DVT – Mar 29

April: GCN – Apr 19

May: PRC – May 17

June: CHD – Jun 16, FFZ – Jun 29

AFTW Meetings: Odd number months, second Tuesday at 1300. Next one – March 14, 2023.



The meeting was closed at 2:05 MST.



The next ASAG meeting will be held Wednesday, **February 15**, 2022, at 12:00 pm, MST.



Minutes recorded and submitted by Jim Price, ASAG Secretary
ASAG OFFICERS:
PRESIDENT, Cary Grant
VICE PRESIDENT, Brian Schultz
SECRETARY, Jim Price
TREASURER, Jim Anderson