



MEETING MINUTES

Wednesday, Aug 17,
2022

Meeting called to order at
12:02 PM by Cary Grant

Attendance (63):

Alexander Kocksch, Barbara Harper, Bob Katz (Bob), Bob Mittelstaedt, Brian Koeneke, Brian Roggow, Brian Stamper, Cary Grant, Chelsey Misner, Cheryl Morgan, Cheryl Wiley, Craig Tompkins (FPM SDL FSDO, CW4 Chris Hammond, David Alan Day, David Kitts (California Aeronautical University), Edward Daror, Ernest Copeland FPM SDL FSDO, Fairfax O'Riley, Garrett Dauphars, Gary Carlston, Gear Misner, Greg Karamanougian, Henry Skinner, James Manzo, James Price, James Quinn, James Timm, Janie Goh, Jason Jones, Jeremy O'Mard, Jill Gallo, Jim Anderson, John J. Varljen, Kenneth Ross, Kristina Napier, Larry Erdman, Larry Steck, Lee Unger, Mark Giannini, Mark Ober, Martin Cook, Mike Cunningham, Mike Jesch (SoCal), Mitchell Raab, Pam Fazzini, Paul Rowley, Peter Troccoli, Phil Corbell, Phil Jossi, Richard Lee, Richard Mulliner (P50 FAA), Rick Whitaker, Ron Dziagwa, Scott Woodworth (Pima County Sheriffs Office), Sonny Durante, Steve Brimmer, Stuart Smith, Terri Wolcott, Tino Ilioi, Tito Sanchez, Tyler Howard (DVT Tower), Wesley Waddle, & 1 (240) 245-4707.

Treasurer Report, James Anderson: Balance is \$12,367.98. The Treasurer Report was approved by the membership.

Secretary Report, James Price: The June Minutes were approved the membership.

Accident Report and Pilot Deviation Summary – Jim Timm & Craig Tompkins

Summary: ACCIDENTS & INCIDENTS – June-July

Jim Timm gave the following overview of the late June and mid-July Accidents and Deviations:

DISCLAIMER

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

- **June 9** in Scottsdale (SDL), a Diamond DA40 Declared an inflight emergency because a door came off in flight.
- **June 13** at Gateway Airport (IWA), a Piper Archer had a loss of control while landing with an excessive crosswind.

- **June 18** near Buckeye Airport, a Beech Bonanza had an inflight loss of control resulting in the loss of two lives.
- **June 18** at Falcon (FFZ), a Piper Archer with a student and instructor had a loss of control upon landing and went off the runway.
- **June 19** at Stellar Airpark (P19) a Waco 2T-1A-2 lost a prop blade after takeoff from RWY 17, but after a 180° turn, executed a safe landing on RWY 35.
- **June 20** at Falcon (FFZ) a Diamond DA40 declared an emergency because of a rough engine on takeoff.
- **June 27** at Prescott (PRC) a Student and Instructor in a Cessna 140 had a loss of control landing, and severely damaging the airplane.
- **July 5** at Glendale (GEU) a pilot had smoke under the panel while landing.
- **July 6** at Prescott (PRC) a Bell B-407 made a very hard landing, damaging it's landing skids.
- **July 13** at Gateway airport (IWA) a Piper Archer had a loss of control landing.

Summary: Thirteen Deviations in June - July

- **Two** Class Bravo Airspace Deviations – Two Brashers
- **One** Air Traffic Control Instructions Deviation – No Brashers
- **Four** Movement Area Deviations – One Brasher
- **Five** Runway Incursions – No Brashers
- **One** TFR Incursion – One Brasher

July – August Accidents & Incidents Report: Jim Timm and Craig Tompkins



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 very good because of the very small number accidents/incidents, and no one was 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.

July 17, 2022 – Tail Strike during landing

Cessna 172, Chandler (CHD)

Injuries – None (3 SOB). Commercial/CFI

During the landing on Runway 4R at Chandler Airport, the aircraft tail struck the runway, breaking off the tail hook. Per the NTSB, the damage was minor.



July 20, 2022 – On Ground Engine Fire

Cessna 172, Prescott (PRC) Injuries – None (2 SOB). Private



The aircraft experienced a fire in the engine compartment while operating on a taxiway. Upon inspection of the aircraft, there was no visible damage to the aircraft, and the source of the flash and smoke could not be readily determined.

There was no apparent damage to the aircraft outside, the aircraft cabin compartment, or the engine compartment. **This is a new aircraft** with only 85 hours of operating time. The owner will contact Textron.

July 20, 2022 – Inflight Engine Failure

Cessna 152, Casa Grande (CGZ)

Injuries – None (1 SOB). Commercial



The pilot reported engine problems and landed one mile east of the Casa Grande airport. No reported damage to the airplane or to anything on the ground.

August 1, 2022 – Loss of Power Inflight.

Cessna 172, Deer Valley (DVT)

Injuries – None (1 SOB). Student



The pilot declared a Mayday with the TRACON Jerome controller, indicating that they had a complete engine failure. The pilot initially wanted to land at the nearest airport, but was able to restart the engine, maintain power, and decided to land at Deer Valley airport. The aircraft made a safe landing at DVT on Runway 25R and taxied to parking without issue.

[July – August 2022 Pilot Deviations Report: Jim Timm & Craig Tompkins](#)

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 enhance aviation safety. In the time period from July 15 thru August 11 there were seventeen pilot deviations recorded by the FAA SDL FSDO. These deviations were committed by all pilot certificate levels, from student to ATP, and of the seventeen deviations made, there was a need to issue six Brushers. This month there were four out of state pilots committing pilot deviations. The number of deviations were up a bit from the last reporting period.





Maj Gen Jack R.
Brasher

Note, a controller will issue a Brasher notification when further FAA action will be taken, and the controller is thus giving the airman the opportunity to make note of the occurrence and collect their thoughts for their future interaction with Flight Standards. Pay attention to ATC instructions and follow them, and if you can't comply, tell ATC why you can't. Just don't 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.

In summary, the July – August 2022 general aviation deviations were:

- **Four IFR Deviations**
- **One Class Bravo Airspace Deviation**
- **Three Class Delta Airspace Deviations**
- **Two Air Traffic Control Instructions**
- **One Movement Area Deviation**
- **Six Runway Incursions**

IFR DEVIATIONS

7/10

IFR Altitude Deviation.

ATP/CFI Pilot from New Mexico.

Albuquerque Center Airspace

The aircraft was cleared to climb and maintain 11,000 feet. A replay of the flight shows that the aircraft stopped its climb at 9,300, and then descended to 9,100.

The aircraft then remained at 9,100 for almost 2 minutes before the Albuquerque controller turned the aircraft to 325 degrees to avoid a 9,700 Minimum IFR Altitude (MIA) area.

The aircraft had stopped its climb without advising ATC, and this unauthorized maneuver resulted in the aircraft violating a 9,700 MIA area.

The event occurred near Carefree, AZ. A Brasher was not issued. The pilot told ATC that he had leveled off due to a high oil temperature alert, and that he was trying to bring the temperature down at a lower altitude.

7/15

IFR Route Deviation.

ATP Pilot.

Los Angeles Center Airspace

The aircraft had filed LIDAT - J92 then BLD. After LIDAT, the aircraft proceeded off course, and did not join J92 as filed.

This course deviation caused the aircraft to violate the 3NM protected restricted area of R4807A. ATC issued immediate vectors to remove the aircraft from the restricted area.

8/1

IFR Altitude Deviation.

ATP/CFI Pilot from Illinois.

Albuquerque Center Airspace

At 1446Z, the Albuquerque Center Controller cleared the aircraft to climb to, and maintain FL390, then amended the altitude clearance to FL370. The aircraft read back the FL370 clearance correctly. At 1450Z the controller observed the aircraft above the assigned altitude and reissued the FL370 limitation. The aircraft had made an unauthorized climb to 37,500, which resulted in a loss of separation with another aircraft, who was level at FL380. The event occurred near Winslow, AZ.

8/8

IFR Altitude Deviation.

Commercial/CFI Pilot.

Albuquerque Center Airspace

At 1929Z an Albuquerque Center Controller cleared the aircraft to climb to and maintain 14,000. The aircraft read back the clearance correctly. At 1933Z the controller observed the aircraft above 14,000 and reissued an altimeter setting.

The aircraft then requested a block altitude of 14,000 through 16,000, which the controller issued.

The aircraft made an unauthorized climb to 14,500 before getting the block altitude clearance.

At 1936Z, the aircraft had made an unauthorized climb to 16,600 before requesting a higher altitude from the controller, stating he had climbed to avoid weather.

The controller then cleared the aircraft to FL180. At 1939Z, the aircraft had made an unauthorized climb to 18,500 before requesting a higher altitude. The event occurred near Phoenix, and a Brasher was issued at 1946Z.

CLASS BRAVO AIRSPACE DEVIATION

7/15

Entering Class Bravo Airspace Without Obtaining Prior Approval.

Private Pilot.

Phoenix TRACON

The pilot deviation was reported by the Phoenix TRACON when the aircraft climbed into the Phoenix Class B Airspace without authorization.

The aircraft's climb into the Class B Airspace resulted in a TCAS Alert and a loss of separation with another aircraft.

The location was near Chandler, and a **Brasher** was issued.





CLASS DELTA AIRSPACE DEVIATIONS

7/18

Entering Class Delta Airspace Without First Establishing Communication.

Commercial Pilot.

Chandler (CHD) Tower

The aircraft had entered the Chandler (CHD) Class Delta Airspace at 2,600, coming from the north & flying southbound.

The tower attempted to communicate with the aircraft without success.

The aircraft then received flight following with the Phoenix TRACON, and the Chandler Tower requested that the TRACON issue a Brasher to the aircraft.

No other aircraft were affected by the intrusion.

7/31

Entering Class Delta Airspace Without First Establishing Communication.

ATP Pilot.

Chandler (CHD) Tower

The Chandler (CHD) Tower reported that an LSA aircraft flew through their Class Delta Airspace without first establishing communication.

7/31

Entering Class Delta Airspace Without First Establishing Communication.

ATP/CFI Pilot

from Oregon.

Deer Valley (DVT) Tower

The aircraft entered the Deer Valley Class Delta Airspace without establishing two- way radio communications.

There was no loss of separation.

AIR TRAFFIC CONTROL INSTRUCTIONS

7/26

Failure to follow Air Traffic Control Instructions.

Private Pilot.

Mesa Falcon Field (FFZ)

The aircraft was northeast bound, and inbound for left traffic on RWY 22L. When the aircraft was 2 NM east of the airport, the ATC South Controller assigned him a left turn for the left base leg.

Moments later the Controller issued revised instructions for the aircraft to, "Extend downwind, Tower will call base, change to RWY 22R." The Controller then switched him to the North Controller.

The aircraft did not return to the downwind as requested, but proceeded northbound, crossing the finals of both runways. The aircraft's northbound path of flight converged with another aircraft's straight in approach to RWY 22L. The South Controller observed the conflict and issued traffic to the aircraft on final to RWY 22L. Then, seconds later, climbed him to 3,000 feet.

The North Controller also observed the conflict and made several attempts (in the blind) to turn the offending aircraft right and issued him a Traffic Alert, with no reply.

As the two aircraft passed, the closest proximity was: 0.1 NM and 0 feet vertical.

7/31

Failure Air Traffic Control Instructions.

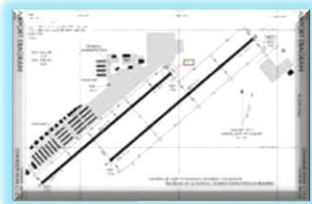
Private Pilot.

Goodyear (GYR)

An experimental aircraft was given instructions to overfly Phoenix International Raceway (PIR), a VFR reporting point which is approximately 4 miles southeast of GYR, inbound for left traffic for RWY21. The experimental aircraft failed to overfly PIR, but turned early two miles north of PIR, to enter the GYR Class Delta Airspace, resulting in the experimental and another VFR aircraft to be in close proximity to one another, requiring a traffic alert to be issued by the Tower Controller.

After instructing the experimental aircraft to remain outside of the GYR Class Delta Airspace, the Tower Controller re-sequenced the experimental to overfly PIR inbound and to follow another aircraft inbound for left traffic for RWY 21.

The experimental failed to enter left traffic, and with increased speed, created a traffic conflict with the aircraft they were to follow. Again, this required a traffic alert to be issued by the Controller, issuing instructions to avoid a collision.



MOVEMENT AREA

7/16

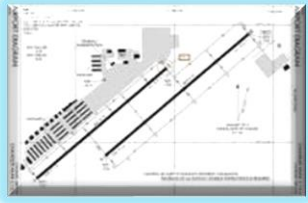
Moving in a Movement Area Without Authorization.

Private Pilot.

Chandler (CHD)

The aircraft entered Taxiways Alpha and Delta without ATC authorization. The aircraft had taxied via Taxiways Alpha and Delta to the run-up area of Runway 4L.

The Local Control (LC) asked the pilot to verify that they did not receive taxi instructions to the runway, and the pilot confirmed that they did not. LC issued the **Brasher warning**.



RUNWAY INCURSIONS

7/10

Entering a runway without ATC authorization.

Student Pilot.

Mesa Falcon Field (FFZ)

The Piper had crossed the Runway 4R hold short line without ATC authorization. The Controller asked the Piper if they were ready. The Piper responded affirmative, and the Controller issued a takeoff clearance for Runway 4R.

The Controller then asked the Piper if they were number one or two, and the pilot responded two. The Controller canceled the takeoff clearance and instructed the Piper to hold short of Runway 4R. The Controller issued a takeoff clearance to another aircraft and again instructed the Piper to hold short of Runway 4R.

The Piper read back the hold short instruction but had crossed the hold line by approximately 15 feet. The Controller issued a go-around to traffic on final to avoid a loss of separation.

The Piper asked if he was to Line Up and Wait? The Controller responded negative, but issued instructions to taxi down the runway, and to parking. A **Brasher warning** was issued.

7/20

Entering a runway without ATC authorization.

Private Pilot.

Phoenix (DVT)

Deer The pilot deviation was reported by the Deer Valley Tower when the aircraft crossed the Hold Short Line of Runway 25L without ATC authorization.

7/28

Entering a runway without ATC authorization.

Phoenix Sky Harbor (PHX)

A U.S. Customs vehicle crossed Runway 7L, and Runway 7R without ATC authorization.

7/30

Entering a runway without ATC authorization.

Student Pilot.

Mesa Falcon Field (FFZ)

A Piper crossed Runway 22L without ATC authorization. The Piper called the Controller and advised they were holding short of Runway 22L on Taxiway Alpha.

The Controller advised the Piper there would be 2 more arrivals, and then they would get them going.

The Controller issued exit instructions to a Cessna that had just landed Runway 22L. The Cessna read back the instructions, however, there was another unreadable transmission. The Controller reached out to see who had made the unreadable transmission.

The Piper began crossing Runway 22L on Taxiway Alpha. The Controller issued a go around to a Beechcraft inside a 1/4 mile final, and the go-around was initiated prior to the threshold.

7/30

Entering a runway without ATC authorization.

Private Pilot from Colorado.

Phoenix Deer Valley (DVT)

The pilot deviation was reported by the Deer Valley Tower when the aircraft crossed the Hold Short Line of Runway 25L without ATC authorization.

8/2

Entering a runway without ATC authorization.

Commercial/CFI Pilot.

Phoenix Deer Valley (DVT)

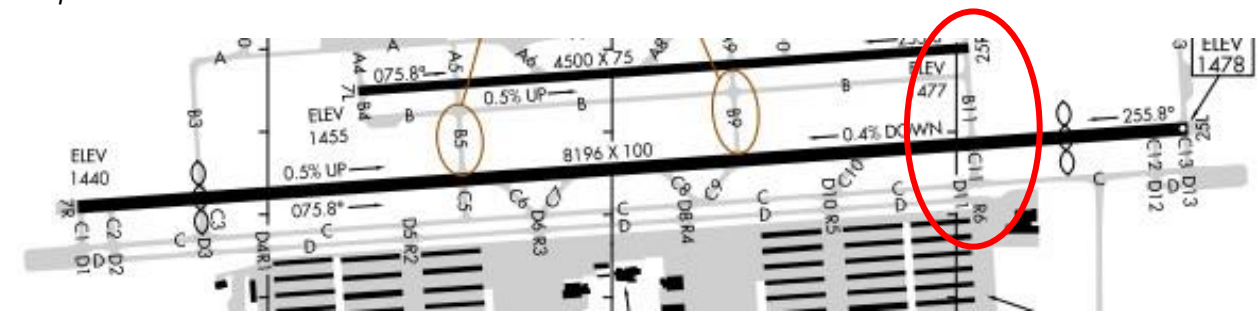
The aircraft taxied to, and crossed Runway 25L without ATC authorization. The aircraft had called on the Ground Control (GC) frequency requesting taxi instructions.

When GC attempted to contact the aircraft, they received no response. The aircraft taxied out on Taxiway Delta eastbound to Taxiway Charlie 11. The aircraft broadcast on the tower frequency as if they were on CTAF, indicating they were crossing Runway 25L.

The Tower Controller attempted to contact the aircraft but received no response.

The aircraft crossed Runway 25L on Taxiway Charlie 11 to Taxiway Bravo 11. GC reached out for an Airport Vehicle and was able to get one to intercept the aircraft on Taxiway Bravo 11.

The aircraft did not enter Runway 25R. The aircraft contacted GC and was given the **Brasher warning**. *The pilot advised that their volume had been turned down.* No other traffic was involved.



old Business

[Deer Valley, Falcon Field \(FFZ\) and Scottsdale \(SDL\) Traffic Mitigation: Ty Howard \(DVT Tower\) and Richard Mulliner \(P50\)](#)

Discussed departure and arrival conflicts. Discussed training in the area of Carefree (outside the Class B). If you do not plan to contact Phoenix Approach/Departure, please monitor 120.7 so you can be aware of SDL traffic arrivals and departures. Phoenix approach is seeing 2 to 3 traffic alerts and aircraft Traffic Resolution Advisories per day from training aircraft conflicting with Scottsdale arrival and departure aircraft. Please avoid using this area for practice maneuvers. **Richard Mulliner** recommended using the area over Horseshoe Lake which is clear of the arrival and departure traffic.

The signs inside Cutter at Cutter depicting the correct way to fly the DVT1 Departure seem to be working since there have been no recent pilot deviations on the departure.



[SCAUWG – \(Southern California Airspace Users Working Group\) Update, <https://scauwg.org/> : Lee Unger & Mike Jesch](#)

SCAUWG is working on conflicts in Southern California. The San Bernadino circling approach flies right over the Redlands airport. Be aware. Some of the TECS route in the Chart Supplement are unusable.

[For more information: Ron Berinstein](#) CFII Director / Webmaster <https://scauwg.org/about-us> <https://scauwg.org/short-takes> What do you call an airport with Two Carriers with Heavy Cargo Jets and an Airline and NO Radar? KSBD - WEBMASTER'S Answer: An accident waiting to happen. That is the case at San Bernardino International in San Bernardino, CA. The airlines are Prime Air, UPS, and as of August 4th, Breeze Airlines.



Mike Jesch is a SCAUWG member and Vice President of Safety for the United States Pilots Association (USPA). Mike announced that USPA is meeting in Tucson, from September 29 to October 1, 2022. Watch SPANS for an associated WINGS credit safety seminar.

[Air to Air Frequency update: Lee Unger](#)

Thanks to SCAUWG and Sydney Bradfield of the FAA Spectrum office for their continued support of our project to request waivers of the FCC for air-to-air frequencies for flight training areas.





[LASER Mitigation: Scott Woodworth, Pima County Sheriff's Office](#)

This is a LASER uptick in Pima County. Recently, on the North side of Tucson, PCSO aircraft have been hit 20 times. They have found the man responsible and are pursuing Federal Charges.

A reminder that one tiny LASER beam, when aimed at an aircraft, can grow to the size of a basketball and illuminate the entire cockpit.

If you experience a LASER strike, notify ATC immediately so they can call out law enforcement. File a LASER Illumination Event report at FAA.org. <https://www.faa.gov/aircraft/safety/report/laserinfo>

Ernest Copeland (FAA FSDO SDL) reported that this Fiscal Year, there have been 330 LASER strikes.



YouTube

[Video Working Group: Jim Anderson](#)

Cottonwood (P52) video looks great. Next Wednesday, (Aug 24, 2022), the Group will meet.

There is a need to upgrade the video equipment with Go-Pros and mounts. **Phil Corbell** moved that we use ASAG funds to upgrade the video equipment. The proposal was seconded. **Jim Anderson** will report on the upgrades and request assistance from experienced video people.

Phil Corbell suggested that a comment be added at the end of the videos, requesting donations and a means to donate.

The Flagstaff (FLG) and Tucson (TUS) From the Flight Deck videos are great.

[The RSATs for 2022 – Cary Grant:](#)

The 2022 RSATs are complete. The last Ryan (RYN) RSAT had great participation. Glendale (GEU) RSAT was well done.

[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.

We request all ASAG members to please publicize the Banquet.

Jim Anderson mentioned that Discount Tire will sponsor the event.

The Wigwam Resort is available, but we will need to charge \$66/person to break even.

The Airport Hilton is available, but we will need to charge \$33 to break even.

Cary Grant proposed that we use the Airport Hilton (Broadway and I-10 Curve, 2435 S 4th St, Phoenix).

The proposal to use the Hilton was adopted.

Rooms are available for those who come need to stay overnight.

We should charge \$50-50 per person. We will need a flyer to promote the Banquet.



Balloon Update – No complaints.



AOPA Rep Failure – Bob Mittelstaedt:

Bob indicated that the AOPA Falcon Field (FFZ) Representative has no interest in helping us educate the pilots at FFZ concerning the departure procedures.

Youth Programs around the Valley – Fairfax O’Riley:

Fairfax will reach out to those Youth Programs and invite them to the Banquet. He recommends that the youth set up tables and explain their activities.

It was suggested that a simulator be set up.



FAA AD Search – Ernest Copeland:

The sunset of the old AD search occurred on August 16. The new interactive search method is located at <https://drs.faa.gov/>

The meeting was closed at 2:02 MST.

The next ASAG meeting will be held Wednesday, September 21, 2022 at 12:00 pm, MST.