

MEETING MINUTES

https://asagaz.org



Pres. Cary Grant called the Meeting to order at 12:00 pm

Sep 16, 2026

***69* attended:**

Afolarin Olawale, Alan LaFever, Alexander Kocksch, Alexander Peña, Andrew Elliott, Andrew Taussig, Arthur Ty Whitten, Bob Katz, Bob Mittelstaedt, Carter Teeters, Cary Grant, Chris Nugent, Christian Locher, Christine Perry, CJ Devries, Dan Morgan, Daniel Moroz, Daniel Weimer, Dave Smith, David Kitts, DeWitt Gibson, Edward Daror, Ernest R. Copeland FPM SDL FSDO, Ethan McQuown, Felix Hernandez, Garrett Dauphars, George Hamaty, Gregg Schmillen, Ian Bryant, Ivan Manoogian, James Price, James Timm, James Tombrello, Jemima Habana, Jered Staton, Jill Gallo, Jim Anderson, John Cirino, John Cramer, John Santarossa, John Varljen, Julien Da Cruz, Junaid Adil, Ken Enger, Larry Erdman, Lee Unger, Martin Goldfarb, Matt Schorman, Matt Ward, Michael Raab, Neil Davison, Peter Troccoli, Phil Corbell, Philip Jossi, Randell Meyer, Richard Lee, Richard Vandewall, Ron Dziagwa, Ryley Cordova, Sabrina Sharkey, Scott Grane, Sonny Durante, Susan Peirick, Thomas Cowan, Timon Fish, Tito Sanchez, & Vithal Madhira

Welcome to our 6 first time attendees!



To receive wings credit, you must remain in the meeting for at least 2 hours.

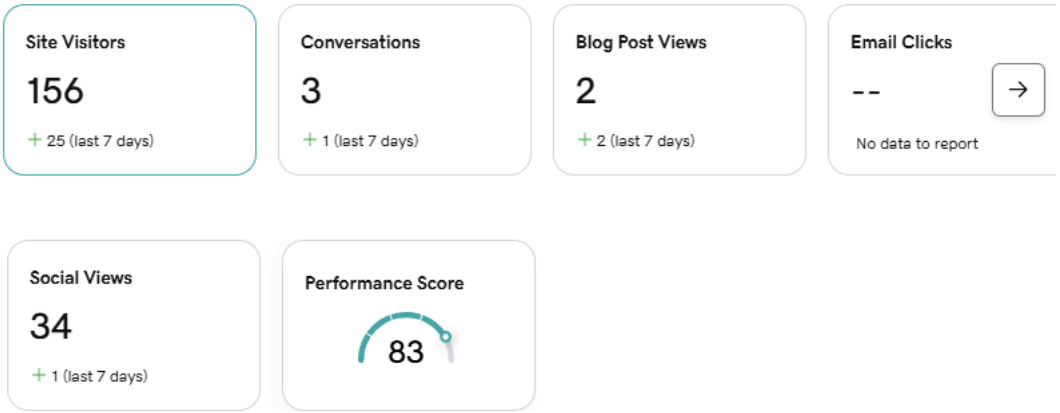
Cary Grant, ASAG President:

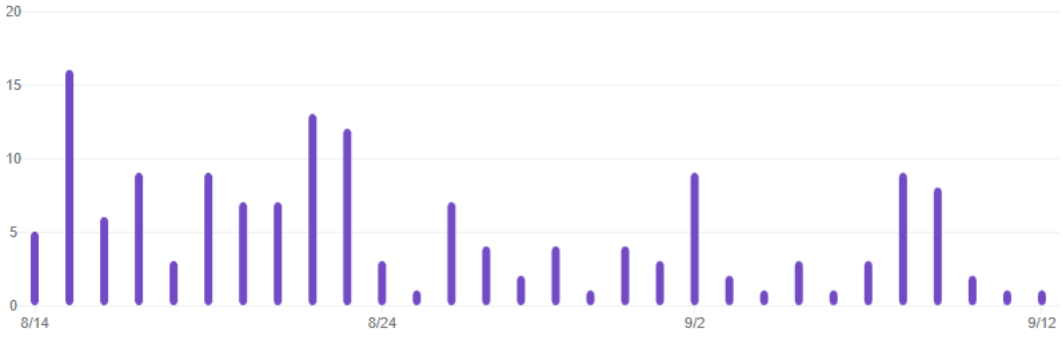


President Cary Grant welcomed the members. He explained that ASAG is a 501c3 organization and we are all volunteers. When the minutes are approved by the ASAG membership, they are posted at https://asagaz.org/.

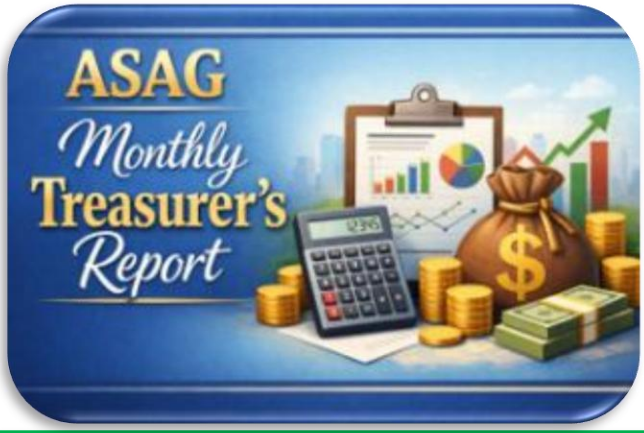

Aviation Safety Advisory Group
asagaz.org

Last 30 days:


Site Visitors
156
+ 25 (last 7 days)
Conversations
3
+ 1 (last 7 days)
Blog Post Views
2
+ 2 (last 7 days)
Email Clicks
--
No data to report
Social Views
34
+ 1 (last 7 days)
Performance Score
83


20
15
10
5
0
8/14
8/24
9/2
9/12


ASAG's Website:
3,270
Visits in the Past 12 Months
12 Mo.



Jim Anderson, ASAG Treasurer

We have a plan in place to mitigate web hosting cost.



Treasurer's Report

Aviation Safety Advisory Group of Arizona
General Membership Meeting
For the period August 1st, 2026 to August 31st, 2026

Income		
Total Income		$0.00
Expenditures		
Administrative and Operations		
Website Expenses	$588.75	
Total Expenditures		$588.75
		($588.75)
Opening balance as of August 1st, 2026:		$21,069.08
Balance on hand as of August 31st, 2026:		$20,480.33
Aviation SAfety Advisory Group of Arizona		$20,480.33

James B. Anderson *Treasurer's Signature*

ASAG raises money through our Annual Awards Banquet. We have also received generous donations from Discount Tire and an anonymous doner. **ASAG EXPENSES INCLUDE:** Website Hosting (GoDaddy) and the Annual Awards Banquet. We pay for AFTW's website and hosting and allow AFTW use of ASAG's Zoom account for AFTW's bimonthly meetings with WINGS credit. We provide lunch for PROTE training, and in-person annual FAASTeam training at FSDO's Scottsdale office. We also purchase wall plaques, maintain the trophies and pay for the annual engravings. In addition, we develop poster campaigns, such as *DVT3 Departure* & *No Maneuver Area*, which we place in applicable FBOs.



Neil Davsion moved to accept Jim Anderson's ***Sep 2026*** Treasurer's Report.

Phil Corbell seconded the motion.
The members unanimously accepted the ***Sep 2026*** Treasurer's Report.



Jim Price, ASAG Secretary

Approval of the August Meeting Minutes



Tom Cowan moved to accept Jim Price's **August 2026** meeting minutes

Alexander Kocksch seconded the motion.
The members unanimously accepted the **August 2026** Minutes.

The minutes can be found on our website, https://asagaz.org/monthly-meeting-minutes





Major Caleb "Wonder" Wyatt & Jason De Jesus, 56 FTW Luke AFB Flight Safety

Major Wyatt: Not available.

QR Code for – Luke's mission

F-16/F-35 Operating Information, Luke Local Flying Operations, Luke AFB Departure and Arrival routes, Luke Special Air Traffic Rules (SATR), Special Use Airspace, Gila Bend (KGXF) and Williams Airfield Aux 6 (KGAX) operations, and How to Prevent a Mid-Air Collision.

You can find Luke's Mission at:
https://www.luke.af.mil/Portals/58/2025%20MACA%20Pamphlet_CAO%208%20Sep%202025.pdf

56 FW Flight Safety Office
7125 N. Fighter Country Ave
Luke AFB, AZ 85309

SCAN ME

- Phone: 623-856-6942
- Email: 56fw.sef@us.af.mil
- Maj Caleb Wyatt
caleb.wyatt.2@us.af.mil



Cory Geffre/Jake Helms, Scott Woodworth, Jim Kennedy, Scott Joy, Jason Kaufman, Kristen Jensen, Christopher Janes

Ernie Copeland: We have had fewer Laser Strikes this year than from this time in 2025. As of September 15th, we had 374 Laser Strikes (in 2026).
News from Sep 13th: "For the third night in a row, laser strikes have reportedly been directed at aircraft near Tucson International Airport. TPD and PCSD are investigating the latest reports.

KOLD interview with **Cary Grant**, *Mar. 28, 2025* *https://www.kold.com/2025/03/29/arizona-ranked-sixth-nation-laser-strikes/*
KOLD interview with **Deputy Scott Woodworth**, *Sep. 3, 2025*
https://www.kold.com/2025/09/04/record-number-laser-strikes-2025-southern-arizona/
KOLD's Morgan Loew and Cary Grant demonstrate how Laser Strikes look in the cockpit: Feb. 4, 2024
https://www.azfamily.com/2024/02/05/laser-strikes-aircraft-over-arizona-track-double/
See *Preventing Laser Strikes on Aircraft* *https://www.fbi.gov/news/stories/preventing-laser-strikes-on-aircraft*



Ways for Pilots to Report Laser Incidents – Cary Grant:

Tell us where the Laser event happened. Was it at a gas station, intersection, etc.?
1. Hit the transponder identification button as soon as pilots are aware of being Lased. This will mark the plane's position on the air traffic controller's radar scope, which may help law enforcement triangulate where the laser light is originating from.
2. Verbally alert ATC of the attack using the phrase "laser attack," including direction and location of the laser source, beam color and length of exposure (flash, pulsed or perceived intentional tracking).
3. Once on the ground, complete the FAA-requested Laser Beam Exposure Questionnaire.
Upon arrival at destination, all pilots and crew members affected by an unauthorized laser illumination are requested to complete the FAA Laser Beam Exposure Questionnaire in order to provide critical information in support of law enforcement efforts to identify and apprehend the responsible parties.

- Report a Laser Incident at https://www.faa.gov/aircraft/safety/report/laserinfo/report_incident - or -
- You can download and complete the FAA Laser Beam Exposure Questionnaire (PDF) from your personal computer. Completed questionnaires can be saved and attached to an email to laserreports@faa.gov, or can be printed and faxed to the Washington Operations Control Center Complex (WOCC) — (202) 267-5289 Attn: Domestic Events Network (DEN)

If a member of the public witnesses an individual aiming a laser at an aircraft, they should send an e-mail to laserreports@faa.gov and include the following: 1) Your name and contact information. 2) Date and time you witnessed the laser incident.

See https://asagaz.org/ for more information.

When you file a Laser Strike report, you will be asked if the strike had an effect on your performance as a pilot during the flight. **You need to answer "Yes."** If you report "No," then a regulatory violation did not occur, and your Laser Strike report will not be investigated by the FAA.



UAS Avoidance

Ernie Copeland: Twice today (September 16, 2026), an Amazon drone nearly hit an APS drone.

Cary Grant: If you have a UAS encounter, you will need to contact Scottsdale FSDO and report it.



CW5 Chris Hammond & Gary Jones

CW5 Hammond: Not available



Cary Grant: Please treat Picacho as if it were Class Delta.

91.126 Operating on or in the vicinity of an airport in Class G airspace.
https://www.ecfr.gov/current/title-14/section-91.126

(d) ***Communications with control towers.*** Unless otherwise authorized or required by ATC, no person may operate an aircraft to, from, through, or on an airport having an operational control tower unless two-way radio communications are maintained between that aircraft and the control tower.

Class Delta airspace is usually an area extending from the surface up to a specified altitude (often 2,500 feet AGL), with a standard radius of 4.4 nautical miles (5 statute miles) around an airport with an operating control tower.



Phoenix Approach/Airspace issues and PAUWG – P50: *Brandon Esquer & Mike Charlton, Luke: LTC Palik, 56 FW Safety. T90 – Bryan Eckenrode, Timon Fish – ZAB*

Timon Fish (ZAB Area Rep, SW Center): You probably know us as 126.45 and 125.4. If you are flying south of the Phoenix area, you are probably talking with us.
For now, an LTA explains the procedures for the Stanfield Stack and getting into Casa Grande (CGZ).

We are in the process of adding Initial Approach Fixes (IAFs) for the Casa Grande approaches, and potentially move the VFR Stanfield (TFD) Stack off the airways and get it away from congested airspace.

Cary Grant talked about the discussion at the AFTW meeting concerning the IFR and VFR procedues at the Stack

- If you are flying into Casa Grande on an IFR clearnance, expect a clearance to cross Stanfield (TFD) at 5,000 MSL.
- Pilots would then announce themselves on CTAF as an IFR aircraft, inbound at "assigned altitude" and announce which approach the pilot has been cleared for.
- The aircraft at the top of TFD stack would then announce to the stack, "There is an IFR aicraft inbound. Aircraft at 5,000 and below, **vacate the stack**."
- If there is adequate spacing, an aircraft currently flying an Instrument approach, will continue the approach.
- As the IFR aircraft crosses Stanfield (TFD), the VFR aircraft that had vacated the stack, can re-enter the stack.
- The IFR aircraft flies the approach and remains in IFR status until landed.

Timon Fish: AFTW wants to emphasize that we limit IFR aircraft into Casa Grande.

Cary Gant: This is a way to accommodate the Stack with IFR traffic going into Casa Grande.

Cary Grant: If you are flying an IFR checkride, you shouldn't be flying to Casa Grande and the using the VFR Stack. Don't file IFR to get an advantage over the aircraft in the Stack.

Timon Fish: We don't have a lot of visiblity of what is happening in the Stack. They see North of the Phoenix VOR all the way to the Mexico border. So, the Stanfield VOR and everything that is happening there, is "tiny." It is almost impossible to make appropriate traffic calls in and around the Stanfield Stack. We try to terminate aircraft and get them on the CTAF as soon as possible, so they can communicate with the Stack.

See https://aftw.org/AFTW_Stanfield_VOR_Procedures_Rev9-8-2026.pdf for the Stanfield Stack Procedures.

Lee Unger: We need to get the word out to VFR traffic.

Timon Fish: We are emphasizing that the LTA also needs to be tied to the Stanfield VOR. Hopefully, this will be updated in the next few weeks.

Tom Cowan: Coolidge is going to increase jump activity. New procedures should help. Marana, Kingman; everyone is fully booked. Almost daily in the corridor going North-South, those will be busy through January and February. RAF will be at Coolidge to evaluate our safety procedures Nov 12 through 13.

Tom Cowan: We expect the stack and IFR issues will pick up at Coolidge as aircraft try to avoid traffic in the Phoenix valley.

Timon Fish: There is a Certificate of Waiver Authorization (COWA) to conduct UAS activity **10 miles East of Eloy**, from 10,000' and below. They will be testing UAS "aircraft" for at least a year. This will happen primarily in the morning. This is just a precautionary thing. It will be NOTAMed, so steer clear of Eloy.

Cary Grant: A chase plane will have ADS-B. What about UAS??

Timon Fish: I don't know.

Cary Grant: How close will the chase aircraft be to the UAS?

Timon Fish: I don't know.

Tom Cowan will spread the word to Jump Operations.

Timon Fish: It has been approved.

P50, Matt Schorman: We are no longer required to provide IFR separation services for practice approachs. We are now authorized to provide ***VFR separation for VFR practice approaches***. We just provide flight following.

See the LTA here: Advisory VFR and IFR Operating Procedures - Stanfield VOR (TFD) to Casa Grande Municipal Airport (KCGZ)

We ask that you share on social media, in your publications and at aviation safety events.

Proposed Delta expansion for Gateway and Chandler



The FAA wants to increase the footprint of Gateway's Delta, which would remove "the gap" between Gateway's Delta and Falcon's Delta airspace.
This would also increase Gateway's Delta presence in Chandler's NE Delta.
Matt Schorman: The FAA is still workiing on it.

Bravo Hot Spots

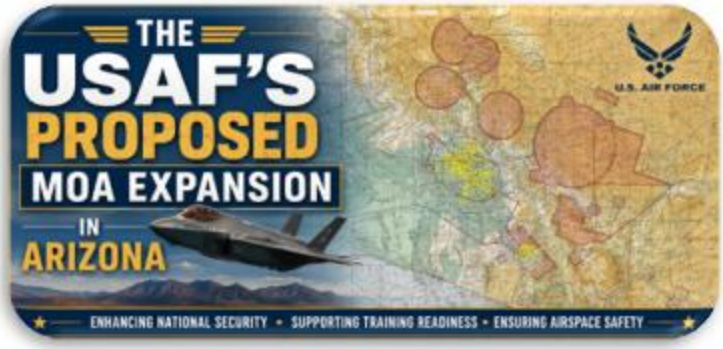
Cary Grant: Could we get a map of hot spots in the Bravo so we can use that in our Bravo Video?
Matt Schorman: I don't' have one.



Matt: Hopefully, Operation Raincheck will be available starting January 2027.



Cary: The Tethered Balloon situation has been cancelled!!



https://www.arizonaregionalairspaceeis.com/
No current news available. "The U.S. Air Force is actively pursuing a Regional Special Use Airspace (SUA) Optimization proposal to modify and expand Military Operations Areas (MOAs) and Air Traffic Control-Assigned Airspaces (ATCAAs) in Arizona. This initiative supports training for aircraft based at Luke AFB, Davis-Monthan AFB, and the Morris Air National Guard Base." ASAG FAA Public Comment on MOA Expansion was submitted by Cary B. Grant, September 17, 2025: https://drive.google.com/file/d/1MqlZka9ojEM1jRxjdBYfYMR3t8L3_n3K/view



Michael Rutledge & Hunter Wall:

Not available.



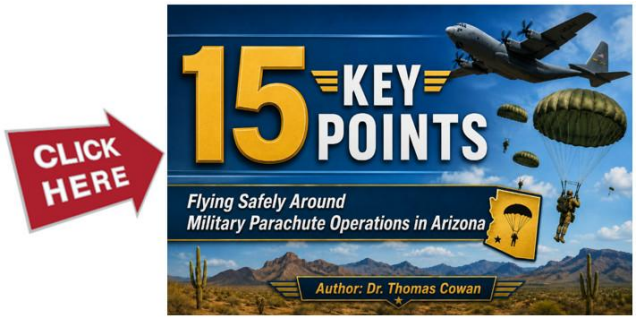


P08 (Coolidge) and 1AZ0 (Bishop) – Dr. Tom Cowan & Justin Hodge:

Not available.

15 Key Points:

https://www.faasafety.gov/files/events/WP/WP07/2026/WP07144898/15_Key_Points_-_Flying_Safely_Around_Military_Parachute_Operations_in_Arizona_-_Thomas_Cowan_-_May_2026_-_v7.1.pdf



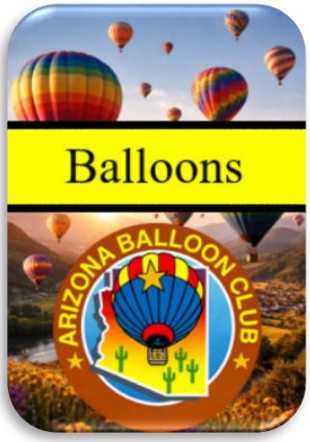
Please read 15 Key Points. Make sure you are on flight following. Make sure you check the NOTAMs. The jump operations are not just between Tucson and Phoenix. There is a lot of activity in the Lake Havasu and Kingman area. Drop operations are 24 hours a day.



Version 3, Updated 7/14/2026

Change includes: ***If your planned route takes you near or over any of these airports, plan to go around them by a safe distance and to the downwind side of the drop depiction area.*

https://www.faasafety.gov/files/events/WP/WP07/2026/WP07145645/Know_Before_You_Go-Parachute_Operations_at_Marana_Regional_Airport_S._Durante_v3_260714.pdf



Neil Davison and Christine Perry

Neil Davison: Last night (September 15), we had our Arizona Balloon Club meeting, and Phil Corbell gave a presentation. Balloon season is starting and October will be seeing more and more activity.

I had a conversation with a representative of Zipline drone delivery service. Zipline is mostly medical delivery and delivery up to a 6-pound package. Typically, they fly at 300 feet AGL. They drop a line to the ground, and the line drops the package. Their drones travel at 50 knots and are 8'x8' and weigh 55 pounds. In November they will begin operations in Tempe and Mesa. They do not want to harm any balloons. They contacted us and they will have spotter towers at each launch location, looking for balloons.

We use an app called HOT AIR (flight logging, real-time crew tracking, voice communication, drone detection, where we are flying, the speed, and more). Zipline wants to tie into HOT AIR so that they can find hot air balloons. Zipline is the first drone delivery organization that has shown an interest in having a good relationship with hot air balloons. Their operational area is 3 or 5 miles, and in the future, it will expand to 7 or 8 miles.

The Zipline representative wants to speak to our club at the January meeting. ***Cary Grant*** suggested that that meeting be available on Zoom.

Albuquerque's The Balloon Fiesta: October 3rd through 11th.



Mark Gianni, Red Star Pilots Association, SW Regional Director.
https://flyredstar.org
Mark Gianni: Unable to attend.

El Tiro Glider Competition Update – Tim Mitchell, Tucson Soaring Safety Officer
Unable to attend.
Cary Grant: Their activity is increasing.



Fairfax O'Riley: Unable to attend.



Mid-June through Early-August 2026

Accident Report & Pilot Deviation Summary



The following are the reports of aviation accidents/incidents that have occurred in Arizona from early August through early September.

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 a similar occurrence.

Unfortunately, the Accident/Incident report is a bit longer this time because we have 9 accident/ incidents and two fatalities presented in this report.

In continuing with the expanded scope of this report, we're using information from the Aviation Safety Network (ASN), NTSB, FAA and APA Members. Hopefully, the information from these sources will suit our purpose of trying to get an idea of what is happening out there so we can help make flying safer.

August 9, LOSS OF CONTROL

Source: ASN
Location: Sells Airport (E78)
Type: Cirrus SR22T
Injuries: 1 Uninjured
Pilot Info: Private Pilot
When landing, the aircraft crashed while attempting to avoid hitting a coyote.



August 10, LOSS OF CONTROL

Source: ASN
Location: Near Pine
Type: Glasair Sportsman 2+2
Injuries: **2 Fatalities**
Pilot Info: No Pilot Information
The aircraft departed Payson airport and crashed under unknown circumstances in a remote area near Payson. (Near Pine)



August 10, STRUCK A TAXIWAY LIGHT

Source: ASN
Location: Mesa-Gateway Airport (IWA)
Type: Cessna 172R
Injuries: 2 Uninjured
Pilot Info: Comm/CFI Pilot
The aircraft landed, and while exiting the runway, struck a taxiway light.



August 27, LOSS OF CONTROL TAKING OFF

Source: FAA Incident
Location: Mesa Falcon Field (FFZ)
Type: Cessna 172
Injuries: 1 Uninjured
Pilot Info: No Pilot Information
The aircraft was initially cleared for a touch and go, and on the landing the aircraft first appeared to be stopping, and was given taxi instructions, but then it



appeared that the aircraft was increasing speed in an attempt to takeoff, but it resulted in the aircraft going off the runway and coming to a complete stop in the Rwy. overrun area. The aircraft then taxied back to the ramp under its own power.

August 28, NOSE GEAR COLLAPSED



Source: ASN, FAA Incident
Location: Springerville Municipal Airport (JTC)
Type: Lancair IV-P
Injuries: 1 Uninjured
Pilot Info: Commercial Pilot
The nose gear collapsed on landing, and the aircraft went off the runway at Springerville.

September 2, GEAR UP LANDING



Source: ASN, FAA Incident
Location: Phoenix Deer Valley Airport (DVT)
Type: Short Tucano T Mk1
Injuries: 1 Uninjured
Pilot Info: No Pilot information
A Short Tucano landed gear up and slid off the runway at Phoenix Deer Valley Airport.

September 3, HARD LANDING



Source: ASN
Location: Phoenix Deer Valley Airport (DVT)
Type: Bell OH-58A Kiowa
Injuries: 2 Uninjured
Pilot Info: No Pilot Information
The Bell OH-58A Kiowa helicopter landed hard while practicing auto rotations at Deer Valley Airport.

September 6, CRACKED WHEEL FAIRING



Source: FAA Incident
Location: Phoenix Deer Valley Airport (DVT)
Type: Cessna 182
Injuries: 2 Uninjured
Pilot Info: No Pilot Information

The Cessna cracked the wheel fairing while landing and required a tow off the runway.

September 7, HIT A TREE



Source: ASN
Location: Near Benson
Type: IndUS T-211 Thorpedo SPE
Injuries: 1 Serious Injury
Pilot Info: Private Pilot

The aircraft departed Brawley Airport in California, and under unknown circumstances hit a tree near Benson.



0 NMACs Reported Aug 8 – Sep 9



In the reporting period from Aug 8 through Sep 8 there were 9 pilot deviations reported by the FAA SDL FSDO. These deviations were committed by pilots with certificates ranging from Student Pilot through ATP. There were 6 out of state pilots.

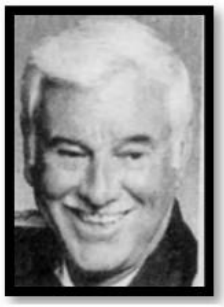
Note: Many pilot deviations are resolved during a discussion between the controller, and the pilot at the time of the occurrence. However, a controller may issue a Brasher notification to a pilot when further FAA action will be taken, and the controller is thus giving the airman the opportunity to make note of the occurrence, collect information, and their thoughts for their future interaction with FAA Flight Standards.



I would hope that pilots would get the message to be more careful in their flying. Some of deviations could be attributed to out of state pilots that may not be accustomed to flying in some of the complex/ crowded airspace that we have in Arizona.

I would like to think that the information being presented here is valuable to all pilots, and it will make them safer pilots.

Pilots must listen carefully to ATC instructions and comply with them, and if they can't comply, tell ATC why they can't. Also, when flying in controlled airspace, pilots should never do something on their own but always talk to ATC before they do anything that may differ from the instructions given. Pilots must always be aware of what type of airspace they are flying in, or maybe about to enter, and know what may be expected of them. Always observe the airport, and runway markings, and signs and obey them. Fly with care and forethought, and don't be part of the problem.



Maj Gen Jack Brasher

"The Brasher" – A Brief History

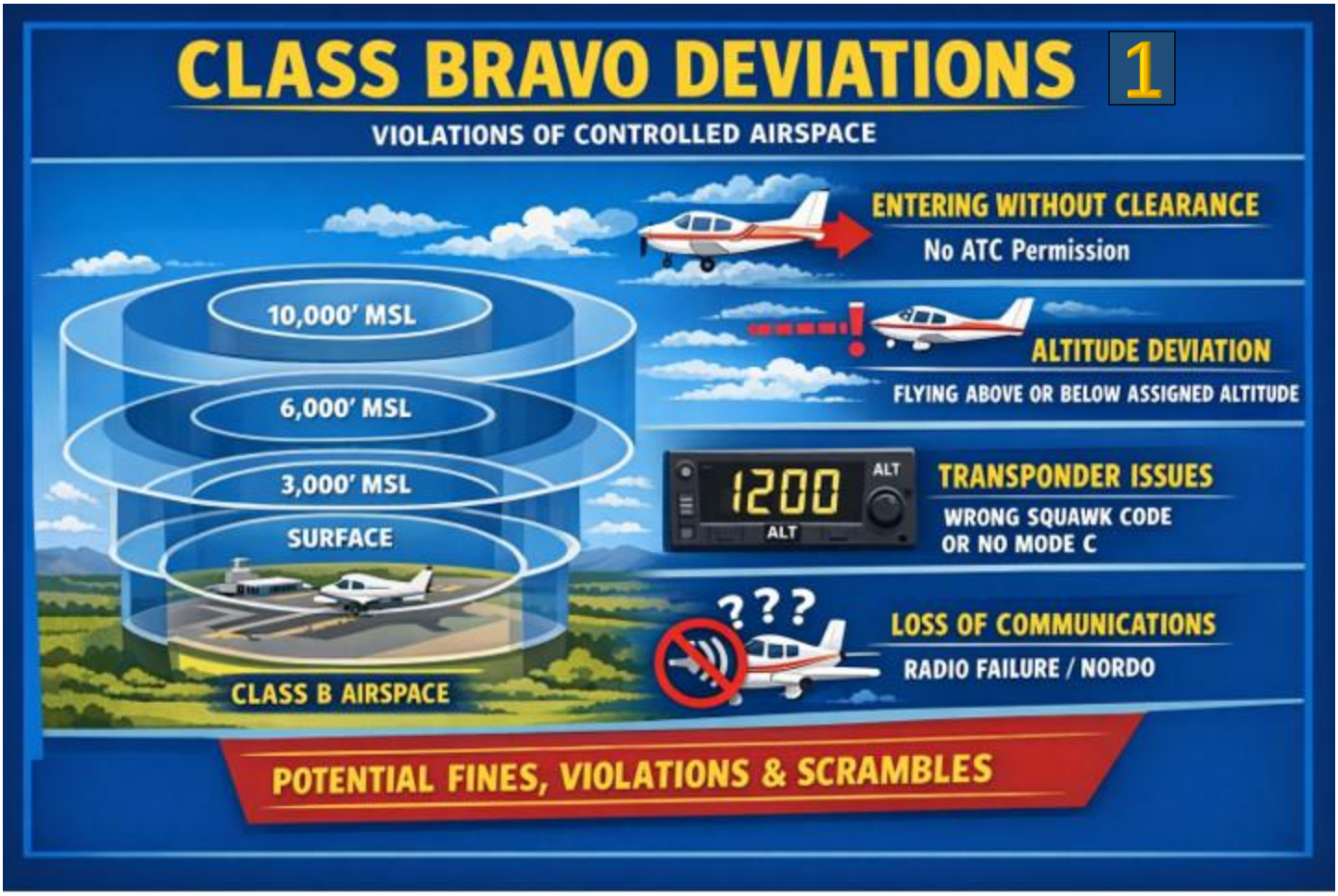
On August 13, 1985, Captain Jack Brasher, who was also a Major General in the Arizona Air National Guard, was the pilot in command of Republic Airlines Flight 77 from Chicago O'Hare (ORD) to Minneapolis-Saint Paul (MSP). During the climb, with the First Officer at the controls, the crew deviated from an assigned altitude by 700 feet. However, they quickly recovered to the correct altitude. At the time of the event, no mention of a potential pilot deviation was made to the crew and Captain Brasher was unaware that the FAA had any concern regarding altitude non-compliance. Six months and 150 flights later, Captain Brasher received notification from the FAA of a Notice of Proposed Certificate Action. During the investigation, when asked about the flight, Captain Brasher replied that he had no recollection of the flight, or any events associated with the flight. This event, and the subsequent investigation, served as the catalyst for the current FAA Order JO 7110.65, Air Traffic Control, paragraph 2-1-27, Pilot Deviation Notification, also known as the "Brasher Notification."

When ATC issues the Brasher Notification, this gives the airman the opportunity "…to make note of the occurrence and collect his or her thoughts for future coordination with Flight Standards regarding enforcement actions or operator training." The ability of the pilot to review the circumstances while still fresh in his or her minds, enables the pilot and Flight Standards to identify and mitigate risk that would otherwise remain hidden and possibly cause further problems in the NAS.

Summary of GA Deviations, Aug 9 – Sep 8

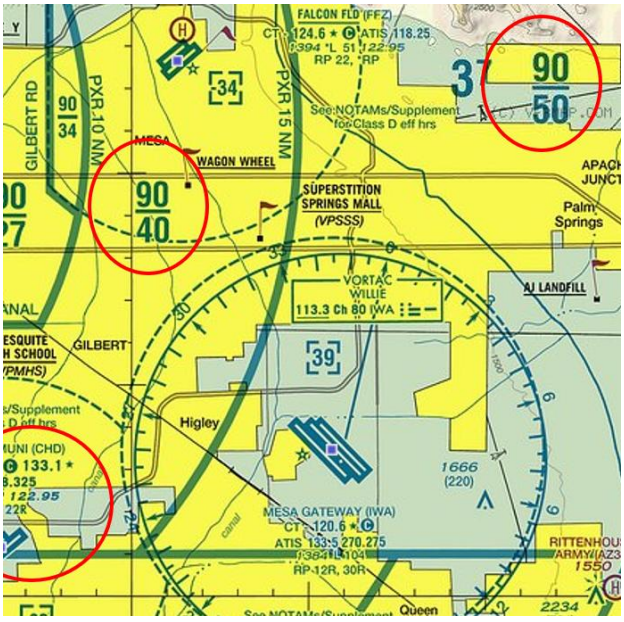


1 Phoenix Class Bravo Airspace Deviations 0 Brashers
1 Class Delta Airspace Deviations 0 Brashers
6 ATC Instructions 1 Brasher
1 Runway Incursion 1 Brasher



Aug 14, Entering Phoenix Class Bravo Airspace Without First Having Authorization

- **Private Pilot Out of Nevada**
- **Phoenix TRACON (P50)**



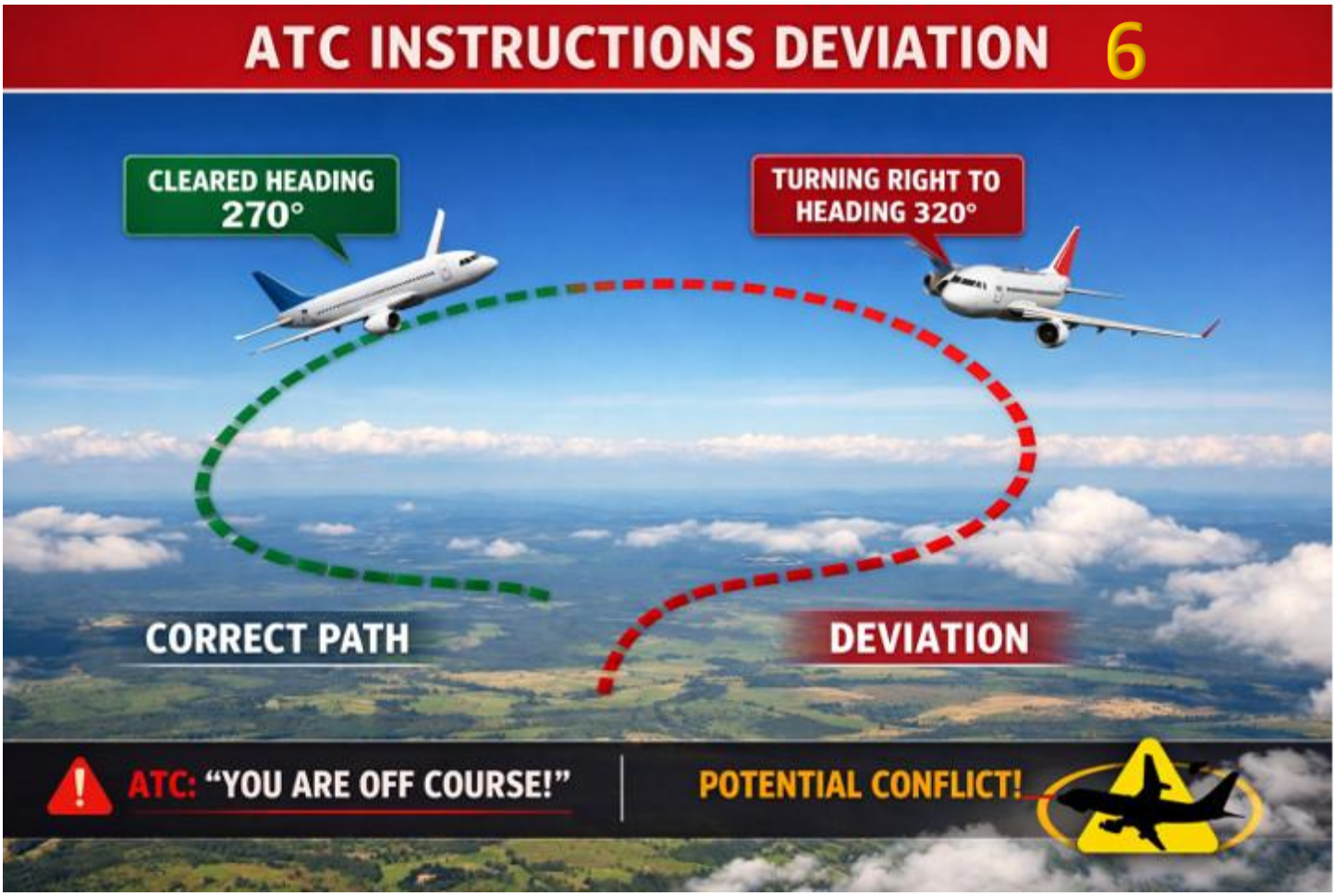
The pilot violated the Class Bravo airspace in the 4,000-9,000 and 5,000-9,000 box approximately 16 miles east of PHX after departing Chandler. The pilot stated they had an electrical issue but did not declare an emergency. He did elect to return to Chandler and didn't conflict with any other traffic.



Aug 20, Entering Class Delta Airspace Without First Establishing Two-way Communications

- **Private Pilot**
- **Chandler Municipal Airport (CHD)**

On initial contact the pilot stated they were 10 NM north of the airport when in fact they were already on a 3 NM final to the RWY and were in conflict with a VFR aircraft in the pattern. The pilot had entered Chandler's Class D Airspace without first establishing communication or obtaining ATC approval.



Aug 5, Failure To Follow ATC Instructions

ATP Pilot Out Of Kansas

Albuquerque Center (ZAB)

The Citation Jet was northwest bound on the KEENS3 departure to WLVRN via PKE to WOTRO, at FL320. The pilot turned right at WLVRN towards WOTRO and entered the GLADDEN ATCAA which was active up to FL400. The pilot acknowledged that they had mistakenly left out the PKE intersection when inputting the route after the clearance.

Aug 5, Failure To Follow ATC Instructions

Comm/CFI Pilot

Mesa Falcon Field (FFZ)

The Lancair was cleared for take-off on the SACAT4 departure, and to maintain 3,000 ft, and remain IFR. At the departure end of the runway the aircraft had drifted to the parallel upwind runway. The controller was trying to advise the pilot the deviation, but there was no response until the 3rd or 4th try. The pilot was also squawking a VFR code, and the controller was trying

to advise the pilot of the proper SQUAWK code. Additionally, the pilot climbed above the altitude issued, they had climbed to 3,400 ft. The controller was also trying to have the pilot descend to the correct altitude, but pilot was not listening. Coordination with the Phoenix TRACON, and the Chandler Airport had to be made to maintain the airspace safety.

Aug 7, Failure To Follow ATC Instructions

ATP Pilot Out of Louisiana

Phoenix TRACON (P50)



A Challenger departing PHX on the ECLPS1 departure flew the RWY Heading instead of complying with the SID. The Challenger was observed more than 2 miles off the departure end of the RWY at 2.2 miles and 600 feet in trail of another aircraft on the MRBIL departure. The SANTAN controller issued an instruction to separate the aircraft. **A Brasher was issued by the SANTAN Controller.**

Aug 19, Failure To Follow ATC Instructions

No Pilot Information

Tucson TRACON (U90)

The aircraft departed Tucson International VFR northwest bound and was instructed by ATC to maintain at or below 5,000 feet until further advised. The pilot climbed to 5,900 without ATC clearance, causing a potential conflict with two F-16's.

August 27 Failure To Follow ATC Instructions

ATP Pilot Out Of California

Mesa Falcon Field (FFZ)

The pilot entered the Falcon Field Class Delta Airspace from the Northwest at 2,800 ft indicating 170 KTS without communicating with ATC. The controller reached out to the aircraft without getting a response. A second controller also reached out to the aircraft without getting a response. Four miles north of the field on a southeast heading the aircraft reached out to the second controller and was immediately told to remain outside of the Class Delta Airspace. The aircraft asked if the airport was closed, and the controller issued a northbound instruction to avoid multiple aircraft on the extended left downwind for the runway. The aircraft was then transferred back to the first controller, and the aircraft was 9-1/2 mile north for the runway,



ATC instructed the aircraft to maintain at or above 3,000 ft until advised. On a 5-1/2 mile final the aircraft had descended to 2,800 ft, and ATC instructed them to climb to 3,000 ft, and issued an altimeter setting.

August 31, Failure To Follow ATC Instructions

No Pilot Information

Unknown Location but Out Of Arizona Scottsdale Airport (SDL)

A Light Jet was issued an IFR clearance by Scottsdale ATC. The aircraft was taxiing to the runway, and they notified the tower that they would be ready at the end of the runway. The tower responded that the facility was closing, and the pilot would need to contact the Phoenix



TRACON Departure for their IFR release and issued them the frequency. Scottsdale made their closing broadcast. The airplane departed Scottsdale without contacting the Phoenix TRACON and did not obtain an IFR release 2 minutes after the Scottsdale tower had closed.

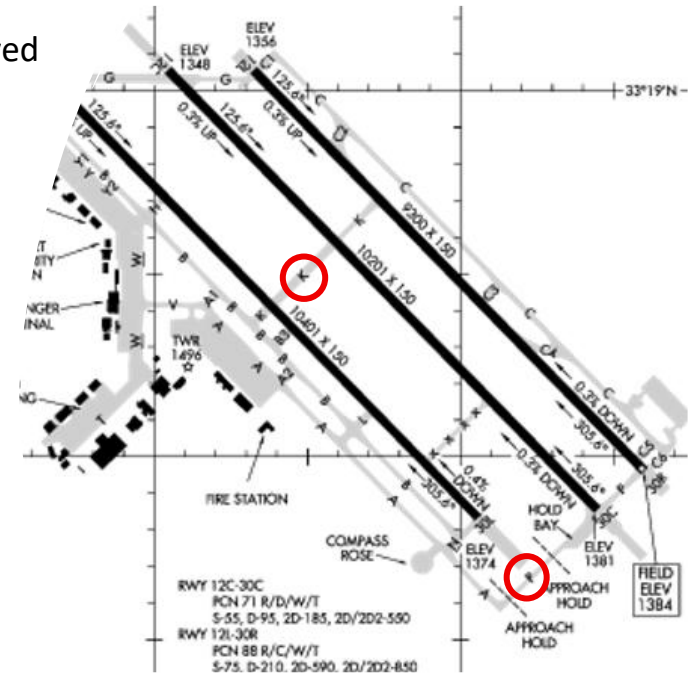


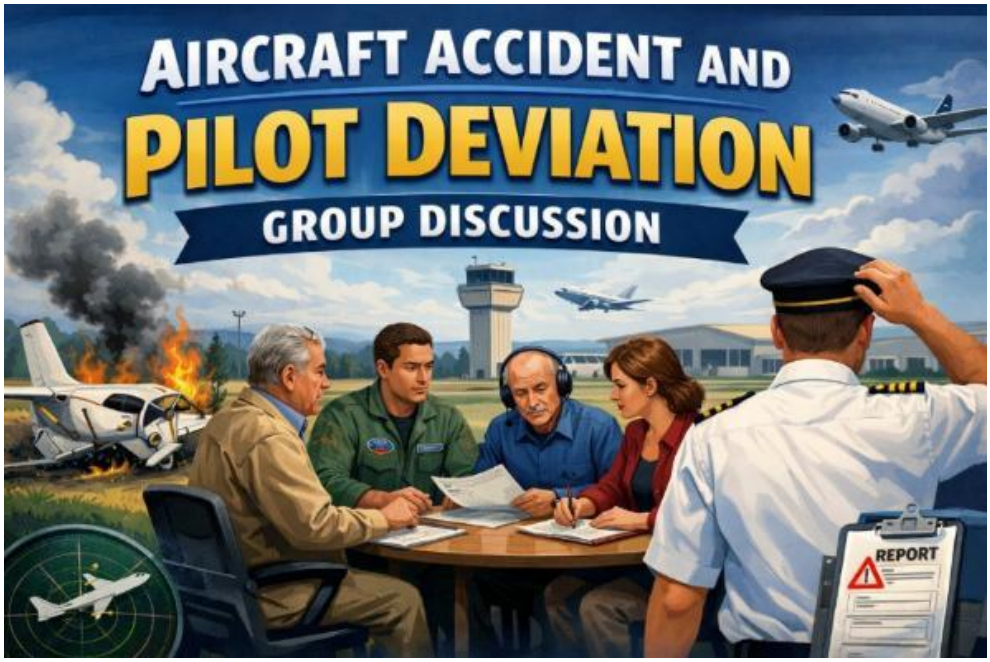
August 4, Runway Incursion, Taxiing Onto A Runway Without Authorization

- **Student Pilot Out Of Utah**
- **Mesa-Gateway Airport (IWA)**

The Piper pilot said he was holding short of the center runway at taxiway PAPA for pattern work and was instructed to cross the center runway at PAPA, and hold short of the right runway, and was issued a frequency change to the controller for the right runway. The Piper was observed holding in position on the center runway at the approach end. A GALAXY was inbound on a three-mile visual final IFR approach for the center runway. Both controllers attempted to contact the Piper with no response initially. The GALAXY was sent around when it was on a two-mile final and was instructed to offset to the right of the runway and continue in the traffic pattern. **The Piper was taxied down the center runway to taxiway K and issued the Brasher.** The Piper taxied back to the ramp.







Cary Grant: Out of state pilots continue to do what out of state pilots seem to do (Deviate).

Jim Timm: Our airspace is very busy.

Cary: I wonder how the number of Arizona's deviations compare to deviations in other areas of the country.

Jim Timm: That would be very interesting to see.





FFZ Users Fees Passes, Update? – Cary Grant, Chris Nugent, Paul Rowley, and John Keith

Chris Nugent: No new updates. The city placed implementing the fees to HOLD for 90 days. This is to give their attorneys time to look at their proposal to make sure it's compliant.

Corinne Nystrom is retiring at the end of January 2027, so Falcon Field will be looking for a new airport director. Nystrom had no pilot experience. Hopefully, the next director will have some aviation experience as a pilot.

Chris: The Judge on the federal lawsuit between CAE and Trust Flight, has ordered a stay in the case. They may be waiting for the outcome of the City's legal team investigation. This may drag on for months.

Chris: Mesa City Council member Alicia Goforth has been promoting the economic development of Falcon Field, as a part of her campaign for reelection in November.

Phil Corbell: The easiest solution would be for the federal government to say, "Absolutely no."

Cary: We have the elections and we need to wait to see what the fallout is before we lobby the legislature concerning ADS-B and landing fees.

Chris: ADOT issued their State Aviation System Plan for comment on August 18th and gave a two-week period for comments. There was no participation from any Arizona aviation association. APA let ADOT know that they need to have the state aviation organizations involved in the next plan.

We also provided comments for the collection of landing fees using ADS-B. We received a response from ADOT, and they said they would support the use of ADS-B for collecting data. ADOT will include APA and ASAG in future studies.



Cary Grant: February 6, 2027.

- Banquet room is reserved.
- Ian Branson has agreed to provide A/V support
- Need Guest Seaker.

Phil Corbel: We could invite a US Rep to speak about support for aviation.

Cary: Speakers who are political may not agree with all who are in the room. Also, the speaker must pass the "Spouse Test."

Phil Corbel: Another option would be AOPA representative covering our area, **Niki Britton**. She's involved in aviation and she's a female.

Cary Grant: She will need to come to our Banquet and accept our transportation and speaking fees, which are zero.

The window for GAA Nominations is open, www.generalaviationawards.com

What Happens Next?



Ernie Copeland: Without nominees we don't have a banquet.

Cary: Nomination started 1 Sep and closes 30 Nov. We want to have a banquet.

- SEPTEMBER 1: Nominations Window Opens
- NOVEMBER 30: Nominations Window Closes at Midnight
- DECEMBER 1-31: FAASTeam Program Managers Judging for District Honorees
- JANUARY 8: FAASTeam Program Managers Announce District Honorees
- JANUARY 29: FAA Selects National Finalist
- FEBRUARY 1-19 National Judging by the Industry
- FEBRUARY 22: GAA Announces District Honorees to GA Community
- MARCH 1: GAA Announces National Honorees to GA Community
- *Schedule subject to change*

Time to get the Nominations Packages Prepared. Nominees need to submit one PDF document which explains why they are worthy of the award and other documents. You should be able to do this in 20-40 pages. Then submit the documents to the committee.

The 2026 Banquet Photos are available for viewing at

https://photosgranted.zenfolio.com/asag26

We Need Nominees

Please think about nominees for this year 2026 (Banquet in 2027). Contact Cary Grant at cbgrant@azboss.net for more information.



Lee Unger, Cary Grant, Jim Anderson, Brian Stamper, PhD, and Stacy Elliot

Lee Unger: The coordinates that Cary revised for each of the four quadrants have been approved by the FCC. The next step is to update our whole package and submit it with our second amendment, and that's at the top of my volunteer list.



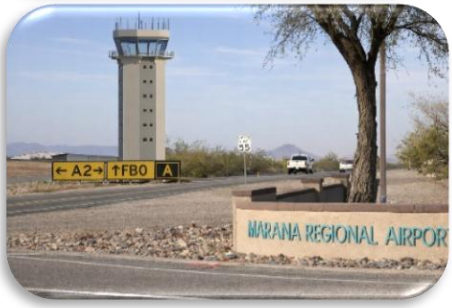
THE HUGHES APP

Cary Grant: There are lots of Slack Lines depicted!
This app will let you include a slack line overlay.
It's a **FREE** app but only available for iOS devices (Apple only).
In Arizona, there are over two dozen slack lines. You are highly encouraged to download the Hughes app.



Lee Unger & Mike Jesch (Southern California Airspace Users Work Group)

Lee Unger: I missed the Sep 8 SCAUWG meeting. I will have an update next month.



Lee Unger, Tito Sanchez, Sonny Durante, John Cramer (Marana Airport Updates)

Tito Sanchez: The Marana Tower Project is still in the DESIGN PROCESS.
Cary Grant: Is there an estimate of when the design process will be complete?
Tito: Negative on a proposed date. No estimate. It is a 3-phase project.



Lee Unger:

Like Always



https://flytucson.com/taa/safety_security/airfield_safety_enhancement_ase_program.php
https://www.faa.gov/airports/runway_safety/pilots/best_practices
Junaid Adil, APOA Airport Support Network Volunteer for KTUS Tucson said: He was happy to attend The ASAG meeting and looks forward to participating with reports from Tucson International Airport, where he is based.
You can find Tucson International Airport (TUS) long-Term Airfield Changes, including what the Air Traffic Control Tower wants you to know at https://www.faa.gov/tus#collapse48026
You can check the NOTAMs at
https://notams.aim.faa.gov/notamSearch/disclaimer.html
Request Progressive taxi if in doubt. Listen intently to ATIS for closed surfaces and other pertinent operational information.
Updated Tucson International Airport website ***https://flytucson.com/***
Tucson International's General Aviation page ***https://flytucson.com/airport_operations/general_aviation.php#collapse1080b0***



THE PROBLEM: Pilots taxiing to Runway 12 via Taxiway D for departure, sometimes cross Runway 12's holding position markings **without authorization.**

Lee Unger: One of the action items is to make a poster showing the rise as you taxi west on taxiway Delta to Runway 12. This rise makes it difficult to see the hold lines for Runway 12, and pilots are not aware that they need to stop.

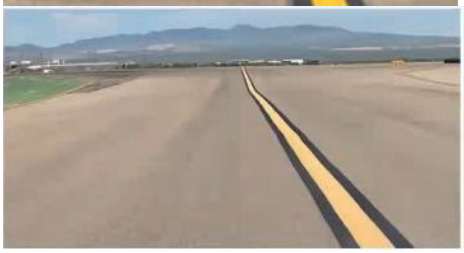


Here are some pictures that were taken for the poster.

Cary: Recently, there was a deviation that was caused by the rise in taxiway Delta.

Chris Nugent: We would be happy to make sure the poster is distributed.

Cary Grant: This should be on our Facebook page.







Lee Unger: Thank you to Junaid Adil, AOPA Airport Support Network Volunteer for KTUS Tucson, for taking these photos of the rise on Delta while taxiing southwest toward Runway 12.



John Keith

None



Pilot Counseling – Bob Holliday, ASAG's Chaplain

Bob Holliday:

Pastor Bob: Encourage all that we can be supportive to not just each other. Being the ears can change someone's mental mindset. Prayers that we all take that role seriously. Each of us can be a representative. If you need help, Bob is willing to help. Email at pastorbobh@comcast.net

Cary: Bob is an ordained minister, and everything is confidential.

Go to https://www.faa.gov/pilot-mental-fitness to access resources for CFIs with signs and symptoms of mental illness.

Cary: Teresa Farley attended Critical Incident Response Program (CIRP). It is a program to mitigate an accident or incident before the stress causes an occurrence. It is a completely volunteer program, peer to peer support. Confidential.

Rich Lee provided comprehensive, helpful resources about **Critical Incident Response,** including:

The Critical Incident Resource Manual: Download PDF here

Our Discussion on Critical Incident Response

Art "Turbo" Tomassetti (F), host of the flight test safety podcast "On Condition", and ***Louise Cullinan*** discuss Critical Incident Response. View the podcast episode on YouTube or listen on Podbean – Part 1 & Part 2.

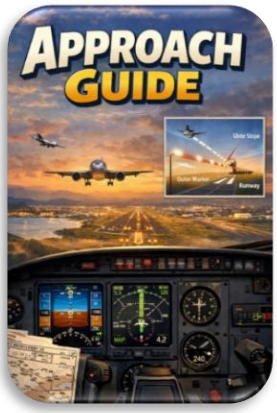
Louise is an expert on the subject and currently leads training for organizations, so they have the tools and skills to deal with the aftermath of a mishap

Anyone from AFTW interested in attending Critical Incident Response Program (CIRP) training to be a resource, please message Theresa Farley (theresa.l.farley@gmail.com). There is a cost of time and money ($500), but the training can be valuable to the industry. It is a weeklong course.

Some pilots need emotional support. CRT helps others provide emotional support or provide a support network.

Lee Unger proposed that ASAG pay the $500 for Bob to go to training, should he be interested.

Phil Corbell moved to accept it. ***Richard Lee*** Seconded the motion.



Cary Grant, Jim Pitman, Brian Harrison:

The Approach Guide will contain Recommended Procedures for Practice Instrument Approaches in the Phoenix Area.

We've had a couple of new people volunteer to help with this project recently

Link to view work in progress: https://docs.google.com/document/d/18Jpf9d9g-_THIsu2Yg7lRcdxkq7D_D5DrXoIjNBT34Q/

Brian Harrison volunteered to help. We are still looking for more volunteers to help with this project. Please email jim.pitman@gmail.com if you are willing and able. Thank you!

Please submit feedback related to this project at: http://aftw.org/contact/

Jim Anderson (Lead); Cary Grant, Brian Stamper PhD, Scott Woodworth & Lee Unger

Cary Grant: Using AI, Jim Anderston set up a story board for the Class Bravo video. Jim has also updated the Sedona video.

Bob Holliday has a friend who is very good at videography who said he would be willing to work with us and help us put it together.

From the Flight Deck Videos Currently Available for Arizona Airports:

Grand Canyon (GCN) https://youtu.be/db8n0fuBwJE?si=RZoZG7DQmByTFWG2 & https://www.faa.gov/gcn

Deer Valley Airport (DVT) https://youtu.be/2xYS3Zyn3uA & https://www.faa.gov/DVT

Falcon Field Airport, Mesa, AZ (FFZ) https://youtu.be/_tRIShTBZzk & https://www.faa.gov/FFZ

Flagstaff Pulliam Airport (FLG) https://youtu.be/V4LMuBINoTg & https://www.faa.gov/FLG

Phoenix-Mesa Gateway Airport (IWA) https://youtu.be/G9nrLD6OM_s & https://www.faa.gov/IWA

Prescott Regional Airport - Ernest A Love Field (PRC) https://youtu.be/WPbqla6oSS8 & https://www.faa.gov/PRC

Due to construction, the Tucson Int'l (TUS) video has been removed

Chandler Airport (CHD) https://youtu.be/IvMF-jFDDhM & https://www.faa.gov/CHD

Sedona Airport (SEZ) https://www.youtube.com/watch?v=hWrb-xCK1rA

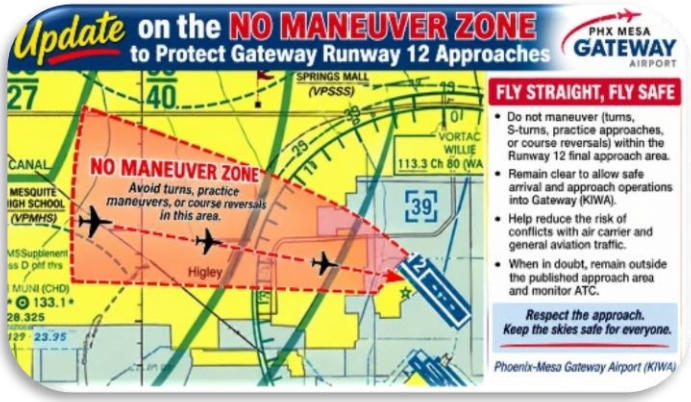
Cottonwood (P2) https://www.youtube.com/watch?v=RpOS4yi7oGM

Marana (AVQ) https://www.youtube.com/watch?v=kTBHrJnpGeo



Lee Unger: Currently, we are working on the Stanfield LTA. Our next project will be the Coolidge LTA.
Thank you **FAA** – Brian Mehrtens, Ernest Copeland; **ATC ZAB** – Christina Jacoby, Timon Fish, Matthew Chappell; **P50** – Matthew Schormann; **AFTW** – Jim Pitman Brent Crow, Stacy Elliot; **APA** – Jim Timm, Chris Nugent and **ASAG** – Cary Grant, Thomas Cowan, Justin Hodge and everyone who participated for your parts in presenting information and facilitating a consensus concerning the stack and a Letter to Airmen for Stanfield VOR (TFD) and KCGZ-Casa Grande.

AFTW and DPE Update, Lee Unger, Eric Fahrner, Brian Merhtens
Register here for the next meeting: https://aftw.org/next-meeting/
Nov 10, 2026 04:00 PM



This No Maneuver Zone was intended to be plus or minus 1 mile and below 4,000 feet MSL.
Bob Mittelstaedt: It looks like the proposal for a No Maneuver Zone was retracted because of the push back and complaints.



Cary Grant: We need to update the ASAG Brochure. ***Jim Price*** has the file and will work on this project.



Cary Grant: Jessica's airplane has been moved to Falcon Field where a volunteer is working on it and installing the wings. They are looking for volunteers.
Right footed Foundation.



Amazon UAS Delivery Activity – John Keith, Neil Davison. Amazon Drone Collisions.

Monthly Meeting WINGS Credit – Alexander Peña

Our ASAG meetings qualify for 2 Knowledge WINGS credits for pilots and 1 credit for Aviation Maintenance Technicians (AMTs). Thanks to Ernie Copeland and Brian Mertens for providing the Zoom attendance list which we use to provide WINGS credit.
To receive credit, you must remain in the meeting **for at least two hours**.







Celebration of Life for Ron Diedrichs will be held on Sep 26 at 9:00 AM at the Cutter Hangar, Deer Valley Airport (DVT). Please park in front of the terminal. CLICK HERE FOR MORE INFORMATION



Cary Grant: Deer Valley (DVT) has had a 65% decrease in runway incursions. In 2025, Deer Valley was an Runway Incursion "leader"; Top 30 in the nation for incursions. This year, they are not in the top 100. The decrease is attributed to air traffic control and pilot and awareness. Congratulations, Deer Valley.

General Aviation Awards – Loss of Leadership & Support

Cary Grant: For two years, the General Aviation Awards has been chaired by Loretta Webb. At Oshkosh, Loretta stated that this would be her last time attending Oshkosh. She is stepping down, so, we are looking for someone to take the reigns of the General Aviation Awards. It needs to be someone who has a lot of National Contact, someone who can reach out and work with everyone.

Also, EAA will no longer sponsor the General Aviation Awards with the level of support that have given in the past. We are looking for a sponsor who can take the place of EAA.

Perhaps AOPA or John and Martha King will step in to support the Awards?

We will find out where the future of the GA Awards will go.

Register in advance for the October 21 meeting at:

https://faavideo.zoomgov.com/meeting/register/FnpNBVzkRWmlPyJ5DG8nlA

After registering, you will receive a confirmation email containing information about joining the meeting. If you don't receive an email confirmation, you may have misspelled your email address. Try again.

For the **August meeting,** we will be using the FAA's Zoom account.

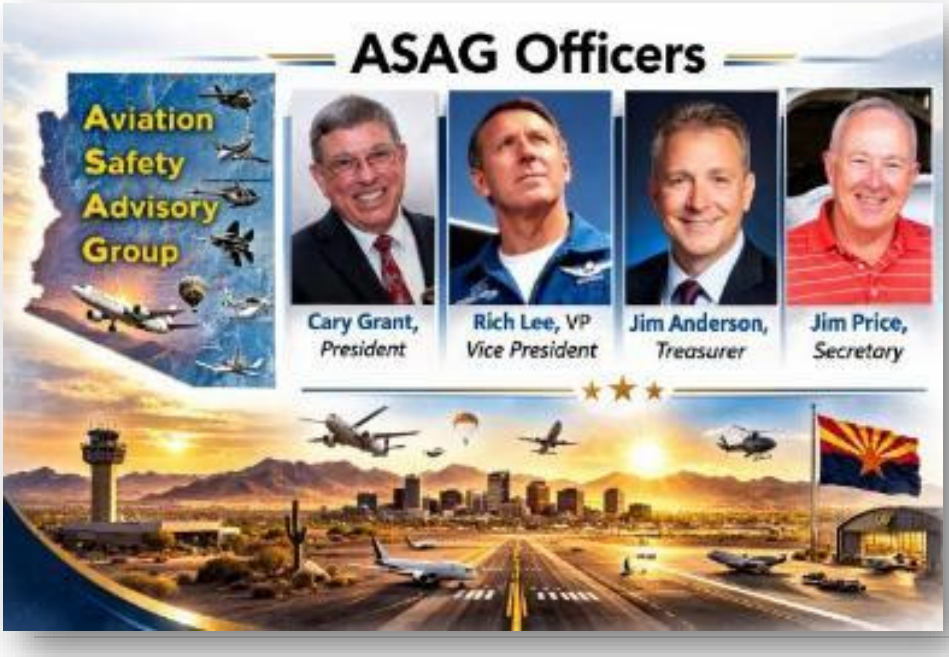
Motion to adjourn: ***Tom Cowan*****.**



David Kitts seconded the motion.

The meeting ended at **2:30** pm.

ASAG's email: arizonasag@gmail.com





Lee Unger

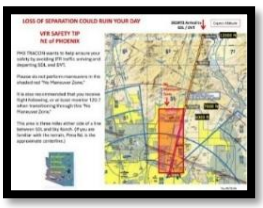


Jim Timm



Arizona Pilots Association Monthly Newsletter

https://azpilots.org/pilot-info/newsletters



Northeast Phoenix No Maneuver Zone poster

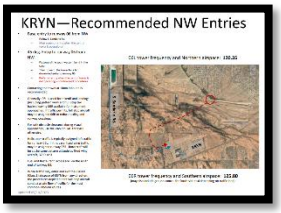
by **Bob Mittelstaedt**

https://www.faasafety.gov/files/events/WP/WP07/2024/WP07130353/NE_Phoenix_No_Maneuver_Zone__05-18-24.pdf

OR

https://asagaz.org/posters-campaigns

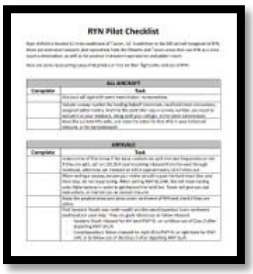
Please print and share the flyer at your airport. You can also publish the link in your print products and on social media.



Ryan Airfield Recommended NW Entries

by **Brian L. Stamper, PhD**, FAASTeam Representative.

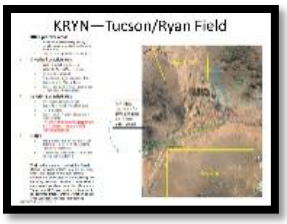
https://aftw.org/wp/wp-content/uploads/2024/08/RYN_NW_Entry_Procedures.pdf



Ryan Pilot Checklist

by **Geoff Kusel**, Air Traffic Manager, Ryan Field Tower.

https://aftw.org/wp/wp- content/uploads/2024/08/RYN_Pilot_Checklist.pdf



Greater Tucson Practice Areas (TUS, AVQ & RYN)

by **Brian Stamper, PhD**

https://www.faasafety.gov/files/notices/2018/Nov/Tucson_Practice_Areas.pdf

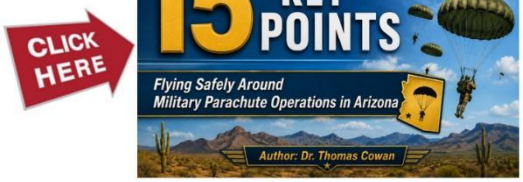


"Know Before You Go!! Parachute Operations at Marana Regional Airport (KAVQ)" Version 3, 260714

by ***Sonny Durante*** and the Parachute Operations Safety Workgroup
Directed by ***Dr. Thomas Cowan***.

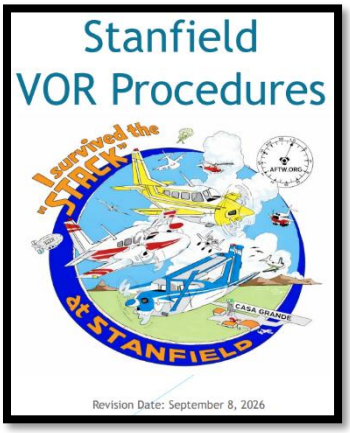
https://www.faasafety.gov/files/events/WP/WP07/2026/WP07145645/Know_Before_You_Go-Parachute_Operations_at_Marana_Regional_Airport_S._Durante_v3_260714.pdf

This document may be used as a template for a flight planning document for other non-towered airports that have parachute operations.



15 Key Points

https://www.faasafety.gov/files/events/WP/WP07/2026/WP07144898/15_Key_Points_-_Flying_Safely_Around_Military_Parachute_Operations_in_Arizona_-_Thomas_Cowan_-_May_2026_-_v7.1.pdf



See https://aftw.org/AFTW_Stanfield_VOR_Procedures_Rev9-8-2026.pdf for the Stanfield Stack Procedures.





VMC & IMC CLUB MEETINGS – Alex Peña: **Their next meeting is Oct 6, 2026. VMC** begins at 6:30 pm and the **IMC** Club meeting follows. Venue: Chandler Municipal Airport Terminal Meeting Room, 2380 S Stinson Way, Chandler, AZ 85286

Look for the SPANS on www.FAASAFETY.gov



The 99s meet the 2nd Wednesday of each month (except June and July) at Jackson Jet Center, (formerly Swift Aviation), located at 2710 E. Old Tower Road on the South side of Sky Harbor Airport. (Guest speaker at 6 pm and our business meeting at 7 pm). Website https://phx99s.org/

Reference: ***Karen Hausteen***

Find next meeting **https://aftw.org/next-meeting/** Meetings are held via Zoom on the 2nd Tuesday at 4:00pm every other month (odd months).
Next Meetings: https://aftw.org/next-meeting/
Nov 10, 2026 04:00 PM
Meeting Minutes: **https://aftw.org/category/meetings/minutes/**



Arizona Flight Training Workgroup AFTW *https://aftw.org/*
Thanks to Jim Pitman for "Arizona Flight Training Workgroup (AFTW) Pilot Brief" linked here https://aftw.org/brief
Please share this information with all Pilots, including Instructors, DPEs and Flight Schools who operate in Arizona.
Find next meeting **https://aftw.org/next-meeting/**



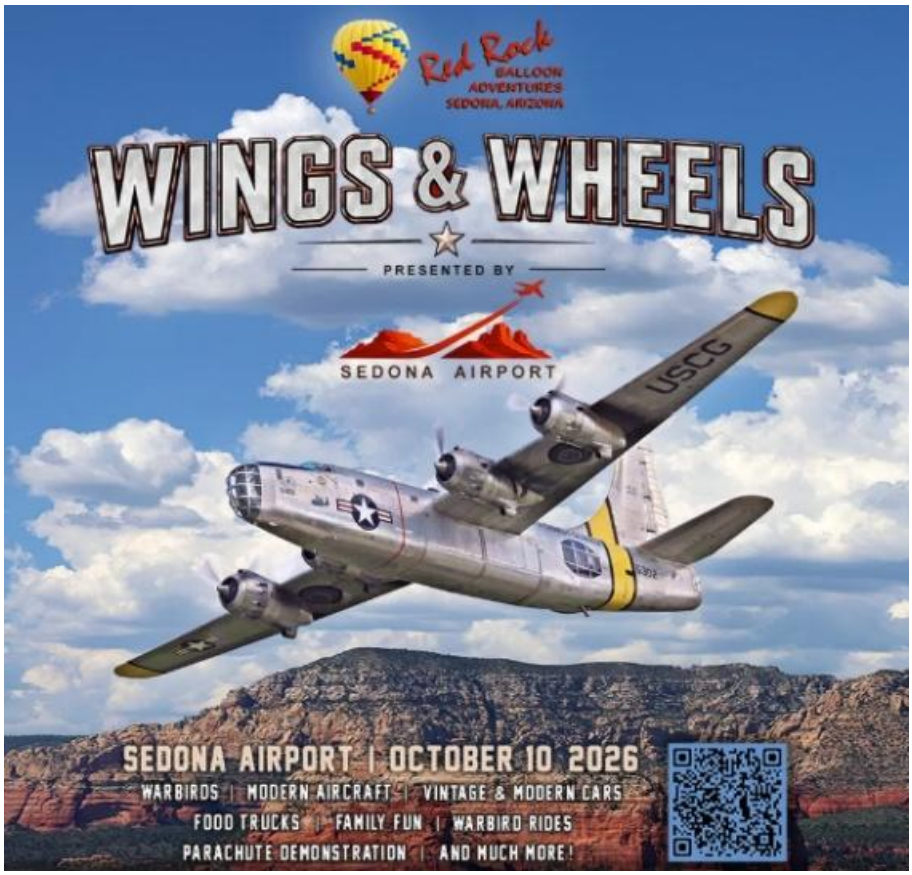
COMPLETE for 2026



COOLIDGE (First Saturday of the month)
The fly-in breakfast at Coolidge Municipal Airport (P08) will start up again in October – on the first Saturday of the month (October 3rd).

RYAN (Second Saturday of the month)
Consider flying to Richie's Restaurant at Ryan Field (RYN), open daily from 6 am to 2 pm to serve you.

CASA GRANDE (Last Saturday of the month)
There is a fly-in breakfast on the last Saturday of the month at the Casa Grande Municipal Airport (CGZ). The "Runway 5 Cafe" is now permanently closed. It has been replaced by another new Cafe. Casa Grande Masonic Lodge will continue to be serving breakfast in the air-conditioned terminal from 7 to 11 am on the last Saturday of the month.



Wings and Wheels, (KSEZ) **10 Oct, 9 AM – 4 PM**

Safford Airport Airshow, (KSAD) **Nov 7, 9 AM – 3 PM**

The 2026 Safford Airshow will be a thrilling aerial event that showcases a variety of aircraft performances, demonstrations, and displays. Held in Safford, AZ at Safford Regional Airport, the Airshow features high-flying aerobatics, precision maneuvers by expert pilots, and ground displays of vintage and modern aircraft. You can expect an exciting day filled with breathtaking stunts, jaw-dropping flyovers, and opportunities to interact with pilots and explore aircraft up close! The Safford Airshow promises an unforgettable day for aviation enthusiasts, families, and spectators looking for a thrilling and entertaining experience.

On November 7th, Safford Regional Airport will welcome the public to come watch the spectacular show!

Performers expected to attend will include Jerry Conley in the Vampire Airshows DH-115 Jet, Rutledge Airborne Fire Tanker Water Drop, Doug Grant's Jet Car, Skydive Aerial Extreme Parachute Demonstration, Microjet Airshows, Anthony Oshinuga Pitts S-1 Aerobatics, Dan Kirtland's T-28 Trojan Aerobatics, and several warbird formation flights.

We'll be adding more performers and static displays as we get closer to the event dates so check back often for more details.

Schultz Airshows will be providing the Airboss, Ground Operations, Announcing, and Airshow Coordination Services for the 2026 event


AOPA
AT
Fly-In
BUCKEYE AIR FAIR
BUCKEYE, AZ (BXK) • FEBRUARY 26-28, 2027