



# MEETING MINUTES

President Cary Grant Called the Meeting to order at **12:00 pm**



# August 21, 2024

## 72 attended:

16022810066, Brendon Umbs, Aaron Cremona, Andrew Taussig, Bob Katz, Bob Holliday, Bob Mittelstaedt, Brad Walstrom, Brett Richardson, Butch Borszich, Carter Teeters, Cary Grant, Chris Nugent, Christian Locher, Christine Perry, Craig Tompkins (SDL FSDO - FPM), Dan Fuller, David Day, David Horvath, Deborah Blattstein, DeWitt Gibson, **Don Garrison**, Dr. Abraham Blattstein, Edward Daror, Erik Skuja, **Erika Jancso**, Ernest Copeland FPM SDL FSDO, Felix Hernandez, Fred Workley, Garrett Dauphars, George Hamaty, Gull Saarup, **Iain McCreary**, James Timm, Jim Anderson, John Cirino, John Keith, John Varljen, Julian Fruhling, **Kenneth Winter**, Lance Leighnor, Larry Erdman, Lee Unger, **Mack Dobkins**, Mark Giannini, Mathew Corrigan, Matt Schorman, Michael Juilfs, Mike Jesch, Mitchell Raab, Neil Davison, Paul Rowley, Perry Tarrant, Pete Hermes, Peter Troccoli, Phil Corbell, Philip Jossi, **Priscilla Ribic**, Randell Meyer, Richard Lee, Ron Dziagwa, **Roy Sayman**, Russ Jones, **Sahara McCreary**, Savannah Ivanitski, Shawn Huff, Sonny Durante, Steven Brimmer, Thomas Cowan, Tito Sanchez, Ty Howard - TCAB SM, and Wes Waddle.



### Welcome – Cary Grant, ASAG President:

Cary introduced **Rich Lee**, ASAG’s new Vice President.

Cary announced that the ASAG web site has been updated with the latest minutes.

Cary acknowledged and thanked **John Keith** for recording the minutes in Jim Price’s absence. Cary promised that Jim will return for our September meeting.



### Jim Anderson, ASAG Treasurer:

## TREASURER’S REPORT



### Treasurer’s Report

Aviation Safety Advisory Group of Arizona  
General Membership Meeting  
For the period June 1st, 2024 to July 31st, 2024

<b>Income</b>		
<b>Fundraising (Ways and Means)</b>		
Fundraising Event	\$260.00	\$260.00
<b>Total Income</b>		
<b>Expenditures</b>		
<b>Administrative and Operations</b>		
PO Box Rental	-\$255.40	(\$255.40)
<b>Total Expenditures</b>		\$515.40
<b>Opening balance as of June 1st, 2024:</b>	\$15,936.91	
<b>Balance on hand as of July 31st, 2024:</b>	\$16,452.31	
<b>Aviation SAfety Advisory Group of Arizona</b>		\$16,452.31

*James B. Anderson*

Treasurer’s Signature

**It was moved and seconded by John Keith that we accept the July – August Treasurer’s Report. The membership unanimously accepted the July - August 2024 ASAG treasurer’s report.**

**Account total: \$16,452.31**

## [ASAG June 2024 Meeting Minutes](#)



SECRETARY'S REPORT

It was moved and seconded by **John Keith** that we accept the June 2024 minutes, as submitted by Jim Price, ASAG Secretary. The membership unanimously accepted the June 2024 ASAG Meeting Minutes.



LASER & UAS MITIGATION

### [LASER & UAS Mitigation – Cary Grant & Ernie Copeland:](#)

**Ernie** reported that there have been over 760 LASER Attacks in fiscal year 2025 (July 1 2024 – June 30 2025). **Cary** reported that he made a safety video for ADOT's Safety Stand-down Day. It is available on YouTube at [https://youtu.be/YnexK\\_SF6jo?si=j71A1I09Kpv3fiYi](https://youtu.be/YnexK_SF6jo?si=j71A1I09Kpv3fiYi)

### [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](https://www.faa.gov/aircraft/safety/report/laserinfo/report_incident) at [https://www.faa.gov/aircraft/safety/report/laserinfo/report\\_incident](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](mailto: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 you are a member of the public who witnessed an individual aiming a laser at an aircraft, send an e-mail to [laserreports@faa.gov](mailto:laserreports@faa.gov) and include the following: Your name and contact information. Date and time you witnessed the laser incident.



BALLOONS

### [Balloons – Neil Davison:](#)

**Neil** discussed meetings at KDVT (Barrio Brewery)

- 6-7 pm food and conversation
- 7-8 pm presentation
- 8-9 pm post presentation questions and networking
- [AzBloonclub.com](http://AzBloonclub.com)
- 3<sup>rd</sup> Tuesday of each month

**Cary Grant** reported seeing Balloon Ride operators launching before sunrise, but without visible operable lights. Neil discussed the requirement for lights and the requirement that the pilots be night current when carrying passengers if they are going to launch prior to sunrise or stay airborne past sunset.



AZARNG/Picacho

A representative was not able to attend.



**Phoenix Approach (P50) – Matthew Schorman:**

North Air at Prescott (KPRC) flight density has increased.

**Professor Grant** mentioned 300 new students at ERAU (PRESCOTT). 170 CFI’s and a handful of new planes.

Operation “Rain Check” is cancelled for approximately 1 month because of construction.

KSDL corridor still has GA/training operations being conducted.

**Ty Howard**

**Ty** is getting info out for users, mentioned “Aerobatic club for the SE Practice Area!” **Matt Schorman** mentioned, “I have a good relationship with APS and can help!”



PARACHUTE OPS

**PARACHUTE OPS – Thomas Cowan:**

**Thomas Cowan** mentioned drop operations being expanded and is working with the jump company.

**Iain McCreary** discussed jump operation issues in the Silverbell practice area. **Sahara McCreary** was also in attendance. **Thomas Cowan** will reach out to the jump operator(s)

in question.

Watch <https://www.faasafety.gov/SPANS/events/EventList.aspx> for notice of the next Expanded Parachute Drop Operations in AZ Airspace meetings, some are meetings are Hybrid.

You will meet U.S. Contractors using Arizona Airspace for Parachute Jump Operations at many of Arizona's Non-Towered Airports. <https://www.faasafety.gov/SPANS/events/EventList.aspx> search Keyword *Parachute*.

For more information and in-person registration:

[https://www.faasafety.gov/SPANS/event\\_details.aspx?eid=131994&caller=/SPANS/events/EventList.aspx](https://www.faasafety.gov/SPANS/event_details.aspx?eid=131994&caller=/SPANS/events/EventList.aspx)

Hope to see you there!



**RED STAR FORMATION – Mark Giannini:**

Nothing new to report.



**Superior Glider Operations – Fairfax O’Riley:**

Fairfax was not able to attend the meeting.



Jim Timm

**EAA’s AirVenture – Jim Timm:**

**Jim** Reported on Oshkosh.



JULY 22-28, 2024  
EAA AIRVENTURE - OSHKOSH



[Jim Timm & Craig Tompkins](#)

ACCIDENT/INCIDENT DEVIATION REPORT

**Mid-June – Mid-July 2024**

**Accident Report & Pilot Deviation Summary**



**Some photos show the actual accident / incident. Most of the photos simply represent the aircraft type, make and model.**

The following are the reports of aviation accidents, and incidents that have occurred in Arizona from mid-June through mid-July. 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.

Because we didn't have a meeting in July because just about everyone had gone to the EAA AirVenture fly-in at Oshkosh, this report may be a bit abbreviated in the details provided.

The number of accidents/Incidents have gone down very slightly but could be better. The really good news is that there weren't any fatalities reported the past period, and in all the other occurrences nobody got seriously hurt. Things could have been better, and we all do need to prevent accidents.

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

**BIRD STRIKE** Date: June 16, 2024 | Source: FAA Incident | Location: Chandler (CHD) | Type: Beech King Air



**Injuries: Unreported Uninjured | Pilot: Certification Unreported**

During the landing they hit a bird on the runway, and after taxiing to the parking area, damage was noted to the right-wing flap. Because damage was slight enough, and did not require immediate repair, they later departed for Show Low.

**LOSS OF CONTROL TAKING OFF** Date: June 17, 2024 | Source: FAA | Location: Prescott (PRC) | Type: Cessna 172



**Injuries: 1 Uninjured | Pilot: Private Pilot**

While the Cessna was performing touch and go landings at Prescott, the pilot saw a flock of birds on the runway and aborted the takeoff. In the process the pilot veered off the runway, and into a drainage ditch. The damage to the aircraft was determined to be substantial.

**PRECAUTIONARY LANDING** Date: June 18, 2024 | Source: ASN, NTSB | Location: North Of Page (PGA) | Type:



**Beechcraft Baron | Injuries: Uninjured Unreported | Pilot: Certification Unreported**

The Pressurized Beech Baron had departed Las Vegas and was headed to Denver-Centennial Airport when they experienced a fracture of the windshield Northeast of Page at FL210. They diverted to Page and made a safe landing.

**LOSS OF CONTROL LANDING** Date: June 19, 2024 | Source: FAA Incident | Location: Prescott (PRC) | Type: Cessna 180



**Injuries: 1 Uninjured | Pilot: Private Pilot**

The Cessna landed and ran off the runway. The tower called an alert, but there was no damage, and the alert was canceled, and the aircraft taxied to parking.

**BIRD STRIKE** Date: June 23, 2024 Source: FAA Incident | Location: Phoenix/Mesa Gateway Airport (IWA) | Type: Partenavia P-68 (Twin Engine Aircraft) | Injuries: 2 uninjured | Pilot: Commercial (No Multi Engine Rating)



The Partenavia struck a bird while taking off. The pilot aborted the takeoff and landed safely on the same runway. There was a hole in the plexiglass nose, but the total extent of damage was unknown.



*Who Needs a Multi Engine Rating?*

**LOSS OF CONTROL LANDING** Date: July 2, 2024 | Source: FAA Incident | Location: Phoenix Deer Valley (DVT) | Type: Piper PA-28-181 | Injuries: Unreported Uninjured | Pilot: Certification Unreported



During the landing, the Piper went off the runway, and there was no damage to the aircraft or airport property.

**DAMAGE FROM EXCESSIVE WIND** Date: July 6, 2024 | Source: FAA | Location: Williams, AZ | Type: C-100 LTA Balloon | Injuries: 3 Minor injuries | Pilot: Student Pilot



The C-100 Balloon was not intended for flight, but was being inflated for a Trade Show, and was caught by a wind gust, and was dragged approximately 200 yards striking multiple light poles, and a parked car.

**LOSS OF FUEL PRESSURE** Date: July 7, 2024 | Source: FAA Incident | Location: Lake Havasu (HII) | Type: Sling LSA | Injuries: 2 Uninjured | Pilot: Commercial/CFI (LSA)



The pilot reported a loss of fuel pressure, and power, and made a forced landing in the desert near Lake Havasu. The extent of damage was unknown.

**HARD LANDING** Date: July 9, 2024 | Source: ASN, FAA | Location: Mesa Falcon Field (FFZ) | Type: MD530F Helicopter | Injuries: 2 Uninjured | Pilot: Certification Unreported



The helicopter was practicing auto-rotations at Mesa Falcon Field when it landed hard, and rolled over, severing the tail. The damage was substantial.

## Mid-July – Mid-August 2024

### Accident Report & Pilot Deviation Summary



Some photos show the actual accident / incident. Most of the photos simply represent the aircraft type, make and model.

The number of accidents/Incidents have gone down, and the really good news is there weren't any fatalities reported, and in all the occurrences nobody got hurt. We all do need to continue to prevent accidents, and I think that perhaps these high temperatures we have been experiencing have kept a lot of people from flying.

**LOST A LANDING SKID** Date: July 13, 2024 | Source: ASN, FAA | Location: Cottonwood (P52) | Type: MD500E Helicopter | Injuries: 4 Uninjured | Pilot: Pilot Certification Unknown



The tour company helicopter lost a skid over the Sedona area. They landed with one skid, the passengers got out, and the helicopter then rolled on its side causing extensive damage.

### THE FOLLOWING TWO ACCIDENTS ARE RELATED:

**GROUND COLLISION WHILE TAXIING** Date: July 13, 2024 | Source: FAA | Incident Location: Chandler (CHD)



Type: Piper PA-28-181 | Injuries: 2 Uninjured | Pilot: Pilot Certification Unknown

While sitting stationary in the run-up area, the Piper aircraft's wing was clipped by the wing of a taxiing Beechcraft Bonanza. The damage was minor.

**GROUND COLLISION WHILE TAXIING** Date: July 13, 2024 | Source: FAA Incident Location: Chandler (CHD)



Type: Beechcraft Bonanza | Injuries: 1 Uninjured | Pilot: Pilot Certification Unknown

The taxiing Bonanza clipped the wing of a stationary Piper PA-28-181 in the run-up area. The damage was minor.

**INFLIGHT FIRE** Date: July 13, 2024 | Source: FAA Incident | Location: Near Prescott | Type: Cessna 172



Injuries: 2 Uninjured | Pilot: Comm/CFI Pilot

The pilot reported an inflight electrical fire and made a safe emergency landing on a road about 15 miles north of Prescott Airport (PRC). The fire/smoke had dissipated by the time the landing and engine shutdown had been accomplished. The damage was determined to be minor.

**RUNWAY EXCURSION** Date: July 18, 2024 | Source: FAA | Incident Location: Prescott (PRC) | Type: Cessna 180



**Injuries: 1 Uninjured | Pilot: Private Pilot**

Upon landing the Cessna went off the runway, and an Alert 3 was issued, and the ARFF responded. There was no damage reported to the aircraft, however the runway had sustained a gouge that was nine inches long, and about 1/4 inch deep.

**GEAR-UP LANDING** Date: July 31, 2024 | Source: ASN, FAA | Location: Casa Grande (CGZ)



**Type: Piper PA-44-180 Seminole | Injuries: 2 Uninjured | Pilot: Comm/CFI Pilot**

The Piper Seminole departed Chandler Municipal Airport, and during the instructional flight the pilots made a gear up landing at Casa Grande Municipal Airport. The damage was reported to be minor.

**STRUCK OBJECT EXITING RUNWAY** Date: August 5, 2024 | Source: FAA | Location: Bisbee Douglas (DUG)



**Type: Piper PA-28-181 | Injuries: 2 Uninjured | Pilot: Commercial Pilot**

While exiting the runway the Piper aircraft's wing struck a lawn mower that was stuck in the mud near the taxiway. The damage was determined to be minor.

## June 14 – July 11, 2024 – PILOT DEVIATIONS (11)

### 3 BRASHERS, 3 Out of State Pilots, & 2 Foreign Pilots



These pilot deviations need to be examined to determine if a common thread exists that we should address to help reduce the number of deviations that continue to occur, and thus enhance aviation safety.

Because just about everyone had gone to EAA's AirVenture fly-in at Oshkosh, we didn't have a meeting in July. This report will be very abbreviated in the details.

In the reporting period from June 14, 2024 through July 11, 2024 there were **eleven pilot deviations** reported by the FAA SDL FSDO. These deviations were committed by pilots with certificates ranging from Student Pilot through Commercial/CFI, and there were **three out of state pilots**,

and two foreign pilots that committed these deviations. Of the eleven deviations reported, there was a need to issue **three Brashers**.



Maj Gen Jack Brasher

**Note**, a controller will issue a Brasher notification when further FAA action will be taken, and the controller is thus giving the aviator the opportunity to make note of the occurrence, collect information and their thoughts for their future interaction with Flight Standards.

## GA Deviations, May 10 – June 13

# Deviations	Type of Deviation	BRASHERS
2	IFR Deviations	1
1	Class Alpha Deviation	0
1	Bravo Airspace Deviations	1
3	Delta Airspace Deviations	0
3	Runway Incursions	1
1	Overshot Runway	0
1	Surface Incidents	0

# D'oh!



### IFR DEVIATIONS (2)

**6/20 Altitude Deviation | Private Pilot | Phoenix TRACON (P50)**

The pilot descended below his assigned altitude, and lost separation with terrain/obstacles.

**6/27 Altitude Deviation** Private Pilot **Out Of Idaho** Albuquerque Center (ZAB)

The Cessna was cleared to FL200 but incorrectly climbed to FL202, and separation was lost with a Piper at FL210.

**A Brasher was issued**

# D'oh!



### CLASS ALPHA AIRSPACE DEVIATION (1)

**6/18 Entering Class Alpha Airspace Without Authorization | Pilot Certification | Unknown Out Of Mexico**  
Tucson TRACON (P90)

The pilot deviation was reported when the Gulfstream climbed VFR into Class Alpha Airspace without authorization.

### CLASS BRAVO AIRSPACE DEVIATION (1)

**6/19 Entering Class Bravo Airspace Without Authorization | Private Pilot Out Of Florida**  
Phoenix TRACON (P50)

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

**A Brasher was issued.**

# D'oh!



### CLASS DELTA AIRSPACE DEVIATIONS (3)

The first two deviations were committed by a foreign pilot on a single flight. The pilot violated the Delta Airspace of both adjacent airports, and at the last airport he also committed a runway incursion.

**6/14 Entering Class Delta Airspace Without First Establishing Two-Way Radio Communication**  
**Pilot Certification Unknown | Out of New Caledonia | Phoenix Goodyear (GYR)**

The pilot deviation was reported by Goodyear airport when the pilot entered their Delta Airspace unannounced and conflicted with traffic in the pattern.

**6/14 Entering Class Delta Airspace Without First Establishing Two-Way Radio Communication**  
**Pilot Certification Unknown | Out of New Caledonia | Glendale Airport (GEU)**

The pilot left the GYR Delta airspace, and entered the GEU Delta Airspace without prior approval, and landed on a runway opposite the flow of traffic without ATC authorization. This event also resulted in a Runway Incursion deviation.

**6/22 Entering Class Delta Airspace Without First Establishing Two-Way Radio Communication**  
**Student Pilot | Phoenix/Mesa Gateway Airport (IWA)**

The Piper entered the IWA Class Delta Airspace without first establishing two-way radio communications.



## RUNWAY INCURSION (2)

### 6/17 Entering The Runway Without Authorization | Private Pilot | Chandler Airport (CHD)

The Cessna entered the runway without ATC authorization.

### 6/25 Entering The Runway Without Authorization | Commercial/CFI Pilot | Phoenix/Mesa Gateway Airport (IWA)

The pilot deviation was reported when the Piper was cleared to land, but instead they made a touch and go.

**A Brasher was issued.**



## OVERSHOT RUNWAY (1)

### 7/7 Overshot The Runway Landing | Pilot Certification Unknown | Out Of Montana | Phoenix Sky Harbor (PHX)

When a Cessna overshot the runway and started a go-around it resulted in an Air Carrier getting a Resolution Alert (RA) and having to execute a go around. This action was reported as a **NMAC**.

## SURFACE INCIDENT (1)

### 6/29 Entrance On The Airport Without Authorization | Unidentified Person | Phoenix Sky Harbor (PHX)

An unauthorized individual was observed on the airside of the airport. When trying to apprehend him, he attempted to enter an air carrier. However, he was stopped by airline personnel and held for law enforcement officers.

## Near Mid-Air Collision - NMAC (2) June 14 – July 11



There were **NO NMACs**  
Mid July through Mid  
August

### Date: 6/13 Location: Phoenix/Mesa Gateway Airport (IWA)

An air carrier A320 was descending and turning left for final, and a RV-8 was northbound transitioning the Class Delta Airspace. ATC instructed the RV8 to maintain at or above 3,500 feet, and to remain west of RWY 12R final. The RV8 descended without authorization, and didn't remain west of the final to RWY12R, resulting in a conflict with the A320. The A320 advised ATC they were responding to a Resolution Alert (RA) and were executing a go-around. The closest proximity was 0.37 NM, and 600 feet vertical.

### Date: 7/7 Location: Phoenix Sky Harbor (PHX)

When a Cessna overshot the runway and started a go-around it resulted in an Air Carrier receiving a Resolution Alert (RA), necessitating a go-around.

# July 12 – August 8, 2024 – PILOT DEVIATIONS (15)

## 5 BRASHERS, & 6 Out of State Pilots



In the reporting period from July 12, 2024 through August 8, 2024 there were **fifteen pilot deviations** reported by the FAA SDL FSDO. These deviations were committed by pilots with certificates ranging from Student Pilot through ATP, and there were **six out of state pilots** that committed these deviations. Of the fifteen deviations reported, **there was a need to issue five Brashers**.



GA Deviations, July 12 – August 8		
# Deviations	Type of Deviation	BRASHERS
4	IFR Deviations	2
4	Runway Incursions	0
2	ATC Instructions	0
2	TFR Deviations	1
1	Restricted Airspace	1
1	Surface Incidents	1
1	Vehicle / Person Deviation	0

## IFR DEVIATIONS (4)

### 7/8 Exceeding a Clearance Void Time | Private Pilot Albuquerque Center (ZAB)

The pilot took off several minutes after the Clearance Void Time without advising ATC of his intentions and received a **Brasher warning**.

### 7/20 Altitude Deviation | Private Pilot | Out Of California | Phoenix Sky Harbor TRACON (P50)

The Socata TBM7 inbound to PHX was issued an altitude of 3,000 feet, but descended to 2,600 ft without a clearance. The MVA for the area was 3,000.

### 7/22 Altitude Deviation | Commercial Pilot | Albuquerque Center (ZAB)

The Pilatus was cleared to climb to FL300, and provided a good read back. The Pilatus reached FL305 and was issued FL310 with a good read back. The Pilatus reached FL312 before going back to FL310. There was conflicting traffic at FL320.

### 7/22 No Radio Deviation | ATP/CFI Pilot | Out of Texas | Albuquerque Center (ZAB)

The Gulfstream was in communication with the ZAB controller and the controller cleared the Gulfstream to contact Albuquerque Center on 128.45. The pilot did not respond to that call, nor any subsequent attempts made by ATC at that time. The Gulfstream remained out of contact with ATC for about 40 minutes when an LA center (ZLA) controller established communications. **A Brasher issued**.



## RUNWAY INCURSION (4)

### 7/11 Departing A Runway Without Authorization | Student Pilot | Phoenix-Mesa Gateway Airport (IWA)

The pilot deviation was reported by IWA when the Piper departed on a runway without ATC authorization

### 7/23 Crossing A Runway Hold Line Without Authorization | Commercial Pilot | Out Of Oregon

#### Prescott Municipal Airport (PRC)

The pilot deviation was reported by PRC ATC then the Bonanza crossed the runway hold line without ATC authorization.

### 7/28 Crossing A Runway Hold Line Without Authorization | Private Pilot | Out Of New Mexico

#### Phoenix Deer Valley Airport (DVT)

The pilot deviation was reported by DVT ATC when the Bonanza crossed the runway hold line without ATC authorization.

### 7/30 Landing On A Runway That Was Not Assigned | Comm/CFI Pilot | Phoenix Deer Valley Airport (DVT)

The pilot deviation was reported by DVT when the Cessna landed on a runway that was not assigned by ATC.

## ATC INSTRUCTIONS (2)

### 7/8 Failure To Follow ATC Instructions | ATP Pilot Tucson Ryan Field (RYN)

The pilot deviation was reported by RYN when the Cessna did not follow ATC's pattern entry instructions.

### 7/29 Failure To Follow ATC Instructions | Private Pilot | Out Of California | Prescott Municipal Airport

The pilot deviation was reported by the Phoenix TRACON (P50) when the Marchetti did not fly the ATC assigned heading.

## TFR DEVIATIONS (2)

### 7/6 Entering a TFR Without Authorization | Commercial Pilot | Out Of Michigan | Albuquerque Center (ZAB)

The Snowshed TFR was active 13,000 and below, and they said that a VFR Mooney had flown through the TFR coming within a mile and a half of the fire while other aircraft were in the area trying to fight the fire. ZAB was not providing any services to the Mooney, but the ZAB controller identified the target and tracked it to Tucson's TRACON (U90) airspace.

### 7/27 Entering A TFR Without Authorization | Private Pilot | Albuquerque Center (ZAB)

The Diamond Katana called the Phoenix TRACON (P50) to request flight following. When P50 identified the Diamond, they were inside of the Adessa Fire Fighting TFR, which was active from the surface to 8,500 feet. P50 advised the Diamond that they had violated the TFR and issued a heading for the aircraft's expeditious exiting of the TFR. The Diamond was changed over to the ZAB controllers frequency where, **he was issued the Brasher warning.**



## RESTRICTED AIRSPACE DEVIATION (1)

### 8/3 Entering Restricted Airspace Without Authorization | Student Pilot | Albuquerque Center (ZAB)

The ZAB controller received a call from Luke Air Force Base (LUF) Approach asking if they were working a VFR aircraft operating in restricted area R2305, which was active from FL240 and below. The ZAB controller was not, but they identified the aircraft and were able to contact the pilot, **and issued a Brasher Warning.**



## SURFACE INCIDENT (1)

### 7/3 Entrance On The Airport Without Authorization | Comm/CFI | Phoenix Mesa Gateway Airport (IWA)

The pilot deviation was reported by IWA when a Piper entered a taxiway without ATC authorization. **A Brasher was issued.**



## VEHICLE/PERSON DEVIATION (1)

### 7/12 A Vehicle Entered A Runway Without Authorization | Phoenix Sky Harbor Airport (PHX)

A vehicle exited a taxiway, crossed the hold short line and entered the runway.

## GROUP DISCUSSION



### Accident & Deviation

The Discussion focused on why a helicopter could lose a skid in-flight (**JULY 13, 2024 INCIDENT**) and the pilot's and company's response to dealing with the situation. The situation should not have resulted in extensive damage to the machine.



**Rich Lee** said, "Normally helicopter pilots ask someone to just make a cradle with sandbags or something like that to support the belly. They then land upright on the support object. The most that happens is maybe a little sheet metal work on the belly, but often there is no damage at all. Most people don't crash the ship. Pretty expensive decision. Pretty stupid decision. It's bad enough the skid 'fell' off. The owner is well known for deferred maintenance, or no maintenance at all."

**REFERENCE the July 13 C-172 In-flight fire – Lance Leighnor** provided a lengthy report on the situation and the CFI's decision making in handling an electrical fire. While the CFI was able to complete a "textbook" off-airport landing without any damage to the aircraft or student, he passed up several suitable airports directly beneath him and never turned the aircraft Master Switch off. The lesson is to remember to reference the checklist. If time does not permit referencing the checklist, know and execute the memory items. In an emergency, pilots sink to their lowest level of training. As a CFI, make sure you are demanding the most out of your students. Pilots need to know their emergency procedures. Maintain aircraft control, analyze the situation, and land as soon as conditions permit



# Old Business

## [Frequency Project – Cary Grant, Jim Anderson, Brian Stamper & Lee Unger :](#)

**Lee Unger** noted that The air-to-air flight training area frequency workgroup is currently focused on coming to a consensus regarding what our suggested best practices will be for communicating with Air Traffic Control when conducting training flights in the Phoenix practice areas while using the hoped for air-to-air frequencies for which we are requesting waivers for from the FCC.

The workgroup's recommendations for safely flying in the vicinity of active parachute operations are based on eCFR 105 which, as **Justin Hodge, Tom Cowan and Matt Schorman**, have pointed out, requires parachute operators to provide specific, up to the minute jump operation updates to Air Traffic Control. While some parachute operators may have local communication suggestions for parachute operation updates, if in doubt, call TRACON (Terminal Radar Approach Control Facility) or ARTCC (Air Route Traffic Control Center) for flight following. They will have the information you need because Parachute Operators are required by eCFR 105 to report intentions to these facilities. It is

the workgroup's objective to help pilots be aware of how to best avoid parachute operation areas and keep themselves and Parachutists safe while in the vicinity of parachute operations.

<https://www.ecfr.gov/current/title-14/section-105.13>

## [MOAs-Proposed changes to flight rules over 10 MOAs in AZ and NM – Lee Unger:](#)

The [Draft Environmental Impact Statement \(EIS\)](#) is available for **public review and comment from August 9, 2024 through October 9, 2024**. Review this website to learn more and attend an upcoming [Public Hearing](#).



It is proposed that we, as ASAG members, divide the MOAs among ourselves, with one or two people focusing on each of the MOAs as grouped below.

Please sign up and let Lee Unger know which MOA or MOAs you would like to research and formally submit comments about.

Suggest we make a **list of what to consider as we review each MOA** - please share your ideas and keep updating this review items list as we each look into these matters

1. Airport arrivals and departures
2. Instrument approach procedures at airports in or near the MOAs

### Sign up list

- Outlaw,
- Jackal,
- Jackal Low,
- Morenci,
- Reserve,
- Bagdad,
- Gladden,
- Sells,
- Ruby,
- Fuzzy
- Tombstone A, B, & C *Sonny Durante and Lee Unger*

### Here are informative links:

- Public Draft Executive Summary ([English](#)) ([Spanish](#))
- [Public Draft EIS Main Document](#)
- [Public Draft EIS Appendices](#)
- [Notice of Availability for the Draft EIS, Aug. 9, 2024](#)

The above links may also be found on the EIS link above.

The public hearing link provides both in person in AZ and New Mexico locations and virtual options.

<https://www.arizonaregionalairspaceeis.com/attend-a-meeting/>

Virtual Public Hearings <https://www.arizonaregionalairspaceeis.com/virtual-public-hearing/>

### Paul Rowley & Drop Zone Communication Rules:



If overflying a Parachute Jump Area, as shown in the image to the left, you should check in on the local frequency.

Basically, listen to CTAF or tower frequency well before transitioning the airspace. If jumping operations are ongoing, the jump ship pilot will announce 60 seconds prior to jumpers away, at jumpers away, and when all jumpers are on the ground.

A typical call would sound like, "Eloy traffic, skydiving operations to commence in 60 seconds, 13,000 feet and below. Eloy."

Followed by, "Eloy traffic, jumpers away, 13,000 feet and below. Eloy."

Finally, "Skydiving operations have ended. Jumpers on the ground at Eloy."

**However, if you have checked in with flight following, the controllers will know where the jumpers are, so stay with flight following.**



[SCAUWG Report](#)

[Mike Jesch, Cary Grant & Lee Unger](#)

[Ron Berinstein](#)

[Webmaster](#) <https://scauwg.org>

[From Mike Jesch, SCAUWG Chairman:](#)

As I am new to the position of Chair of SCAUWG, I have my training wheels on and they're getting a lot of use. SCAUWG is working on a couple old issues and new issues, keeping engaged in the progress of installing an approved ATC Radar display in the San Bernardino (KSBD) ATCT. The airport has seen substantial growth in the last few years, especially in cargo volume, and a couple new Standard Instrument Approach Procedures (SIAPs) that affect other airports, particularly the standard traffic pattern at Redlands (KREI). Having an approved radar in the tower will improve safety and efficiency for all traffic at KSBD, and we're probably around two years away from getting this installed.

There has been an uptick recently in Traffic Collision Advisory System Resolution Advisories (TCAS Ras) in aircraft on final for runway 8 approaching Burbank (KBUR), generally, as these aircraft pass over Van Nuys (KVNY) airport, just a few miles to the west. Affected groups are SoCal TRACON, both KVNY and KBUR towers, and local pilot groups. They are in discussion to identify what the problem is and develop mitigation strategies.

A San Diego-area member is working to develop contacts at area flight schools to improve the safety and utility of student practice areas. Some of these practice areas are in less populated areas, which is good. However, some of these areas are where brush fires often happen. The firefighting aircraft, both spotters and drop planes, don't always play nice together and we're working to open these lines of communication.

A long-term project I'd like to get going on is a more regular review of TCAS events in our area, to ensure that our outreach and education projects are adequately addressing those concerns. SCAUWG was formed in the aftermath of the [Cerritos midair collision in 1986](#) - which was also a precipitating event toward getting TCAS installed in airliners. Therefore, it seems logical to me that the group will continue to monitor information from that program to make sure we're as effective as we can be in this realm.

The ForeFlight Workshops web site is at [www.foreflightworkshops.com](http://www.foreflightworkshops.com). It ends up at the same place as your link, but it's a little more succinct!

Thanks!

Capt. Mike Jesch

Chairman,

[scauwg.org](https://scauwg.org)



**SCAUWG meets on Zoom on the second Tuesday of the month at 10am Pacific Time.**

**ForeFlight webinars are held on the 1st Monday, but we slip to the second Monday, should a holiday or our schedule conflict.**

Tom Cowan complimented Mike Jesch on his great ForeFlight Workshops safety videos!

<https://www.captainschiff.com/foreflight>

Thanks to Webmaster Ron Berinstein for [SCAUWG.ORG](https://scauwg.org) which provides the latest in aviation news including the Arizona page <https://scauwg.org/arizona>

- Interfacing with flight schools and Practice areas
- Providing a Monthly Foreflight seminar



Marana Airport Update

**[Marana \(KAVQ\) and Pinal \(KMZJ\) Airport Update – Galen Beem, Airport Superintendent and Lee Unger:](#)**

Lee Unger stated that the new AWOS equipment is up and running, minus the notice at the end of the transmission about parachute operations. Lee Unger will inquire with Galen Beem about it.

At the August 26 Parachute Operations seminar, Patrick Nikirenko reported that Parachute Operations will be added to AWOS effective August 27.

No news on Pinal.



Rainbow Valley

**[Rainbow Valley – John Keith:](#)**

No new changes. Radio calls and UAA are using “Sector” locations during calls to other UAA planes.

**[AFTW – Cary Grant & Lee Unger:](#)**

**Approach Guide**

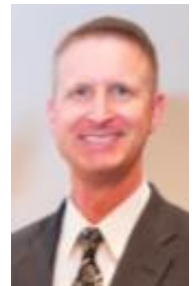
Thanks to Jim Pitman for the minutes of the July 9, 2024 meeting!

Meeting Minutes Video: <https://youtu.be/4oWhgTwJHf8>

Meeting minutes: [https://docs.google.com/document/d/186lBNkeNpOLpZEHSs5TBBx0z5Dqa-](https://docs.google.com/document/d/186lBNkeNpOLpZEHSs5TBBx0z5Dqa-vfmAWcyHxqyuBc/edit?usp=sharing)

[vfmAWcyHxqyuBc/edit?usp=sharing](https://docs.google.com/document/d/186lBNkeNpOLpZEHSs5TBBx0z5Dqa-vfmAWcyHxqyuBc/edit?usp=sharing)

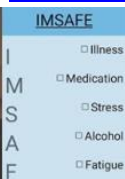
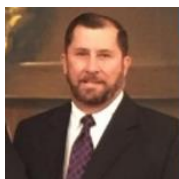
Jim Pitman has announced that he "needs to take a backseat with AFTW for the foreseeable future." We thank Jim, a 2002 co-founder of AFTW, for his dedication to AFTW over the years and his endless contributions to aviation safety. Many of us will need to step up to try to fill Jim's shoes. Thank You Jim Pitman!



Jim Pitman

**[IMSAFE – ASAG Chaplain, Rev Bob Holliday:](#)**

Reverend Bob Holliday is the Sr. Pastor at Epworth United Methodist Church and Director of The METRO Center. [linkedin.com/in/rev-bob-holliday-b7292977](https://www.linkedin.com/in/rev-bob-holliday-b7292977)



Bob referenced a recent article in the September 2024 issue of AOPA Magazine, “It’s Not All in Your Head,” (page 108). It is about the need for mental health awareness and seeking qualified assistance in dealing with issues. The FAA is recognizing that their past denial of medicals is not the most constructive method when handling an airman’s medical condition.



**[Video Project Update – Cary Grant & Lee Unger:](#)**

The Video Workgroup has had Phoenix Airspace on its wish list for some time. This may be next.

ASAG’s third in our series of *From the Flight Deck* for Cottonwood is now live on YouTube. <https://www.youtube.com/watch?v=RpOS4yi7oGM>

This is the third in series of the Arizona Aviation Safety Advisory Group production on Arizona's non-towered airports. See also Marana (KAVQ) [Marana From the Flight Deck](#) and Sedona (KSEZ) [Sedona From the Flight Deck](#) .



**Tucson International**

**[Tucson Update – Cary Grant & Lee Unger:](#)**

You can find the status of Tucson’s Airfield Safety Enhancement Program (construction) at <https://www.flytucson.com/about-tus/airfield-safety-enhancements/>

Like always, check NOTAMS, know before you go and get updates on the way.



**2025 ASAG Banquet**

**[2025 Banquet – Cary Grant:](#)** The 2025 Banquet will be held on February 1, at the Phoenix Airport Hilton, 2435 S 47th St Phoenix, AZ. It is time to firm up a guest speaker and we will discuss this during the September meeting.



**[For Monthly Meeting WINGS Credit – Lee Unger](#)**

Our ASAG meetings qualify for 2 Knowledge WINGS credits for pilots and 1 credit for Aviation Maintenance Technicians (AMTs). Thanks to **Ernie** and **Craig** for providing the Zoom attendance list which we use to provide WINGS credit. If the email you use on FAASafety.gov is different than your Zoom registration email on a particular day, please be sure to put your FAASafety.gov name and email in the Chat. Thank you!



Our next meeting will be Wednesday, **September 18 at 12:00 noon, MST, (Arizona time).**

The August ASAG meeting adjourned at 2:50 pm.

**Register in advance for the Sep 18 ASAG meeting with this link:**

[https://faavideo.zoomgov.com/meeting/register/vJlScGrqTqiG0dnDBR3BJWeFeUmXAEL\\_D4](https://faavideo.zoomgov.com/meeting/register/vJlScGrqTqiG0dnDBR3BJWeFeUmXAEL_D4)



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