



# MEETING MINUTES

<https://asagaz.org>

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

**Dec 18, 2024**



## 69 attended:

Alexander Kocksch, Alexander Peña, **Andres**, Andrew Elliott, Andrew Taussig, **Ben York**, Bob Katz, Bob Holliday, Bob Mittelstaedt, **Brennan Rupp**, Brett Richardson, Brian Roggow, Cameron Atkins, Carter Teeters, Cary Grant, Chris Nugent, Christine Perry, CW5 Chris Hammond, Craig Tompkins, David Horvath, David Kitts, Deborah Blattstein, DeWitt Gibson, Edward Daror, Ed Fallon, **Eric Jacobsen**, Ethan McQuown, Fairfax O'Riley, Felix Hernandez, Garrett Dauphars, George Hamaty, Greg Blunk, Gregg Smrz, Gull Saarup, Hugh Funk, **Hunter Wall**, Jake Helms (PHX PD), James Price, Jeff Bowen, Jill Gallo, Jim Anderson, John Cirino, **John Cramer**, **John Lane**, John Varljen, Julian Fruhling, Kenneth Winter, Lee Unger, Mathew Corrigan, Matt Schorman, Mitchell Raab, Paul Rowley, Pete Hermes, Philip Jossi, Phil Corbel, Randell Meyer, **Reed Cook**, Richard Lee, **Richard Pirisky**, Rolf Dammrau, Ron Dziagwa, Ron Serafinowicz, Scott Tinnasand, Scott Woodworth, Shanley Olson, Sonny Durante, Steven Brimmer, Tito Sanchez, and Wes Waddle.

**Welcome to our first time attendees!**

## Welcome – Cary Grant, ASAG President:

Cary welcomed the members.

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/>.



## ASAG TREASURER'S REPORT



## Jim Anderson, ASAG Treasurer:

**Jim Anderson & Cary Grant:** The December report is depicted here.

- \$159.90, AFTW Support: to pay for AFTW's Zoom account.
- \$59.24, FFAST Appreciation: Donuts for the FFASTeam training meeting at the SDL FSDO.

**Bank Balance is \$16,210.00**

Banquet proceeds are used to buy plaques, maintain our website and provide support to AFTW.

			
<b>Treasurer's Report</b>			
Aviation Safety Advisory Group of Arizona General Membership Meeting For the period November 1st, 2024 to November 30th, 2024			
<b>Income</b>			
<b>Total Income</b>			\$0.00
<b>Expenditures</b>			
<b>Administrative and Operations</b>			
	AFTW Support	\$159.90	
<b>Programs</b>			
	FAAST Appreciation	\$59.24	
<b>Total Expenditures</b>			\$219.14 ( <del>\$219.14</del> )
<b>Opening balance as of November 1st, 2024:</b>			\$16,429.14
<b>Balance on hand as of November 30th, 2024:</b>			<u>\$16,210.00</u>
<b>Aviation SAfety Advisory Group of Arizona</b>			\$16,210.00
<u>James B Anderson</u>		Treasurer's Signature	

## To buy ASAG Banquet Tickets:

- go to <https://asagaz.org/>
- CLICK ON "MORE", then "TICKETS AND DONATE"

A Banquet table for 10 costs **\$625**.

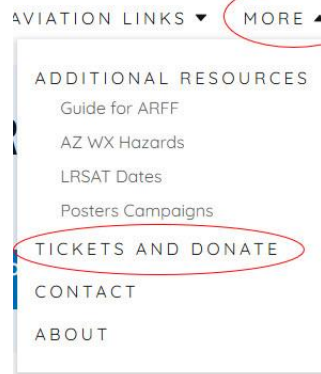
An individual Banquet ticket costs **\$65**.

Banquet sponsorship costs **\$100**.

*Phil Corbell* moved to accept the Treasurer Report

*Chris Nugent* Seconded the motion.

The members unanimously accepted the report.



### PREVIOUS ASAG MEETING MINUTES



### *Jim Price, ASAG Secretary*

*Lee Unger* moved to accept the November 2024 minutes.

*Chris Nugent* seconded the motion.

The members unanimously accepted the November Minutes.



## Updates from Community Representatives

### LASER & UAS MITIGATION



### *LASER & UAS Mitigation – Cory Geffre/Jake Helms, Scott Woodworth, Jim Kennedy, Scott Joy, Jason Kaufman:*

**Scott Woodworth:** In Tucson an eventful month. A couple of medivac hits in the Sierra Vista area. Sheriff's aircraft have been hit twice and made two arrests. The story was featured in the news (TV). Also, experienced a green and blue laser strike. We have had a few repeat offenders.

Link to the Laser News articles:

[https://www.kvoa.com/news/local/sheriff-suspect-behind-bars-after-pointing-laser-at-pcsd-aircraft/article\\_8db8b826-b20a-11ef-9392-6b3aa0d9d652.htm](https://www.kvoa.com/news/local/sheriff-suspect-behind-bars-after-pointing-laser-at-pcsd-aircraft/article_8db8b826-b20a-11ef-9392-6b3aa0d9d652.htm)

[Suspect accused of pointing laser at PCSD aircraft identified](#)

**Officer Jason Thompson:** Took over for Officer Cory Geffre, who recently had a laser strike and arrest on Monday night (18 Dec) in Scottsdale. A search recovered two lasers. Depending on the person's criminal record, prison time can vary between one and seven years.

**Officer Thompson** has been in the air support unit for 5.5 years. City of Phoenix sent him to Quantum (CHD) to learn how to fly. He is qualified to fly rotary wing and fixed wing aircraft.

**Craig Tompkins:** **FISCAL YEAR: 1 Oct 24 – 30 Sep 25.** 138 Laser strikes in this fiscal year. There have been 48 laser strikes since the November meeting. In November, the fiscal year total was 90.

## **Ways for Pilots to Report Laser Incidents – Cary Grant:**

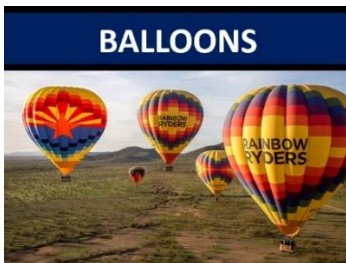
Tell us where the Laser event happened. Was it at a gas station, intersection, etc.?

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](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 and Christine Perry:**

**Christine Perry:** It is the season for ballooning. No accidents or incidents since our last meeting in November.

**Cary:** Please get the word out that if a Balloon is going to launch before sunrise, they need to have the lights ON.

**Christine:** They have been informed of that lighting requirement.

**Cary:** If you are a FAA Team member, you can counsel pilots that are NOT in compliance

with the regulations.

**Christine:** We see balloon pilots flying after sunset and they should either land or have lights their lights ON. The Balloon Association has a meeting every 3rd Tuesday at DVT restaurant. Dinner on your own at 6pm and at 7pm, they have a presentation. Website: <https://arizonaballoonclub.org/>



### **AZARNG PICACHO**

#### **AZARNG/Picacho - CW4 Hammond, Gary Jones**

**Cary Grant:** Nothing major to report.



#### **Phoenix Approach/Airspace issues and PAUWG – P50**

No comments.



### **PARACHUTE OPERATIONS**

#### **Jump Operations at P08 (Coolidge) and Bishop – Hugh Funk**

**Hugh Funk:** We just wrapped up our courses, but in January, we will start up again, operating seven days a week. NOTAMS are active. The Coolidge freq is, per the NOTAM, **123.075** (CTAF). The Bishop freq, per the NOTAM, is **130.457**. The jump pilots monitor all the frequencies in the area, including the practice area frequencies. They also monitor flight radar. At Coolidge,



from 8,000 and above the pilots are talking with ABQ. At Bishop, surface to 15,000, they are talking with Phoenix TRACON.

**Cary:** In March, we will have a Jump Ops Seminar at Marana and Hugh will be a part of that.

**Paul Rowley:** Those Jump NOTAM yellow rings are all over the place, all the way to the Phoenix area. It's hard when Phoenix approach is too busy to accept flight following.

**Hugh Funk:** If you can't get flight following, the jump airplane crews are monitoring ADS-B displays and will try to contact approaching aircraft about to impede on a drop operation.

**Hugh** will look into getting the Jump Ops notification on the Coolidge AWOS.

### **RED STAR FORMATION – Mark Giannini**



(Not Present)



### **Superior Glider Operations – Fairfax O'Riley**

(Not Present)



### **Ag and Fire Support Ops – Hunter Wall**

US forest service pilot **Hunter Wall** discussed the FTA (Fire Traffic Area). Once a fire starts, sometimes it takes a few hours to get a TFR in place. When the fire pilots see a violating airplane, if a threat, they must shut down the operation. If they see a non-threatening violating aircraft, US Forest Service takes no action. If aircraft are within the FTA, they can't take any legal action. However, if the violating aircraft is in the TFR, US Forest Service reports the N number to dispatch and then to FSDO.





Jim Price & Craig  
Tompkins

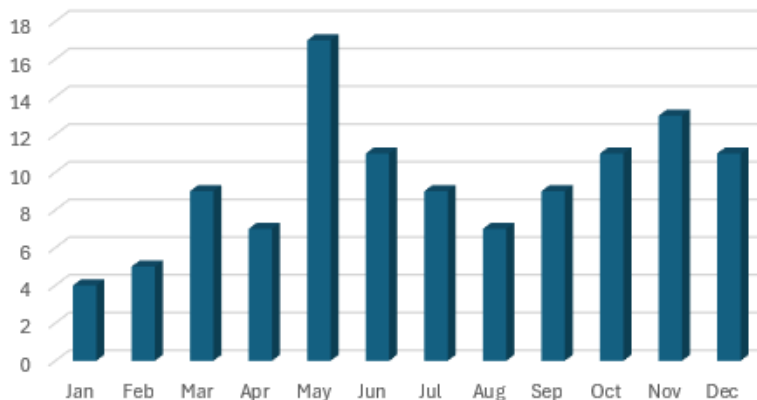
## ASAG Accident & Deviation Report

Mid-**November** through Mid-**December** 2024

### Accident Report & Pilot Deviation Summary



2024 Accidents and Incidents



The following are the reports of aviation accidents, and incidents that have occurred in Arizona from mid-November through mid-December. We hope to use the following detailed accident/incident 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.

The Accident/Incident report is better this time, with **five** Accidents, **six** Incidents and **zero** fatal accidents. We all need to continue to do what we can to prevent accidents, and these more pleasant temperatures we

have been enjoying may also encourage more people to fly.

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.



### ENGINE FAILURE, Nov 14, 2024



Source: FAA [Incident](#) | Location: 15 miles WSW of CHD | Type: RV4  
Injuries: 1 Uninjured | Pilot Certificate: UNKN

The RV4 departed Chandler Municipal Airport and soon thereafter, the pilot reported an oil pressure issue followed by an engine failure. The pilot made an emergency landing on Beltline Road, 15 miles WSW of CHD on the Gila River Reservation. Damage: None.

### ENGINE FAILURE, Nov 17, 2024



Source: FAA [Accident](#), Arizona's Family 3TV, Flights for Life & the Pilot  
Location: 25 miles SW of PRC (Cordes Lakes) | Type: Cessna 172  
Injuries: 2 POB, 1 Minor & 1 None | Pilot Certificate: Private

While flying from DVT to FLG to deliver blood products to the Flagstaff Hospital, the pilot reported that the engine was running rough and surging. The engine would not maintain altitude and the pilot searched for a suitable place to land. The aircraft crashed in Yavapai County in a canyon area off I-17 and Hwy 69. Damage: Destroyed.

### STRUCK A STATIONARY RUNNING AIRCRAFT, Nov 17, 2024



Source: FAA [Accident](#) | Location: PRC | Type: Remos GX (LSA) | Injuries: 2  
POB None | Pilot Certificate: UNKN



The LSA was taxiing in the run-up area and struck the propeller of a C-172, which was stationary with engine running. Damage: UKN.

### STRUCK BY A TAXIING AIRCRAFT, Nov 17, 2024



Source: FAA [Accident](#) | Location: PRC | Type: Cessna 172 | Injuries: 2 POB  
None | Pilot Certificate: Commercial/CFI

An LSA was taxiing in the run-up area and struck the Cessna 172's propeller. The C-172 was stationary with engine running. Damage: UKN.

### PARACHUTE CANOPY FAILURE, Nov 17, 2024



Source: FAA [Incident](#) | Location: BXK | Type: NA | Injuries: 1 Serious | Pilot Certificate: Skydiver

A Skydiver was seriously injured when the canopy reportedly failed 20 – 40 feet in the air.



## GROUND LOOP, Nov 19, 2024



Source: FAA **Accident** | Location: SOW | Type: A-1B Aviat Husky | Injuries: 1  
POB None | Pilot Certificate: Private

Upon landing, the Husky ground looped, veered off the runway and became inverted. Damage: Substantial.

## GEAR ISSUE, ABORT Nov 27, 2024



Source: FAA **Incident** | Location: FFZ | Type: SF-30 Cirrus Vision Jet | Injuries: 2 POB  
UNK | Pilot Certificate: UNK

During takeoff roll on Runway 22L, the pilot reported that the Front Gear had locked up. The aircraft was unable to turn off the runway and came to a complete stop near Taxiway D1. Airport and Fire Crew were dispatched to assist the disabled Vision Jet. Damage: UKN.

## LOSS OF ENGINE POWER, Dec 1, 2024



Source: FAA **Incident** | Location: P33 (Wilcox) | Type: BE-35/33 Debonair |  
Injuries: 1 POB None | Pilot Certificate: ATP

The Debonair lost engine power after switching fuel tanks. The pilot made an emergency landing in a field short of Wilcox's Runway 3. Damage: UKN.

## PROP STRIKE, Dec 2, 2024



Source: FAA **Incident** | Location: CHD | Type: Cessna 172 | Injuries: 2 POB None  
| Pilot Certificate: UKN

While doing touch-and-goes, they experienced a prop strike.  
Damage: Minor.

## GEAR UP LANDING, Dec 8, 2024



Source: FAA **Incident** | Location: P08 (Coolidge) | Type: Diamond DA-42 Twin  
Star | Injuries: 2 POB None | Pilot Certificate: UKN

Damage: UKN.

## LANDING GEAR SNAPPED OFF, Dec 9, 2024



Source: FAA **Accident** | Location: GEU | Type: Bellanca 7GCBC Citabria | Injuries:  
1 POB None | Pilot Certificate: UKN

While landing, the right main gear snapped off. Damage: Substantial.

# November 4 – December 6, 2024 – PILOT DEVIATIONS (10)

## 7 Out of State Pilots 8 BRASHERS



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.

In the reporting period from Nov 4 through Dec 6, 2024 there were 10 deviations reported by the FAA SDL FSDO. These deviations were committed by pilots with certificates ranging from Private Pilot through ATP. 7 out of state pilots committed deviations. There was a need to issue 8 Brashers.

### “The Brasher” – A Brief History



Maj Gen Jack Brasher

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 flight, with the First Officer at the controls during a climb, 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. In fact, Captain Brasher was unaware that the FAA had any concern regarding altitude non-compliance. It was not until almost 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, they are giving the airman the opportunity “...to make note of the occurrence and collect their thoughts for future coordination with Flight Standards regarding enforcement actions or operator training.” (Ref. FAA Order JO 7210.632, Air Traffic Organization Occurrence Reporting, Paragraph 3-1 Note). The ability of the airmen to review the circumstances while still fresh in their minds enables them and Flight Standards to identify and mitigate risk that would otherwise remain hidden and possibly cause further problems in the NAS.



Pilots need to listen carefully to ATC instructions and comply with them, and if you can’t comply, tell ATC why you can’t. Also, when flying in controlled airspace, pilots should never be creative but talk to ATC before they do something that differs from the instructions given. Pilots must always be aware of what type of airspace they are flying in, or may be about to enter, and know what may be expected of them. Always fly with care and forethought, don’t be part of the problem.

23 Deviations, Nov 4 – Dec 12		
# Deviations	Type of Deviation	BRASHERS
2	IFR Deviations	2
3	Bravo Airspace Deviations	2
1	Charlie Airspace Deviation	0
4	Runway Incursions	3

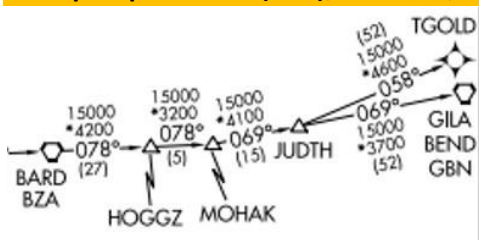






## 2 IFR DEVIATIONS & 2 BRASHERS

**11/3 IFR Route Deviation, not flying the route as cleared | Pilot Certificate UKN | Pilot Out of Texas**  
**Albuquerque Center (ZAB), near Roll, AZ (Yuma County)**



When the Diamond DA50 pilot departed San Diego, the pilot cleared via the **ZZOOO FOUR** Departure, **GBN** transition. After MOHAK, the ZZOOO FOUR instructs aircraft to proceed direct to JUDTH. When the DA50 reached MOHAK, instead of proceeding to the JUDTH, the Albuquerque Controller observed the aircraft south of course and turned the aircraft back to the left to prevent it from entering an active military restricted area. **A Brasher was issued.**



**12/6 IFR Route Deviation, not flying the route as cleared | Pilot Certificate ATP/CFI | Pilot Out of New Mexico**  
**Albuquerque Center (ZAB), near Centennial, AZ (La Paz County)**



At 2204z, the Controller cleared the Hawker direct **BXK**, direct PXR, direct SJN, then the LAVAN3. The pilot read back the clearance correctly. The Hawker was later switched to another Albuquerque Center frequency. At 2215z, the new Controller observed the Hawker off course and turned the aircraft away from an active MOA. When queried by the controller, the Hawker pilot stated he was proceeding direct PXR. The Hawker failed to proceed direct BXK, as cleared by ATC, and that earned the pilot(s) **a Brasher Warning.**



## 3 CLASS BRAVO AIRSPACE DEVIATIONS & 2 BRASHERS

### *Entering Class Bravo Airspace Without Authorization*

**11/13 ATP Out of Texas**



**Phoenix TRACON (P50)**

The Beech Debonair (BE-33) violated the Phoenix Class Bravo Airspace without authorization.

**12/1 Private | Phoenix TRACON (P50)**

An American Airlines jet was descending on the BRUSR Arrival for Runway 08, while a West bound Cirrus SR22, without clearance, climbed into the Bravo and 6,300 MSL. He or she then called the Biltmore controller for flight following to Montgomery, California (MYF). The American jet descended to 6,800 and then climbed to 6,900 until it was clear of the Cirrus conflict. The American jet landed without incident and **the Biltmore Controller issued a Brasher Warning.**



**12/4 Commercial/CFI Out of Colorado**



**Phoenix TRACON (P50)**

A Cessna 180 Skywagon departed CHD and called the Willy sector for flight following while already climbing into the PHX Class B airspace. The controller identified the Cessna and turned it away from PHX Class Bravo. **The controller then issued a Brasher Warning.**





## 1 CLASS Charlie AIRSPACE DEVIATION & 1 BRASHER

*Entering Class Delta Airspace Without First Establishing Two-Way Radio Communication*



### 11/15 Sport Pilot Out of Maryland



### Tucson Approach

The P-92 Technam Echo LSA pilot informed Ryan (RYN) Ground that they he or she would remain clear of the TUS Class Charlie while flying Eastbound to Benson. On departure, the pilot informed the controller that he or she was in a right turn. The Local Controller noticed that the LSA was at 4,700' MSL, just outside the KTUS 5-mile ring. The controller's first attempt to call the LSA failed, so the controller called to inform TUS TRACON. A second attempt to contact the LSA was successful, and the Controller turned the pilot to a Southerly heading and directed him or her to contact TRACON on 125.1. **TUCSON TRACON issued the LSA pilot a Brasher Warning.**



## RUNWAY INCURSIONS (4) Brashers (3) Entering A Runway Without Authorization

### 11/9 Commercial Pilot | Deer Valley Airport (DVT)

The Piper PA-44 Seminole began takeoff roll on runway 7R without ATC clearance. This caused a conflict with another PA-44 and the closest proximity was 4,000 feet laterally.

### 11/10 Commercial Pilot/CFI Out of NC



### Deer Valley Airport (DVT)



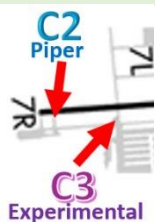
The CH-53 Sea Stallion crossed the hold short line of Runway 7R without ATC clearance, causing a Cessna 150 to go-around. **A Brasher was issued.**



### 11/20 Private Pilot Out of CA



### Deer Valley Airport (DVT)



An Experimental aircraft was at C3 for takeoff on Runway 7R and the Ground Controller told the pilot to contact Tower when ready for departure. The Ground Controller noticed that the Experimental at C3 was moving towards the runway and immediately told the pilot to stop. The pilot stopped, but he or she had already crossed the hold short bars. Meanwhile, Tower had cleared a Piper for takeoff from the C2 intersection, but before the Piper started the takeoff roll, the controller was able to cancel the Piper's takeoff clearance. **A Brasher was issued.**



A Challenger 300 (CL-30) was instructed to “Line up and Wait” on Runway 24.

A Cessna Citation Latitude (C68A) was cleared to land on Runway 19 and was inside a 1 mile final. The Challenger pilot started a departure roll without a departure clearance. The controller reached out several times to the Challenger, trying



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### January Goodyear Safety Meeting – Cary Grant

This meeting will be held at Goodyear (GYR), 10 Jan, 10:00 am. The tower manager has resigned and they now have 5 controllers and another controller may be leaving in mid-January. They currently have 240,000 operations per year and the FAA has stated that any airport with 200,000 or more operations per year will come under the FAA umbrella. GYR, CHD and IWA will probably fall under the FAA umbrella, but we don't know when that will happen.

If GYR has only has four controllers, they will not be able to maintain their ops tempo, **so GYR will be required to revert to a non-tower environment.** Our Safety Meeting will be with the GYR flight schools and we will talk about how they can mitigate the traffic.



### SERCO Lost Contract – Cary Grant

SERCO, the current Arizona contract tower controller service provider, has lost the contract for all AZ airports. Feb 1, 2025, a new company, Midwest ATC, <https://atctower.com/>, will take over the AZ contract towers. The controllers will stay at their current tower. Things could be changing.



### Congestion at CGZ Stack and Coolidge – Carter Teeters & Cary Grant:



**Message from Carter Teeters, reference Casa Grande (CGZ):** "Something needs to be done soon before there is a mid-air at KCGZ. The "stack" users at the Stanfield VOR are blocking the CTAF with their "self-reporting," interfering with the pattern traffic (with radios) and interfering with their ability to make proper calls.

The instructors have their "heads" buried in their iPads playing ATC while their students are "under the hood." They seem to think they have some priority over traffic in the pattern. In addition, the aircraft on an IFR flight plan just bust through the entire group. A "four mile final" is NOT "in the pattern."

Add to this safety of flight, is those pilots landing with a tailwind against normal traffic.

**Message from Carter Teeters, reference Coolidge (P08):** "A P08, instrument practice approaches are being flown to both Rwy 5 and Rwy 23 at the same time. Same instructor playing ATC with no one looking outside.

**Cary Grant:** It is disturbing that Instructors are doing simultaneous approaches at Coolidge for both runways. If you look in the Coolidge Stack Procedures, that is NOT supposed to happen. You cannot do opposite direction approaches at Coolidge. Follow the traffic activity and be polite.

### Airport User Fees for Touch and Go's – Cary Grant & Chris Nugent:

**Chris Nugent:** John Keith was able to gather Arizona Pilots Association (APA), ASAG, Cary, John and Chris, to talk with



**Senator David C. Farnsworth** about airport landing fees. **Senator Farnsworth** was very interested in the discussion. We wanted to talk to **Senator Farnsworth** about the need to protect the state aviation funds so the airports are funded. There is a long history of sweeping aviation funds for other things, such as I-10 improvement. This is an attack on Aviation!

We will try to get APA engaged.

**Cary** has talked with the Sedona airport manager, **Cameron Atkins**, and he is enthusiastic about our cause.

**Chris:** Perhaps, in 2025, we can put together a remote meeting with these managers and get the ball rolling.

We have asked **Senator Farnsworth** to help us revitalize the Arizona Legislature General Aviation Caucus. The last caucus was in 2018. He can and will help us.

**Cary:** Also, we should contact **Senator Frank Carroll** who has been supportive of us in the past.

**Chris:** We also need to get AOPA involved.



### Cameron Atkins, Safford City Airport Manager:



All revenue must be received from the airport. The landing fees are waived with the purchase of any amount of fuel. Large flight schools don't want to buy fuel because they have a fuel contract at their home airport. Small flight schools will purchase fuel.

Cameron has seen just one airplane turn off the ADS-B. Airports that are charging user fees are using cameras instead of ADS-B to bill pilots.

**Phil Corbell:** Senator Frank Carroll is a great supporter of aviation.

**Cary Grant:** Landing fees will probably not deter the larger flight schools. Cary is concerned about the independent instructors and for them, training is expensive. The message landing fees are sending is to go elsewhere; the wrong message. **Cameron** is seeing a positive message. The small independents are still coming to Safford, whereas the large flight schools have stopped training at Safford.

**Phil:** Both federal and state governments give grants to airports based on numbers of operations. It would seem that if you had more traffic, you could get more federal and state funds and wouldn't need to have landing fees.

**Cameron:** Small airports that are not GA reliever airports, like Glendale, Deer Valley, Chandler, etc., don't get big grants unless it's for capitol projects. They never receive funds for operational expenses.

**Bob Mittelstaedt:** Airports are being closed to build housing. At some point, small airports will start selling landings in a package deal. He doesn't feel it's going to go away.

**Cary:** We don't want to see an European system.



## Old Business



2025 ASAG Banquet

### Awards Banquet, February 1, 2025 – Cary Grant

**Save the Date** - The evening of Saturday, February 1, 2025

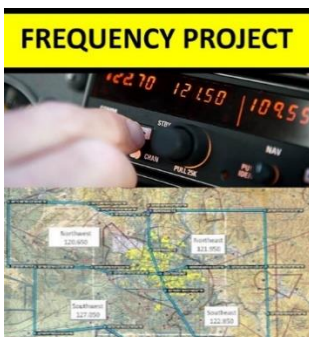
The 51st ASAG and FAA **Aviation Safety Awards Banquet** will be held at the Phoenix Airport Hilton, 2435 S. 47th St. Phoenix, AZ. Nomination information for CFI, Aviation

Technician, FAA Safety Team Representative **Nominations Window has Closed**

Arizona Airport of the Year and Arizona Air Traffic Control Communicator of the Year Awards information

here <https://asagaz.org/> with nomination packets for Airport and Communicator Awards sent to

[craig.tompkins@faa.gov](mailto:craig.tompkins@faa.gov) **Nominations are due by December 31, 2024.**



FREQUENCY PROJECT

### Frequency Project Update – Lee Unger, Cary Grant, Jim Anderson, and Brian Stamper, PhD

**Lee Unger:** The request has been SUBMITTED!

With thanks to the late Terry Brandt, Arizona Pilots Association, Scott Tinnesand, Brent Crow, Fairfax O'Riley and many others for their work and support getting us this far. Our request will be monitored for updates.



### [SCAUWG Update – Lee Unger](#)

**Lee** missed the Dec 10, 2024 SCAUWG meeting and will report on the Dec and Jan meetings at our Jan 15, 2025, ASAG meeting. Meanwhile, for news about Southern California and more, go to <https://scauwg.org/>

### MARANA REGIONAL AIRPORT (AVQ) UPDATE



### [Marana Airport \(AVQ\) and Pinal Airpark \(MZJ\) Updates – Galen Beem Tito Sanchez, Sonny Durante & Lee Unger](#)

**Lee Unger:** Galen Beem, KAVQ Airport Superintendent has initiated plans for a **hybrid Marana Regional KAVQ Aviation Safety Program on March 1, 10 am to noon at the J D Russell Hangar.** Thanks to Galen Beem for planning and the J D Russell

hangar for hosting this event.

**Watch for SPANS for further details. The program will include:**

- Cary Grant, Aviation Safety Advisory group of Arizona, Inc. (ASAG), National FAASTeam Representative of the Year will open the meeting with information about ASAG, FAASTeam; ASAG's *From the Flight Deck* Video for Marana <https://www.youtube.com/watch?v=kTBHrJnpGeo>
- Craig Tompkins, FAA said, "Often unseen hazards of helicopter wake turbulence both on ground and in air, and the importance of situational awareness when operating in their vicinity"
- Dr. Thomas Cowan, Lead for ASAG Parachute Ops; ASAG's Hugh Funk, CPS; Pat Nikitenko, Skydive Marana - Parachute Ops
- Cary, Scott Woodworth, Ernest Copeland and Craig Tompkins - Laser events
- Cary and Tito Sanchez - Approach Procedures
- Craig Graves – J D Russell Maintenance

Sonny Durante - coordinating ASAG Flyers to be printed compliments of Marana Regional Airport – watch for these at the in-person sign-in table and links in the Chat for Zoom attendees.

### [RYN Pilot Checklist](#)



Thanks to Geoff Kusel, Ryan Field Tower Manager and Brian STAMPER, Ph.D., FAASTeam Representative, for the RYN Pilot Checklist. With thanks to Jim Pitman and Jon Micetic, Arizona Flight Training Workgroup (AFTW) for posting the Ryan Airport Operations page <https://aftw.org/kryn-operations/>

[https://www.faasafety.gov/files/events/WP/WP07/2024/WP07130353/NE\\_Phoenix\\_No\\_Maneuver\\_Zone\\_05-18-24.pdf](https://www.faasafety.gov/files/events/WP/WP07/2024/WP07130353/NE_Phoenix_No_Maneuver_Zone_05-18-24.pdf)



### [AFTW and DPE Update – Cary Grant & Lee Unger](#) [Approach Guide – Cary Grant](#)

Find the next AFTW meeting (Tuesday Jan 14, 2025 04:00 PM MST (2300 GMT) at <https://aftw.org/next-meeting/>

Meeting Minutes can be found at <https://aftw.org/category/meetings/minutes/>





**Lee:** Thanks to Jim Pitman for "Arizona Flight Training Workgroup (AFTW) Pilot Brief," found here: <https://aftw.org/brief> and in Additional Event Documents below. "Please share this information with pilots, instructors, and DPEs who are new to flying in Arizona." If you are not comfortable with this area, get a checkout with a CFI who can help you.

### Approach Guide Informational Handbook Approach Guide Informational Handbook – Cary Grant:

"I have not had the time to work on this project." If you have any of that nice to know information, send it to **Cary Grant**, [arizonasag@gmail.com](mailto:arizonasag@gmail.com) and we can add it to the Handbook. If you know people in the flight schools, please get the word out.



### MOA Update - Lee Unger, & Cary Grant:

The opportunity for Comments closed November 12, 2024. A link to ASAG President Cary Grant's response as Public Comment regarding the changes proposed by the USAF for MOAs in AZ is below and it provided helpful information to those of us compiling comments. Environmentalists and residents raised many objections.

[https://www.faa.gov/files/events/WP/WP07/2024/WP07133356/1\\_ASAG\\_Public\\_Comment\\_MOAs\\_CB\\_Grant\\_Pres.241002.pdf](https://www.faa.gov/files/events/WP/WP07/2024/WP07133356/1_ASAG_Public_Comment_MOAs_CB_Grant_Pres.241002.pdf)

Conversely, [support for MOA changes](https://tucson.com/opinion/column/local-opinion-support-for-air-force-range-expansion-plans/article_0733c4fe-9e18-11ef-9460-6b4688ff2250.html) by Jay Bickley, Wally Saeger, Robert Medler and Darren Long was noted as a Special to the Arizona Daily Star Nov 10, 2024. [https://tucson.com/opinion/column/local-opinion-support-for-air-force-range-expansion-plans/article\\_0733c4fe-9e18-11ef-9460-6b4688ff2250.html](https://tucson.com/opinion/column/local-opinion-support-for-air-force-range-expansion-plans/article_0733c4fe-9e18-11ef-9460-6b4688ff2250.html)

**Lee Unger:** Lots of press attention in the Tucson area, mostly against the MOA expansion.

**Cary:** The military needs to be more accommodating.



### Tucson International Construction Update – Lee Unger:

Tucson International Airport (TUS) Long-Term Airfield Changes <https://www.faa.gov/tus>  
"Check the NOTAMs and listen to ATIS closely for closed surfaces and other pertinent operational information." [KTUS Airfield Safety Enhancement](#)

### Formation Clinic Event at KCZG Casa Grande Airport – Lee Unger:

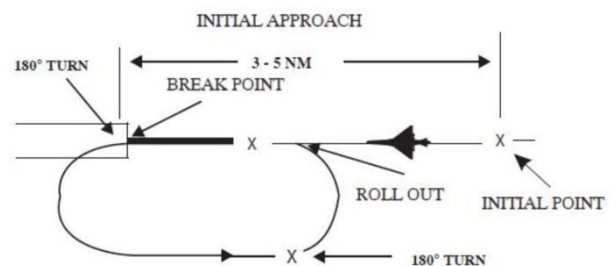
This aviation safety post is on behalf of **Ben York**. Please direct questions and comments to him at [cptyork@aol.com](mailto:cptyork@aol.com).

"North American Trainer Association is holding a formation clinic at Casa Grande starting January 17 through January 19, 2025. Flights will be during daylight hours. We realize it's a huge ask to ask you to reduce your flying on those dates at Casa Grande. Please use extreme caution, we will be actively looking for you. Please look for us!

To be a proficient pilot one needs training, initial and recurrent. This is our chance to safely improve and maintain our skills. Help us do it safely.

Most GA pilots are unaware of the overhead 360 approach. To safely land a formation flight this is the safest procedure. The

break is usually made 1000' AGL with each plane landing in close trail. Reference AIM 5-4-27. This procedure is what we will be doing, so as you arrive in the pattern, you will better understand our radio callouts. Thank You!"





### **IMSAFE – Emotion, Pilot Counseling – Bob Holliday**

As your Chaplain, and considering the time of year and the holiday season, I wanted to invite everyone to take a few minutes just to reflect on the relationships we have with each other and those around us and our creator's purpose for us all. If anyone would like to contact me to discuss any personal

issues confidentially, you can email me at [pastorbobh@comcast.net](mailto:pastorbobh@comcast.net)

Don't wait. It is always better to talk, than to let things build up over time. Merry Christmas, Pastor Bob.



### **Video Project Update – Cary Grant**

Nothing new.

Videos: [SEZ](#), [AVQ](#), [P52](#)



### **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!



### **Arizona Pilots Association monthly newsletter**

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

### **More Links**

Thanks to **Bob Mittelstaedt** for compiling the **Northeast Phoenix No Maneuver Zone** document, and to **Cary Grant**, National FAASafety Representative of the Year, and **Matt Schorman** P50

TRACON NATCA, for their contributions in developing

this important aviation safety product. Download at

<https://asagaz.org/posters-campaigns>

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

"Know Before You Go!! Parachute Operations at Marana Regional Airport (KAVQ)" by **Sonny Durante** and the Parachute Operations

Safety Workgroup directed by **Dr. Thomas Cowan** & previously **Justin Hodge**. Many thanks to Justin who is now at White Sands, NM. Welcome to **Hugh Funk**, the new Air Ops Manager for CPS. Linked here for reading and

sharing [https://www.faasafety.gov/files/events/WP/WP07/2024/WP07127584/Parachute\\_Operations\\_at\\_Marana\\_Regional\\_Airport\\_240220.pdf](https://www.faasafety.gov/files/events/WP/WP07/2024/WP07127584/Parachute_Operations_at_Marana_Regional_Airport_240220.pdf)

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

#### **LOSS OF SEPARATION COULD RUIN YOUR DAY**

##### **VFR SAFETY TIP NE of PHOENIX**

PHX TRACON wants to help ensure your safety by avoiding IFR traffic arriving and departing SDL and DVT.

Please do not perform maneuvers in the shaded red "No Maneuver Zone."

It is also recommended that you receive flight following, or at least monitor 120.7 when transitioning through this "No Maneuver Zone."

This area is three miles either side of a line between SDL and Sky Ranch. (If you are familiar with the terrain, Pima Rd. is the approximate centerline.)



Safety Products by **Brian L. Stamper, Ph.D.**, FAASTeam Representative

KRYN Ryan Airfield Recommended NW Entries

[https://www.faasafety.gov/files/events/WP/WP07/2023/WP07124011/KRYN\\_NW\\_entry\\_procedures\\_stand\\_alone\\_230510\\_.pdf](https://www.faasafety.gov/files/events/WP/WP07/2023/WP07124011/KRYN_NW_entry_procedures_stand_alone_230510_.pdf)

Greater Tucson Practice Areas [https://www.faasafety.gov/files/notices/2018/Nov/Tucson\\_Practice\\_Areas.pdf](https://www.faasafety.gov/files/notices/2018/Nov/Tucson_Practice_Areas.pdf)

Parachute operations have been announced in the Silverbell practice area.



[Click for DETAILS](#)

### VMC & IMC CLUB MEETINGS – Alex Peña:

**January 7, 2025 at 6:30, EAA KCHD VMC meeting.** Special guest speaker, **Karen Perry**. Karen lost her children Thanksgiving eve, 2011, when a Rockwell Commander (FFZ to SAD) crashed in the Superstition Mountains.

[https://www.faasafety.gov/SPANS/event\\_details.aspx?eid=134156&caller=/SPANS/events/ModifyEventList.asp](https://www.faasafety.gov/SPANS/event_details.aspx?eid=134156&caller=/SPANS/events/ModifyEventList.asp)

**January 7, 2025, following the VMC meet, EAA IMC Meeting.** Topic Skew T's follows VMC meeting

[https://www.faasafety.gov/SPANS/event\\_details.aspx?eid=134155&caller=/SPANS/events/ModifyEventList.asp](https://www.faasafety.gov/SPANS/event_details.aspx?eid=134155&caller=/SPANS/events/ModifyEventList.asp)

Our next meeting will be Wednesday, **Jan 15, at 12:00 noon, MST, (Arizona time).**

**Register in advance for the January meeting:**

[https://faavideo.zoomgov.com/meeting/register/vJIscuCrpjwrH\\_UhojirWpR3WaRh3CS9Zc](https://faavideo.zoomgov.com/meeting/register/vJIscuCrpjwrH_UhojirWpR3WaRh3CS9Zc)



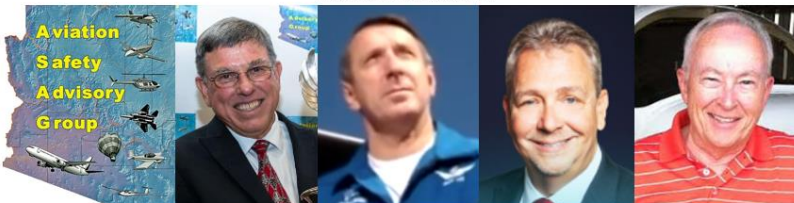
Motion to adjourn, **Paul Rowley**.

**Shanley Olson** seconded the motion.

The meeting ended at **2:02 pm**.

ASAG's email [arizonasag@gmail.com](mailto:arizonasag@gmail.com)

### ASAG Officers



**Cary Grant**, Pres **Rich Lee**, VP **Jim Anderson**, Treas **Jim Price**, Sec





