



MEETING MINUTES

<https://asagaz.org>

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

Feb 19, 2025



78 attended:

Alex Mirabile, Alexander Kocksch, Alexander Peña, Andrew Taussig, Bob Katz, Bob Holliday, Bob Mittelstaedt, Brendan Umbs, Brian Koenke, **Bryan Hurley**, Cary Grant, Christian Locher, Christine Perry, CJ, Craig Tompkins, **Craig K**, CW5 Chris Hammond, Daniel Weimer, David Horvath, David Kitts, Deborah Blattstein, DeWitt Gibson, Dr Abraham Blattstein, Edward Daror, Ernest Copeland, Ethan McQuown, Felix Hernandez, **Francis Vassallo**, Frank Frassetto, Gary Palmer, George Hamaty, Gull Saarp, Hugh Funk, **Jacob Ozimek**, James Price, James Timm, **Jett Shepard**, Jim Anderson, John Cirino, John Keith, John Varljen, Julian Fruhling, **Karen Hausteen**, Ken Enger, Kevin Volpato, Larry Erdman, Lawrence Wippman, Lee Unger, Louis Vasquez, Matt Schorman, Mauro Castro, Michael Juilfs, Michael Gabrick, Mike Mohle, Mitchell Raab, **Naya Laurent**, Paul Rowley, Paul Wiley, Pete Hermes, Phil Corbel, Randell Meyer, Richard Lee, Rodney Holberton, Rolf Dammrau, Ron Dziagwa, Ron Erkens, Ron Serafinowicz, **Ronnie-Sue Helzner**, **Roy Williams**, Russ Jones, Scott Tennesand, Scott Woodworth, Terri Wolcott, Thomas Cowan, Tito Sanchez, **Tushar Gupta**, Ty Howard, and **Vijay Chinnasamy**.

**Welcome
to our
first time
attendees!**

Welcome – Cary Grant, ASAG President:

Cary welcomed the members and 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/>.

Jim Anderson, ASAG Treasurer:



Jim Anderson & Cary Grant: The Banquet Summary is displayed here.

ASAG TREASURER'S REPORT

Feb 18, 2025 checking balance: **\$15,172.53**.
(December 31, 2024 balance: \$16,445.17).



Through the Banquet process, we lost \$754.76, but we did well.

Banquet proceeds are used to buy plaques, maintain our website and support AFTW. JimAndersonB4@gmail.com

Move to accept the Treasurer's Report: **Jim Price**

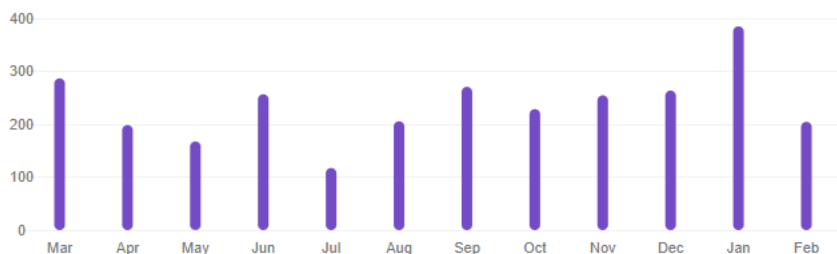
Seconding the motion: **Tom Cowan**

The members unanimously accepted the Treasurer's Report.

	
Treasurer's Report Aviation Safety Advisory Group of Arizona General Membership Meeting Banquet Summary 2025	
Ticket Sales	\$9,455.33
Auction Items	\$1,515.00
Total Revenue	\$10,970.53
Banquet/Dining Fees	\$11,180.00 (not finalized)
Printing expense Trophy Fees	\$ 545.29
Total Expenses	\$11,725.29
Total P&L	(754.76)
Checking Balance as of 2/18/2025 \$15,172.53	
Aviation SAfety Advisory Group of Arizona	
	Treasurer's Signature
Upcoming Activities	
Complete posting transactions from the banquet	
ACC Filing	
IRS Tax Filing	



ASAG Web Site Visits in the last 30 days: 403.
Total visits: 3,145.



PREVIOUS ASAG MEETING MINUTES



[Jim Price, ASAG Secretary](#)

Paul Rowley moved to accept the January 2025 meeting minutes.

John Keith seconded the motion.

The members unanimously accepted the January Minutes.



Updates from Community Representatives



PARACHUTE OPERATIONS

[Jump Operations at P08 \(Coolidge\) and Bishop – Hugh Funk & Tom Cowan](#)

There was an incident that could have been a terrible accident. It involved an AeroGuard pilot who was not doing the right thing when flying over the airport. The pilots were talking to controllers using flight following, and the pilots flew through the jump area twice, flying through and fortunately missing the jumpers. Flight following's assumption of

where the jumpers were was incorrect.

Bob Holliday noted in chat: If you listen to the AVQ AWOS, it announces the NOTAM, "Do not fly overfly the field on the west side of the airfield."

Tom Cowan: When in doubt, fly downwind of the jump zone.

Hugh Funk: We are full swing at Bishop through March. Coolidge will be full swing soon. During night jumps, the jumpers wear a strobe light.

Paul Rowley: The jump NOTAMS are too vague, non-specific and cover months if not years and cover a 10-mile radius.

Tom Cowan and his workgroup of Parachute Operators will make a presentation at the Marana Regional Hybrid Aviation Safety Meeting, Saturday, March 1, 2025 10:00 until Noon.

Lee Unger has posted **Tom Cowan's "15 Key Points of Military Parachute Training-For Pilots"** on social media and has sent it to <https://scauwg.org/arizona> and more websites.

The "15 Key Points of Military Parachute Training — for Pilots" can be found at:
https://www.faasafety.gov/files/events/WP/WP07/2025/WP07134455/15_Key_Points-Military_Parachute_Training_for_Pilots-Thomas_Cowan_-_2025-01-03.2.pdf

15 Key Points of Military Parachute Training – for Pilots

1. Unpowered wing — a parachute is an un-powered wing — much like your aircraft with the power off.
2. Many jumps start at 12,000' but that varies up and down.
3. Many jumps open at 5,000' and descend at about 500' per minute — but that varies up and down.
4. But altitude, opening, and descent rate — depend on mission profile.
5. Jumpers are difficult to spot — free-fall, and under canopy.
6. Land like a plane — downwind, base, final.
7. Land on a designated spot — like a plane.
8. Comms are always live during jump ops — both ground and air, with CTAF active.
9. Fly downwind of Drop Zone — the safest place to fly.
10. Monitor both Marana and Pinal Airpark — jump operations are ongoing at both — but are separate entities, so different frequencies.
11. Spec Ops Jumpers have trained in AZ — for over 50 years.
12. Training operational pace is coordinated and fast — almost like a ballet-in-the-air, for sharp-edged warriors.
13. Training occurs 24/7/365 — for mission flexibility and training in all conditions.
14. Each jump is thoroughly planned and executed — based on mission profile, operational needs, and training objectives — much like a complex cross country IFR flight. Advanced HALO (high altitude, low opening) and HAHO (high altitude, high opening) are typically performed between FL130 and FL200, occasionally above FL200.
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15. Controlling ARTCC will always be in control of the jump aircraft — so, get flight following when transitioning through PJE/PJA — tell them you want transition help.



LASER & UAS MITIGATION

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

Scott Woodworth: Tucson has experienced 8 LASER strikes and 1 Drone event.
Ernest Copeland:

Bob Holliday: Most LASER strikes when sent to the country attorney, the charges are misdemeanors. We need to advocate with the Pima County attorney office and get that changed.

Phil Corbell: Could the news media educate the public with potential charges and sentencing.

Scott Woodworth: That misdemeanor policy has changed.

Ernie Copeland: FISCAL YEAR (1 Oct 24 – 30 Sep 25): **225 LASER STRIKES**

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 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 and include the following: Your name and contact information. Date and time you witnessed the laser incident.



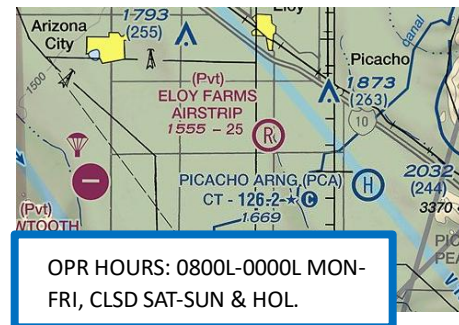
Balloons – Neil Davison & Christine Perry:

This year is the 50th Anniversary of the Arizona Balloon Club. There will be a Balloon event at BXK Saturday. Balloons will be departing Buckeye at 0630. We should be done by 0900 and then have a tailgate party.



AZARNG/Picacho - CW4 Hammond, Gary Jones

Cary Grant: Be aware of the Control Tower at Picacho ARNG. Treat it like a Class Delta.

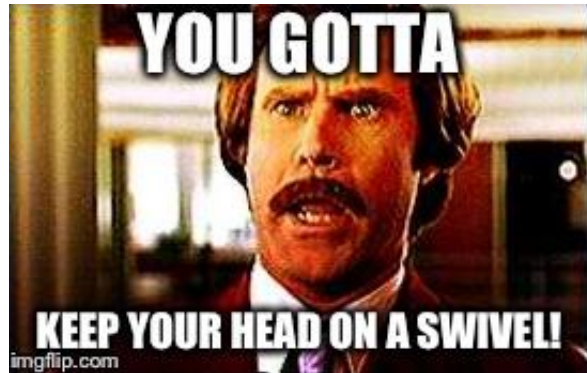


Phoenix Approach/Airspace issues and PAUWG – P50 – Matt Schorman & Brandon Esquer. Luke: LTC Palik, 56 FW Safety. T90 – Bryan Eckenrode

Matt Schorman: We have been super busy. Matt will reach out to a flight school that seems to be using the Carefree no maneuver zone.



Matt Schorman: ADS-B is not magic. We still need to be looking outside!





Jim Timm & Craig
Tompkins

ASAG Accident & Deviation Report

Mid-January through Mid-February 2025

Accident Report & Pilot Deviation Summary



The following are the reports of aviation accidents, and incidents that have occurred in Arizona from mid-January through mid-February. 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 a bit unusual for this time. The number of Accidents are low, but the number of FAA reported incidents is rather long, resulting in a long Accident and Incident report.

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 should suit our purpose of trying to get an idea of what is happening out there so we can help make flying safer.

Blown Tire, Jan 11, 2025



Source: FAA Incident

Location: Mesa Falcon Field (FFZ)

Type: Cessna Citation 510

Injuries: 1 Uninjured

Unk. Pilot Certification

When the Citation landed a tire blew, and the aircraft was towed off the runway.

LOSS OF CONTROL LANDING, January 12, 2025



Source: FAA Incident

Location: Avra Valley (AVQ)

Type: Piper PA-28-235

Injuries: **1 Uninjured**

Student Pilot Certification

While landing the airplane ran off the runway, and there was no reported damage.

INFLIGHT POWER LOSS, January 13, 2025



Source: FAA Incident

Location: Near Tonopah (AZ85)

Type: Cessna 172

Injuries: **2 Uninjured**

Private Pilot Certification

The Cessna 172 declared an emergency due to a rough running engine, and loss of oil pressure. They made an off-airport landing in a field 1 mile

southeast of AZ85 There was no reported damage to the airplane.

TAIL STRIKE, January 13, 2025



Source: FAA Incident

Location: Prescott (PRC)

Type: Cessna 172

Injuries: **3 Uninjured**

Unknown Pilot Certification

The pilot reported a tail strike upon landing. There was no damage reported to the aircraft or the runway.

GEAR UP LANDING, January 17, 2025



Source: FAA Incident

Location: Douglass-Bisbee (DUG)

Type: Cessna 210

Injuries: **2 Uninjured**

Unknown Pilot Certification

The Cessna 210 made a gear up landing, and the extent of the damage was unknown.

INFLIGHT LOSS OF POWER, January 18, 2025



Source: APA Member, FAA Incident

Location: Prescott (PRC)

Type: Cessna 210

Injuries: **2 Uninjured**

Commercial Pilot Certification

The airplane lost power on approach to landing on Runway 03R at Prescott (PRC) and landed on a road 1200 feet short of the runway. There were no injuries or damage reported.

STRUCK TAXI LIGHT, January 19, 2025



Source: FAA Incident

Location: Mesa Gateway Airport (IWA)

Type: Cessna 182

Injuries: **1 Uninjured**

Comm/CFI Pilot Certification

The pilot reported he struck and broke a taxiway light. There was no damage to the airplane reported.

LOSS OF CONTROL LANDING, January 21, 2025



Source: FAA Incident

Location: Prescott (PRC)

Type: Cessna 172

Injuries: **1 Uninjured**

Unknown Pilot Certification

While conducting touch and go landings the pilot went off the runway. There was no damage reported to the airplane or airport.

STRUCK AND DAMAGED CONSTRUCTION LIGHTS, January 22, 2025



Source: FAA Incident

Location: Mesa Gateway Airport (IWA)

Type: Piper PA-28-140

Injuries: **1 Uninjured**

Private Pilot Certification

While landing, the Piper struck, and damaged construction lights on the edge of the center runway. Damage to the airplane was unreported.

PARACHUTE MALFUNCTION, January 24, 2025



Source: FAA Incident

Location: Eloy (E60)

Type: Skydiver

Injuries: **1 Fatality**

No Pilot Certification Required

Parachute failed to open for unknown reasons, and didn't deploy reserve 'chute.

STRUCK A TREE, January 25, 2025



Source: FAA incident

Location: Quartzsite, AZ

Type: Paraglider

Injuries: **1 Serious Injury**

Pilot Certification Not Required

While flying the Paraglider the pilot struck a tree, and a branch impaled the pilot's throat causing serious injury. Damage to the Paraglider was unknown.

WINDOW BLEW OUT INFLIGHT, January 25, 2025



Source: FAA Incident

Location: Goodyear Airport (GYR)

Type: Cessna 310

Injuries: **1 Uninjured**

Commercial Pilot Certification

The pilot reported a window blew out in flight, and they returned to GYR, and landed without incident.

LOSS OF CONTROL TAXIING, January 25, 2025



Source: FAA Incident

Location: Mesa Falcon Field (FFZ)

Type: Piper PA-28-181

Injuries: **1 Uninjured**

Student Pilot Certification

The solo pilot landed and tried to exit onto a taxiway at excessive speed and went into the dirt. Ops. towed the aircraft to parking, and there was no damage to the airplane or airport.

PROP STRIKE TAXIING, January 27, 2025



Source: FAA, NTSB Incident

Location: Gila Bend Airport (GBN)

Type: Piper PA-28R-180

Injuries: **1 Uninjured**

Unknown Pilot Certification

During night operation, while taxiing, the pilot experienced a prop strike, and the damage was determined to be minor.

WING SUIT MALFUNCTION, February 1, 2025



Source: FAA Incident

Location: Eloy (E60)

Type: Skydiver With Wing Suit

Injuries: **1 Fatality**

No Pilot Certification Required

The skydiver with the wing suit on made a normal exit from the aircraft but the skydiver experienced an unknown malfunction.

HARD LANDING, February 3, 2025



Source: ASN Location: Mesa Falcon Field (FFZ)

Type: Mooney M20K 231

Injuries: **1 Uninjured**

Private Pilot Certification

The airplane departed Phoenix Deer Valley (DVT) and subsequently made a hard landing at Mesa Falcon Field (FFZ) and had a prop strike. No other damage was reported.

NOSE GEAR COLLAPSE, February 6, 2025



Source: ASN

Location: Grand Canyon Airport (GCN)

Type: Cessna T207 Turbo Stationair 8

Injuries: **1 Uninjured**

UNK. Pilot Certification.

The aircraft suffered a nose gear collapse on departure.

LOSS OF CONTROL LANDING, February 8, 2025



Source: ASN

Location: Chandler (CHD)

Type: Piper PA-28-160 Cherokee

Injuries: **2 Uninjured**

Commercial Pilot Certification

The aircraft was performing touch and go landings when the pilot lost control of the aircraft, went off the runway, and ground looped. There was no report of damage to the aircraft.

GEAR UP LANDING, February 8, 2025



Source: FAA Incident

Location: Tucson Ryan Field (RYN)

Type: Cozy III

Injuries: **1 Uninjured**

Commercial/CFI Pilot Certification

The pilot landed gear up. After coming to a stop, the pilot got out, reconfigured the landing gear and taxied to parking without assistance. No aircraft or airport damage reported.

INFLIGHT LOSS OF POWER, February 9, 2025



Source: ASN, FAA

Location: Near Salome, AZ

Type: Cessna 140

Injuries: **1 Minor Injuries**

UNK. Pilot Certification.

While in flight the aircraft experienced engine issues, and in the process of making an emergency off airport landing the left wing clipped a tree during the landing. The extent of damage was substantial.

LOSS OF CONTROL LANDING, February 10, 2025



Source: APA Member, ASN, FAA, NTSB

Location: Scottsdale Airport (SDL)

Type: Lear Jet 35A

Injuries: **1 Fatality, 2 Serious Injuries, 1 Minor injury, 1 Uninjured**

ATP Pilot Certification

The aircraft departed Austin-Bergstrom International Airport, and during the landing at Scottsdale, the left main landing gear detached from the airplane. The Lear Jet veered off the runway and struck a parked Gulfstream 200.

LOSS OF CONTROL LANDING, February 13, 2025



Source: APA Members, ASN

Location: Buckeye Airport (BXK)

Type: Tecnam P2010

Injuries: **3 Uninjured**

UNK. Pilot Certification.

The TECNAM P2010 departed Scottsdale airport and experienced a runway excursion during the landing at Buckeye airport. The aircraft experienced minor damage.



Near Mid-Air Collision - NMAC (2) Jan 11 – Feb 13

DATE: January 15, 2025, Phoenix Deer Valley (DVT)



A NMAC was reported by DVT when a Bonanza failed to follow the course assigned by ATC which resulted in a loss of separation with a Cessna 172. The closest proximity was 0.22 NM lateral, and 200 feet vertical.

DATE: February 2, 2025, Mesa Falcon Field (FFZ)

A NMAC was reported by FFZ when Piper Cherokee #1 was assigned to land on **RWY 22L**, and Piper Cherokee #2 was straight in to land on **RWY 22R**. Cherokee #1 apparently flew through the approach course for RWY 22L and turned on final for RWY 22R putting him in close proximity to Cherokee #2.

Overshooting Cherokee



Straight In
Cherokee #2



December 13, 2024 – January 10, 2025 –

31 PILOT DEVIATIONS 10 Out of State Pilot, 4 Military Pilots & 8 BRASHERS AWARDED



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 January 11, 2025

through February 15, 2025, there were **31** pilot

deviations reported by the FAA SDL FSDO. These deviations were committed by pilots with certificates

ranging from Private Pilot through ATP. There were **four** Military Pilots, and **ten** out of state Pilots that committed these deviations. Of the thirty-two deviations reported, there were **eight** Brashers issued.



"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 maybe about to enter, and know what may be expected of them. Always fly with care and forethought, don't be part of the problem.

32 Deviations, Jan 11, 2025 – February 13, 2025

# Deviations	Type of Deviation	BRASHERS
5	IFR Deviations	2
7	Class Bravos	2
6	Delta Airspace Deviations	2
7	Runway Incursions	1
5	ATC Instructions	1
1	Special Use Airspace Deviation	0
1	Holding Pattern Deviation	0



5 IFR DEVIATIONS & 2 BRASHERS

Course Deviation, Jan 10, 2025

Commercial Pilot Certification

Albuquerque Center (ZAB)

The Lancair was flying southwest and the ZAB controller advised that they were south of course and gave them several right-turn instructions to avoid active restricted airspace. The pilot responded that they were correcting, but they continued to fly south of course. The Lancair ultimately violated a 3-mile protected airspace of R2301E which was active, and they were assigned a heading 280°. **The controller gave them a Brasher notice.**



Route Deviation, Jan 22, 2025

ATP Pilot Certification *Out of Colorado*

Albuquerque Center (ZAB)

Cessna Citation departed PHX to the north via the ZEPER2 departure over MAYSA-RRSTA-GUILE and was cleared to FL260. Upon reaching MAYSA, the Citation turned directly to GUILE and violated the protected airspace of the BAGDAD MOA which was active at FL280 and below. The ZAB controller turned the aircraft to the right and then back to GUILE when clear of the MOA. The Citation had programmed their GPS erroneously. There was no loss of separation nor other issues, and **the controller read them the Brasher statement.**



SID Deviation, Jan 29, 2025

ATP Pilot Certification *Out Of California*

Phoenix TRACON (P50)

The pilot deviation was reported by the Phoenix TRACON when the Embraer Phenom flew the wrong SID on departure.

Altitude Deviation, Jan 29, 2025



Military Pilot

Tucson TRACON (U90)

The pilot deviation was reported by the Tucson TRACON then the Military F-16 climbed above his assigned altitude of 17,000 Feet.

Missed Approach Deviation, Feb 9, 2025

Unknown Pilot Certification

Albuquerque Center (ZAB)

The pilot deviation was reported by ZAB when the Cirrus pilot executed the missed approach procedures and crossed the way point AZEKE, but didn't enter the hold.



7 CLASS BRAVO AIRSPACE DEVIATIONS & 2 BRASHERS *Entering Class Delta Airspace Without Having Authorization*

January 12, 2025

Private Pilot Certification *Out Of South Carolina*

Phoenix TRACON (P50)

The pilot deviation was reported by the Phoenix TRACON when the Cirrus departed Scottsdale and entered the Phoenix Class Bravo airspace without first obtaining authorization.

January 15, 2025

Private Pilot Certification

Phoenix TRACON (P50)

The Cessna was VFR, and entered the Phoenix Class Bravo Airspace south of Sky Harbor without a clearance.

A TRACON Controller issued the Brasher warning.



January 31, 2025

ATP/CFI Pilot Certification

Mesa Falcon Field (FFZ)

The pilot deviation was reported by the Falcon Field ATC when the Lancair entered the Phoenix Class Bravo Airspace without authorization.

January 31, 2025

Commercial Pilot Certification

Phoenix Deer Valley (DVT)

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

February 3, 2025

Private Pilot Certification

Mesa Falcon Field (FFZ)

The pilot deviation was reported by the Mesa Falcon Field (FFZ) when the Mooney entered the Phoenix Class Bravo Airspace without authorization.

February 7, 2025

Private Pilot Certification

Phoenix TRACON (P50)

The pilot deviation was reported by the the TRACON when the Bonanza entered the Phoenix Class Bravo Airspace without Authorization. **The Glendale ATCT Issued the Brasher warning.**



February 7, 2025

Private Pilot Certification *Out of Wisconsin*

Phoenix TRACON (P50)

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



6 CLASS DELTA AIRSPACE DEVIATIONS & 2 BRASHERS

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

January 15, 2025

Private Pilot Certification

Phoenix Deer Valley (DVT)

A Cessna Cardinal entered DVT's airspace from the southeast and transitioned the entire south half of the airspace westbound never establishing radio communication. He or she exited the airspace to the southwest. The DVT Supervisor reached out to Luke RAPCON regarding the Cardinal, and **Luke advised that they would issue the Brasher**, and have the Cardinal call DVT when they arrived at their final destination.



January 19, 2025

Private Pilot Certification

Goodyear (GYR)

The Bell Jet Ranger flew through Goodyear's Class Delta Airspace without making radio contact, and another aircraft was given traffic to avoid the violator. The Jet Ranger was tracked on RADAR and appeared to land at Pegasus Airpark (5AZ3). **A Brasher was issued by Chandler Tower.**



January 22, 2025

Private Pilot Certification *Out Of Colorado*

Mesa Falcon Field (FFZ)

The pilot deviation was reported by Falcon Field Tower when the Cessna entered the Mesa Falcon Field Class Delta Airspace without first establishing Two-Way Radio Communications.

January 30, 2025

Private Pilot Certification

Mesa Gateway Airport (IWA)

The pilot deviation was reported by IWA when the Cessna entered the Mesa Gateway Class Delta Airspace Without First Establishing Two-way Radio Communications.

February 3, 2025

Private Pilot Certification

Scottsdale Airport (SDL)

The pilot deviation was reported by SDL when the Mooney entered the Scottsdale Class Delta Airspace Without First Establishing Two-way Radio Communications.

February 11, 2025

Private Pilot Certification *Out Of Texas*

Scottsdale Airport (SDL)

The pilot deviation was reported by SDL when the Piper Malibu entered the Scottsdale Class Delta Airspace without first establishing Two-Way Radio Communications.



7 RUNWAY INCURSIONS & 1 Brasher **Entering A Runway Without Authorization**

January 11, 2025

Private Pilot Certification

Phoenix Deer Valley (DVT)

The pilot deviation was reported by DVT when the Cessna crossed the Hold Short Line of the runway without ATC authorization.

January 16, 2025

Private Pilot Certification

Mesa Falcon Field (FFZ)

The pilot deviation was reported by FFZ when the Cessna crossed the Hold Short Line of the runway without ATC authorization.

January 16, 2025

Commercial Pilot Certification

Mesa Falcon Field (FFZ)

The Cessna was told by GC to hold short of runway, and a good read-back was obtained. They were told to monitor Mesa Tower on 124.6, and after the aircraft switched to tower, they rolled past the hold bars for the runway. The ground controller immediately noticed and notified the Local Controller. A Piper was on a 1/4 mile final, and the controller gave go-around instructions to the Piper; it went around. **A Brasher issued to the Cessna.**



January 22, 2025

Student Pilot Certification

Phoenix Deer Valley (DVT)

The pilot deviation was reported by DVT when the Piper, flown by a student solo, landed on a runway without an ATC authorization.

January 23, 2025

ATP Pilot Certification *Out Of Mississippi*

Tucson International (TUS)

The pilot deviation was reported by TUS when the Citation crossed the Hold Short Line of the runway without ATC authorization.

January 29, 2025



Military Pilot

Tucson International (TUS)

The pilot deviation was reported by TUS when the Military F-16 entered the runway without ATC authorization. The F-16 also entered a RWY/Taxiway without clearance.

January 31, 2025

Private Pilot Certification

Prescott Airport (PRC)

The pilot deviation was reported by PRC when the Cessna entered the runway without authorization.



**5 FAILURES TO
FOLLOW ATC
INSTRUCTIONS
1 BRASHER**

January 5, 2025

Private Pilot Certification *Out Of Oregon*

Scottsdale Airport (SDL)

The Cessna was inbound to SDL from the north and was vectored towards SDL airport and told to report the airport insight. The pilot had difficulty seeing the airport and then had communication issues with the BILTMORE controller. The controller ended up vectoring the Cessna to the west and climbing them to 060. After this, the aircraft again could not be reached by the BILTMORE controller. The pilot then ended up on NAVAJO sector controller's frequency and westbound climbing to 060. The NAVAJO controller vectored the aircraft west and northeast for re-sequence into SDL. Then the NAVAJO controller switched the aircraft back to the BILTMORE controller. The BILTMORE controller vectored the aircraft eastbound for sequence into SDL. The BILTMORE controller then cleared the Cessna for a visual approach into RWY 21 at SDL. Because of traffic, the BILTMORE controller canceled the visual approach into SDL. The pilot then asked to cancel their IFR because of minimum fuel and they needed to land. The BILTMORE controller then cleared the aircraft for the visual approach RWY 21 at SDL and switched them to the SDL tower. At this point, the BILTMORE controller noticed the aircraft turning towards DVT. They told the SDL controller to switch the aircraft back to approach. The aircraft never came back to approach. The aircraft ended up on the DVT tower frequency. DVT received the IFR cancellation from the pilot and the aircraft landed at DVT. **DVT also Brashed the pilot.**



January 26, 2025

Commercial Pilot Certification *Out Of Virginia*

Phoenix TRACON (P50)

The pilot deviation was reported by the Phoenix TRACON when the Beechcraft climbed above its assigned altitude of 7,000 feet, resulting in a loss of separation with traffic at 8,000 feet.

January 27, 2025



Military Pilot

Tucson International (TUS)

The pilot deviation was reported by TUS when four F-16's were assigned to offset to the right for departure traffic, but the F-16's didn't offset. This resulted in a conflict with departing traffic, and the departure traffic receiving a Resolution Alert (RA).

February 2, 2025

Commercial Pilot Certification

Phoenix Deer Valley Airport (DVT)

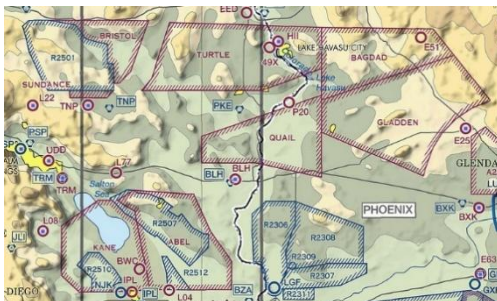
The Bonanza was inbound for RWY 25R, but lined up for 25L, A Piper was on final for RWY 25L, and at approximately a 1/2 mile final, the pilot reported they were "cut off on final" by the Bonanza. The controller issued a go-around to the Piper and instructed the Piper to off-set to the left and gave them an early left cross wind. The controller issued a go-around for the Bonanza and instructed the pilot to off-set to the right, and advised they appeared to have lined up for the wrong runway. The closest proximity was 0.03 NM and 0 feet vertical.

February 7, 2025

Unknown Pilot Certification *Out Of California*

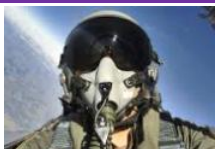
Phoenix TRACON (P50)

The pilot deviation was reported by the Phoenix TRACON when the Socata Turbo Prop didn't comply with several instructions, including heading, speed, and altitude assignments.



SPECIAL USE AIRSPACE DEVIATION

January 14, 2025

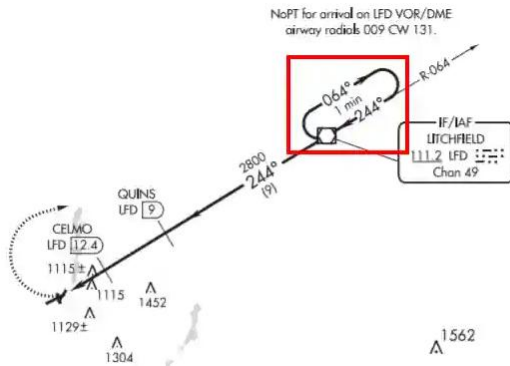


Military Pilot

Los Angeles Center (ZLA)

The pilot deviation was reported by the Los Angeles Center when a Military F-35 "spilled" out of SUA airspace without a clearance, re-entering ATC delegated airspace, and ascending above assigned altitude without authorization. There was no loss of separation reported.

HOLDING PATTERN DEVIATION



February 8, 2025



Military Pilot

Tucson TRACON (U90)

The pilot deviation was reported by the Tucson TRACON when the C-130 did not enter the Aux-South Holding Pattern as published.



Post Accident & Deviation Presentation Discussion

Cary Grant: When Military pilots get their wings, they only have a 200+ hours, so their experience levels aren't high. They are learning, just like many of the student pilots in our area. Watch out for military activity. Please have

a heightened situational awareness when you fly.



USAF Pilot Training Graduates



RED STAR FORMATION – Mark Giannini

Not Present



Superior Glider Operations – Fairfax O'Riley

Not Present



Ag and Fire Support Ops – Michael Rutledge & Hunter Wall

Not Present



Southern California Airspace Users Working Group (SCAUWG) Update – Lee Unger

Lee: Gary Palmer, from SCAUWG, a CFI who flies out of Torrance, is with us today.

Gary Palmer: I have been working to expand a network of flying academies, flight schools, independent CFIs, and clubs, etc., to create a network for communication.

We have the same airspace violations that you experience in Arizona. I'm here to observe; your group [ASAG] is very impressive.

MARANA REGIONAL AIRPORT (AVQ) UPDATE



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

Lee Unger: Marana Regional KAVQ Aviation Safety Seminar on **March 1**, 10:00 am to noon at the [Marana Regional Airport East Ramp Hangar](#) [11155 N Air Commerce Way, Marana, AZ 85653](#).

Speakers and topics:

Cary Grant, President Aviation Safety Advisory Group of Arizona (ASAG) - Facilitator

Craig Graves, Site Host

Galen Beem, Marana Regional Airport Superintendent - Updates

Michael Ryder, Marana Regional Airport Maintenance Assoc-Updates

Craig Tompkins, FAA, FPM, avoiding helicopter wake turbulence in the air and on the ground.

Cary Grant, Scott Woodworth, Pima County Sheriff Department; Ernest Copeland, FAA, FPM and Craig Tompkins, FAA, FPM, Laser and Drone information

Dr. Thomas Cowan, Lead for ASAG Parachute Ops; ASAG's Hugh Funk, CPS; Pat Nikitenko, Skydive Marana, Parachute Operations at Marana Regional Airport and statewide.

Lee Unger: The Tucson 99s painted a Compass Rose at Marana Regional and it is beautiful. Thanks to everyone who participated!

We thank Galen Beem for his continued dedication to aviation safety.

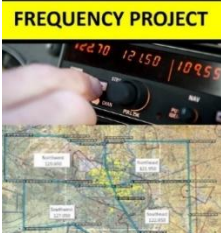


Lee Unger: Jessica Cox is looking for a donated Avidyne IFD550 for her Vans RV 10 build. If anyone has connections at Avidyne, please contact Lee Unger at leeunger4@gmail.com.

Cary Grant: Sonny Durante and Tito Sanchez put together a wonderful document, [“Know Before You Go – Parachute Operations at Marana Regional Airport \(AVQ\)”](#).

Tito Sanchez humbly added, “Sonny deserves all the credit for ‘Know Before You Go’.”

Another great publication is [“15 Key Points of Military Parachute Training – for Pilots”](#) by Tom Cowan.



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

Lee Unger: As of February 18, 2025, the FCC FILING STATUS remains DISSEMINATED.



2025 ASAG Banquet

[Banquet Discussion – Cary Grant](#)

Members reported that the food was great and the program went well. Rich Lee's presentation was well received. Thanks to Rich!

Ernie Copeland: Trophies and plaques (H&J) - everything went well.

Phil Corbell: More Graphics did a wonderful job.

Jim Price: Ian Branson did a marvelous job with the audio/visual.

New screen for presentation

The Silent Auction contributions and Sponsor support went well, especially the balloon rides contributed by Neil Davison and the photo sessions, contributed by PhotosGRANTED (Laura Boswell, Cary & Kathy Grant's daughter).

Laura announced that images are now available from the banquet!

See the photos at [photosGRANTED | ASAG Award Banquet 2025](#)

Downloads are free, but Laura has print purchases enabled.

This Year's Winners:



FAASafety Team
Representative,
John Keith



CFI, **Alex
Mirabile**, ATP



Aviation
Technician,
Roger Whittier



ATC Communicator,
Matt Schorman,
Phoenix TRACON



Airport of the Year,
**Safford Regional
Airport (Cameron
Atkins**, Airport
Manager)



Ruth Reinhold
Award, **Belinda
Burnett**, Cochise
College

Bob Mittelstaedt has volunteered to be the Banquet speaker in 2026.



Does anyone want to be a aircraft accident commentator like Juan Browne, AKA Blancolirio?

Cary Grant: After the Reagan Washington accident (DCA), a person from a news media wanted someone from ASAG to comment on the crash. ASAG does not have a media presence.

Ronnie-Sue Helzner noted in chat, "In the national wildfire/incident management system, only trained public affairs officers are supposed to talk to media." After a long discussion, there were no volunteers to be an ASAG crash commentor or spokesman. Nobody wanted to be ASAG's veresion of Juan Browne, so we decided that ASAG will not comment on accidents.



Juan Browne



Old Business



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](#)

The military and the civilian operators are working together to keep the airspace safe.



Video Project Update – Cary Grant

Now that the banquet has been completed, perhaps we should start thinking about producing P50 or Lake Havasu videos.



Approach Guide – Cary Grant

The Approach Guide is for best practices for approaches around the valley, such as the best time get an approach. We are still working on it. If you have any of that nice to know information, send it to **Cary Grant**, arizonasag@gmail.com and he can add it to the Handbook. See

https://docs.google.com/document/d/18Jpf9d9g-THIsu2Yg7lRcdxkq7D_D5DrXoljNBT34Q/edit?tab=t.0 for the **Recommended Procedures for Practice Instrument Approaches in the Phoenix Area** Google Doc. *If you know people in the flight schools, please get the word out.*

You can find the next Arizona Flight Training Workgroup AFTW meeting at <https://aftw.org/next-meeting/> The next meeting will be Tuesday, March 11, 2025 04:00 PM MST (2300 GMT)

You can find the Meeting Minutes at <https://aftw.org/category/meetings/minutes/>

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. Please join us at AFTW meetings.



Northeast Phoenix No Maneuver Zone poster, rev 05 18 2024

by Bob Mittelstaedt. Download at: [7/2024/WP07130353/NE Phoenix No Maneuver Zone 05-18-24.pdf](https://aftw.org/wp-content/uploads/2024/07/2024/WP07130353/NE_Phoenix_No_Maneuver_Zone_05-18-24.pdf) or from the ASAG website, <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.

The posters at DVT and FFZ must be working. There were no departure/SID deviations in this month's deviation report.



Goodyear & Glendale Tower Update – Cary Grant:

Cary received an update from John Keith about tower manning at the Goodyear Airport Tower. SERCO Contract for FAA Towers was not renewed. Midwest ATC now has the contract at GYR tower. John stated that they are supposed to be getting two more controllers at GYR tower.

Alex Mirabile noted in chat: IWA is getting one additional controller



Buckeye Air Fair – Out of the three days, AOPA only gave us one hour on Friday. Our presentation was on Parachute Jump Exercise (PJE) Operations and we had about 35 attendees. Thank you to Justin Hodges for driving from New Mexico for the presentation.

AOPA published, "The third AOPA Fly-in at the Buckeye Air Fair in Arizona was an unmitigated success and enjoyed by 36,000 visitors."

ASAG's presentation went well. We need to talk with AOPA to see if they will allow us to make more than one presentation next year.



IMSAFE – Emotion, Pilot Counseling – Bob Holliday

If anyone would like to contact me to discuss any personal issues confidentially, you can email me at pastorbobh@comcast.net

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



New Business



[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!



Links

[Arizona Pilots Association monthly newsletter](#)

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

[More Links](#)

[Northeast Phoenix No Maneuver Zone poster](#)

by Bob Mittelstaedt. Download at:

[7/2024/WP07130353/NE Phoenix No Maneuver Zone 05-18-24.pdf](#)

or ASAG's website <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.

[Ryan Airport Operations page](#), posted by Jim Pitman, Jon

Micetic of the Arizona Flight Training Workgroup (AFTW). <https://aftw.org/kryn-operations/>

["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. [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.

[Safety Products by Brian L. Stamper, Ph.D., FAASTeam Representative](#)

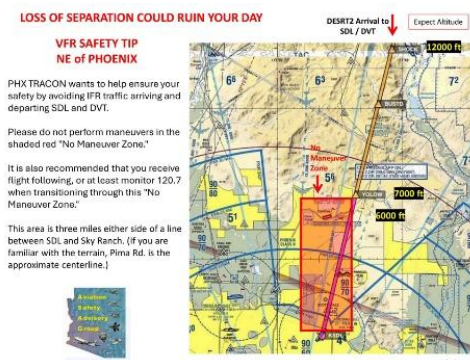
[KRYN Ryan Airfield Recommended NW Entries](#)

[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.





VMC & IMC CLUB MEETING – Alex Peña: March 4, 2025. VMC begins at 6:30 pm and the IMC Club meeting follows. [Chandler Municipal Airport Terminal Meeting Room, 2380 S Stinson Way, Chandler, AZ 85286](#)

AFTW
ARIZONA FLIGHT TRAINING
WORKGROUP

WE ARE A SAFETY-FOCUSED GROUP OF AVIATION TRAINING PROFESSIONALS WHO RECOMMEND BEST PRACTICES FOR UTILIZING AIRSPACE IN ARIZONA WITH THE ULTIMATE GOAL OF REDUCING ACCIDENTS, INCIDENTS AND PILOT DEVIATIONS.

We make an effort to:

- Facilitate communication and address safety concerns between flight schools, flight instructors, the FAA and other airspace users
- Share training tools, concepts, and ideas
- Improve understanding among operators

On our website you can find:

- Practice area charts and information
- Stanfield VOR procedures
- Safety Topics of the Month from the GAJSC
- Meeting minutes and events
- Flight training resources, news and more!

CHECK US OUT!
AFTW.ORG

Decoding Automated Weather and Pilot/Controller Forum – Flagstaff Airport (KFLG) ATCT Tower

Saturday, March 8, 2025, starting at 09:00 Arizona Flagstaff Safety Meeting at Wiseman Aviation.

SPANS LINK:

https://www.faaafety.gov/SPANS/event_details.aspx?eid=135354&caller=/SPANS/events/ModifyEventList.aspx

Greater Southwest Aviation Maintenance Symposium

March 6 & 7. Registration is 6:45 am – 8:00 am. Seminar begins at 8:00 am until 1:30 pm (both days).

Chandler-Gilbert Community College Aviation Center,

SPANS LINK: [7360 E. Tahoe Ave, Bluford Hall, Mesa, AZ 85212](https://www.faa.gov/SPANS/event_details.aspx?eid=134940&caller=/SPANS/events/EventList.aspx)

https://www.faa.gov/SPANS/event_details.aspx?eid=134940&caller=/SPANS/events/EventList.aspx



Phoenix 99's Spot Landing Contest at Ak Chin, April 5.

Phoenix 99's meet the 2nd Wednesday of each month at [Jackson](#) Jet Center, (formerly Swift Aviation), located at [2710 E. Old Tower Road](#) on the South side of Sky Harbor Airport. Please note that the 99's do not hold a traditional June or July Business Meeting.



**67th ANNUAL
CACTUS FLY-IN
& HOT ROD SHOW**

**MARCH 8, 2025
CASA GRANDE AIRPORT**

Join the fun with vintage aircraft, war birds, hot rods and food. Early aircraft arrivals are invited to Cactus open-house Friday evening with snacks and beverages. Spaces available for on-field RV parking and camping. Enjoy a Saturday morning pancake breakfast and food trucks all day while viewing amazing antique and classic aircraft and hot rods.

ENTRY DONATION: \$10 / Person \$20 / Car Load (CASH)
FOR MORE INFORMATION VISIT: CACTUSFLYIN.ORG

The Next 2025 RSAT Meetings:

- FLG, 2 May
- PRC, 14 May
- GCN, 20 May

Our next meeting will be Wednesday, **March 19, at 12:00 noon, MST, (Arizona time).**

Motion to adjourn, **Jim Timm**.

Phil Corbell seconded the motion.

The meeting ended at **1:58** pm.

ASAG's email arizonasag@gmail.com



ASAG Officers



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