



# MEETING MINUTES

<https://asagaz.org>

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

**Mar 19, 2025**



## 89 attended:

Alexander Kocksch, Alexander Peña, **Andrew Clink**, Andrew Taussig, **Andy Ellifson**, Bob Katz, Bob Holliday, Bob Mittelstaedt, Brendan Umbs, Brett Richardson, Brian Stamper, **Cameron Kirby**, Carter Teeters, Cary Grant, **Chaley Kim**, Christian Locher, Christine Perry, Craig Tompkins, CW5 Chris Hammond, **Daniel Hann**, David Horvath, David Kitts, Deborah Blattstein, DeWitt Gibson, Dr Abraham Blattstein, Ed Faron, **Edgar Hash**, Edward Daror, Edward Fallon, Eric Fahrner, **Eric Williams**, **Erik Fjerstad**, Ernest Copeland, Ethan McQuown, Fairfax O'Riley, Felix Hernandez, Frank Frassetto, Frederick Workley, Garrett Dauphars, George Hamaty, **Gremar Corpuz**, Hugh Funk, James Price, James Timm, Jason Gauer, Jett Shepard, Jill Gallo, Jim Anderson, John Cirino, John Keith, John Santarossa, John Varljen, Julian Fruhling, Karen Hausteen, Ken Enger, **Kristi Weber**, Larry Erdman, Lawrence Wippman, Lee Unger, **Matthew Higginbotham**, Michael Folinsbee, Michael Little, Mike Mohle, Mitchell Raab, Neil Davison, Nia Allen, Paul Rowley, Perry Tarrant, Pete Hermes, Phil Corbel, Philip Jossi, Phillip Fowler, **Pimwadee Limsirichai**, **Prasook Limsirichai**, Randell Meyer, **Ray Puckett**, Richard Lee, Rodney Holberton, Rolf Dammrau, Ron Dziagwa, Ron Serafinowicz, Russ Jones, Savannah Ivanitski, Scott Grane, **Scott Lindblom**, Sonny Durante, Steven Brimmer, Tito Sanchez, & Tyler Rothlisberger.

**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:



### ASAG TREASURER'S REPORT

**Jim Anderson & Cary Grant:**

The **Banquet Summary** is displayed here →

At the end of February, we had a checking balance of **\$15,326.76**.


As of today, our balance is **\$15,146.15**.

The Arizona Corporation Commission filing has also been completed. [JimAndersonB4@gmail.com](mailto:JimAndersonB4@gmail.com)

Move to accept the Treasurer's Report: **Bob Holliday**

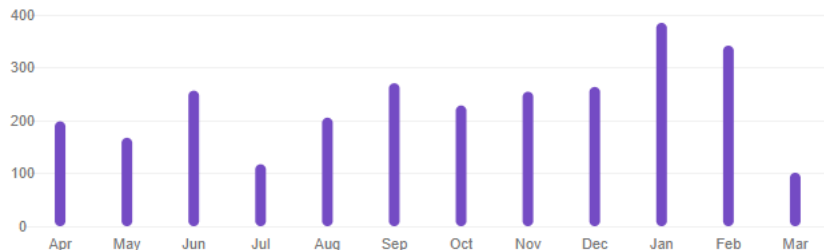
Seconding the motion: **David Kitts**

The members unanimously accepted the Treasurer's Report.

		<b>Treasurer's Report</b>	
		Aviation Safety Advisory Group of Arizona General Membership Meeting For the period February 1st, 2025 to February 28th, 2025	
<b>Income</b>			
<b>Contributions, Gifts and Grants</b>			
	Individual Donations	\$500.00	
<b>Fundraising (Ways and Means)</b>			
	Silent Auction	\$1,971.17	
	Fundraising Event	\$1,001.38	
<b>Total Income</b>			\$3,472.55
<b>Expenditures</b>			
<b>Fundraising (Ways and Means)</b>			
	Fundraising Event	\$11,364.90	
<b>Programs</b>			
	Trophies	\$377.25	
<b>Total Expenditures</b>			\$11,742.15 (\$8,269.60)
<b>Opening balance as of February 1st, 2025:</b>			\$23,596.36
<b>Balance on hand as of February 28th, 2025:</b>			\$15,326.76
<b>Aviation SAfety Advisory Group of Arizona</b>			\$15,326.76
<i>James B. Anderson</i>		Treasurer's Signature	
Bank Balance as of 3-19-2025 \$15,146.15			



**ASAG Web Site Visits in the last 30 days: 258.**  
**Total visits: 2,933.**



#### PREVIOUS ASAG MEETING MINUTES



#### [Jim Price, ASAG Secretary](#)

**Cary Grant** moved to accept the **February** 2025 meeting minutes.

**Paul Rowley** seconded the motion.

The members unanimously accepted the **February** Minutes.



## Updates from Community Representatives



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

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

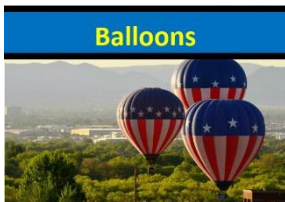
Tell us where the Laser event happened. Was it at a gas station, intersection, etc.?

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 & Christine Perry:**

**Christine Perry:** The Balloon meeting went very well. Fortunately, there were lots of commercial Balloon Ride operators at the meeting. Major Christopher Jeffers from Luke AFB spoke about using the outskirts of Luke's airspace and discussed Luke's training. Our next club meeting will be April 15<sup>th</sup> at Deer Valley's (DVT) Barrio Brewing Co. Restaurant. Don Boyer will talk about how winds and weather can affect balloons.

Major Jeffers said that the Luke Aux 1 ILS is being restored. When that is complete (soon), that area will be very busy.

**Cary Grant:** The Luke Aux 1 ILS procedure is published on the AFTW website. <https://aftw.org/> or just click on this link <https://aftw.org/wp/wp-content/uploads/2019/07/Aux-1-ILS-Approach-Plate-Jun-19.pdf>



AZARNG PICACHO

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

**CW5 Chris Hammond:** Next Thursday (Mar 27), early morning to early afternoon, we should be in the Picacho area doing our Water Bucket training (for fires). You might see a couple of helicopters with water buckets.

**Fairfax O'Riley:** When the National Guard is practicing, do you use Guide aircraft?

**CW5 Chris Hammond:** Yes, we use Guide Aircraft. There is no TFR associated with this practice. If we go to an actual fire, there is a TFR.



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

**Cary Grant:** Because of TRACON budget constraints, Matt Schorman is having a difficult time hosting Operation Raincheck at the previous pace. (When Matt does the Raincheck tours, he is compensated).

**Cary Grant:** Please observe the Carefree No Maneuver zone. It is an arrival area for Scottsdale and Deer Valley traffic. CFI's, please do not use that area for training maneuvers. If you plan to be in that area, please monitor 120.7. Also, pilots should monitor 122.75 (North Practice area).







### ***Jump Operations at P08 (Coolidge) and 1AZ0 (Bishop) – Hugh Funk & Tom Cowan***

**Hugh Funk:** We have two jump facilities. One at Coolidge (P08) and one at Bishop Airfield (1AZ0). We jump every day and night. NOTAMS are in place at both locations. **NOTAMS - P08 12/177 -- ZAB 12/189.** Bishop will also have a daily NOTAM. Drop zone frequencies – Coolidge: **123.075** & Bishop: **130.475**. We broadcast 6-minute and a 2-minute announcements prior to

drop. If flying in the area, stay on the downwind side of the drop zone. If the wind is out of the East, stay on the western side of the airport. If no wind, stay out of the 5 nautical mile drop zone circle.

**Eric Fahrner:** Regarding jump ops at Eloy – The jump planes typically take off one way and land the other way. Frequently, the jump plane pilot's radio calls are unintelligible because he or she is speaking so fast.

**Hugh Funk:** **Frank Frassetto**, Eloy's Sky Dive Arizona chief pilot, told Hugh that he is aware of this problem, and he is going to correct it.

**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](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.
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.

**Hugh Funk:** I have not heard anything about the jump ops at Casa Grande.

**Cary Grant:** The city of Casa Grande has been in litigation with the jump operators. The jump zone was and is north, almost on the downwind entry for runway 05. Because of litigation, the City has been forced to bring the drop zone on the airport property (SE corner), almost in the turn out after an approach to 05, and on the way back the "stack".

**Jim Timm:** The skydive manager told me that he would not drop any paying customer on the airport because of a cable line in the area. They are still using the North drop zone, which north of the airport is on privately owned land — not city land. It is zoned as residential. So, there is a conflict with the Pinal County rules.



### RED STAR FORMATION – Mark Giannini

Not Present



### Superior Glider Operations – Fairfax O’Riley

**Fairfax:** We have glider ops at both at Kearney and Superior, under the Outlaw MOA. All of our gliders have ADS-B. <https://superiorsoaring.com/>

**Cary and Fairfax:** The glider operation at Estrella refuses to install ADS-B in their gliders. We have not had any conflict with firefighting operations.

**Fairfax:** We received a phone call from the federal government, telling us that the federal funds that we have been receiving to offset the cost of training kids has been withdrawn. Fairfax was asked to return \$300,000. Because of the funding problem, Fairfax’s schools have been reducing the simulator operations. Pilots can solo at 14 and can be licensed at 16. (Their youngest pilot is eight).

At Kearny, they are only using an aero tow and at Superior, they are only using a wench tow.

**Cary Grant:** There are NOTAMS for areas near Superior for firefighting and for their school. Make sure you are monitoring the TFRs.



### Ag and Fire Support Ops – Michael Rutledge & Hunter Wall

Not Present



[Jim Timm & Craig Tompkins](#)

## **ASAG Accident & Deviation Report**

**Mid-Feb** through **Mid-Mar** 2025

## **Accident Report & Pilot Deviation Summary**



The following are the reports of aviation accidents, and incidents that have occurred in Arizona from mid-February through mid-March. 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 shorter than last time, and the number of FAA reported incidents comprises about half of the report. You may note that there are a couple of incidents reported that were late in getting into the FAA after they had started their report. Even with these two tardy incidents included, this report is still relatively short.

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.

## Feb 9, Landing Gear Collapse @ GEU



**Source: FAA Incident**  
**Location: Glendale (GEU)**  
**Type: Mooney M20F**  
**POB & Injuries: 2 Uninjured**  
**CERT: Private Pilot**

The left main gear collapsed as the airplane was taxiing out for takeoff. The damage was minor.

## Feb 13, Flight Control Disconnect @ AVQ



**Source: FAA Incident**  
**Location: Marana (AVQ)**  
**Type: SR 20 (141)**  
**POB & Injuries: 2 Uninjured**  
**CERT: Comm/CFI**



While in the pattern at Marana the left hand control became disconnected from the ailerons. The control on the right side remained connected, and the aircraft was able to return to Mesa Falcon Field (FFZ) without further incident.

## Feb 14, Engine Failure @ RYN



**Source:** FAA Incident  
**Location:** Ryan (RYN)  
**Type:** Bakeng Duce AMA/EXP  
**POB & Injuries:** 1 **Uninjured**  
**CERT:** Comm/CFI

The aircraft departed and immediately declared an emergency because of an engine failure. He landed on a taxiway without further incident.

## Feb 16, Inflight Loss of Power Near Flagstaff



**Source:** ASN  
**Location:** Near FLG  
**Type:** Cessna T-210 Centurion  
**POB & Injuries:** 2 **Uninjured**  
**Pilot CERT:** UNKN

The airplane departed Sun Valley Airport, and the airplane experienced engine issues near Flagstaff. The pilot made an emergency landing in a field, and the aircraft sustained substantial damage.

## Feb 16, Parachute Failure @ E60 FATAL ACCIDENT





**Source: FAA Incident**  
**Location: Eloy (E60)**  
**Type: Skydiver**  
**People Involved & Injuries: 1 Fatality**  
**CERT: N/A**

The sky diver exited the airplane, and his parachute failed to open. There was no damage to the airplane.

## Feb 19, Midair Collision @ AVQ FATAL ACCIDENT



**Source: APA member, ASN, NTSB**  
**Location: Marana (AVQ)**  
**Type: LANCAIR 360 MK II**  
**POB & Injuries: 2 Fatalities**  
**CERT: Private Pilot**

The experimental Lancair 360 Mk II was a kit built by Michal S. Reinath, and was performing circuits, and a Cessna 172S Skyhawk SP were involved in a mid-air collision over Marana Regional Airport (AVQ).

The Lancair departed Eagle Roost Airpark (27AZ), destined for Marana Regional Airport, and was performing circuits at 2,100 ft, and the Cessna was over runway 12 with the Lancair closing in on the Cessna. The Cessna appears to have initiated a takeoff with the Lancair going around until both data points merge just southeast of the runway.

The Lancair crashed and both occupants perished. The Cessna was able to continue and landed safely after completing a traffic pattern.



Source: APA member, ASN, NTSB

Location: Marana (AVQ)

Type: Cessna 172 Skyhawk

POB & Injuries: 2 / Uninjured

CERT: UNK



A Cessna 172S Skyhawk SP which had departed Chandler Municipal Airport (CHD), and a Lancair 360 were involved in a mid-air collision at Marana Regional Airport (AVQ).

The ADS-B data suggests a Lancair 360, and a Cessna 172S were involved. Both aircraft were over the runway at AVQ with the Lancair closing in on the Cessna. The Cessna appears to have initiated a takeoff with the Lancair going around until both data points merge just southeast of the runway.

The Lancair crashed while the Cessna was able to continue and landed after completing a traffic pattern.

## Feb 25, Loss of Control Landing @ E63



Source: FAA Incident

Location: Gila Bend (E63)

Type: Cessna 172

POB & Injuries: 1 / Uninjured

CERT: Private Pilot

The pilot reported blowing out a tire on landing and ran off the runway. There was no reported damage to the airplane or airport property.

## Feb 27, Taxied Off Paved Surface @ IWA



Source: **FAA Incident**  
 Location: Mesa Gateway (IWA)  
 Type: Cessna 170  
 POB & Injuries: / 1 **Uninjured**  
 CERT: ATP/CFI

The pilot landed and taxied off the paved surface, and into the mud. There was no damage to the aircraft or airport property.

## Mar 1, Loss of Control Landing @ TUS



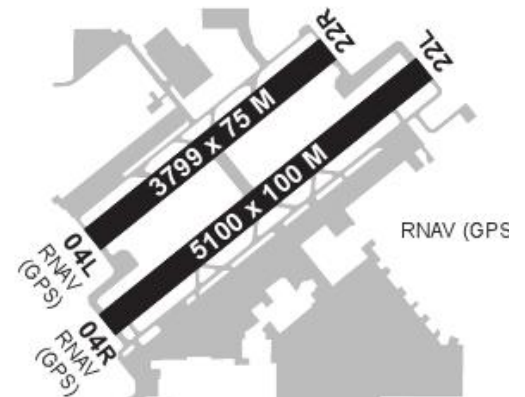
Source: **FAA Incident**  
 Location: Tucson Intn'l (TUS)  
 Type: Mooney M20J  
 POB & Injuries: 1 / **Uninjured**  
 CERT: Private Pilot

Upon landing the airplane went off the runway, and into the dirt, possibly due to a flat tire. There was no damage to the aircraft or airport property.



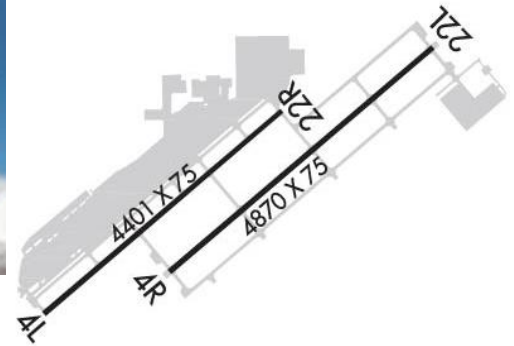
**2 Near Midair  
 Collisions  
 (NMAC's)  
 Feb 14 – Mar 13**

## Feb 16 @ Falcon Field (FFZ)



A NMAC was reported when a Pilatus was on a final for RWY 4R at FFZ, and a Cessna was on base to land on the parallel RWY 4L, but flew through the final to 4L, and came within .11 mi, and 100 ft vertical of the Pilatus.

## Feb 24 @ Chandler (CHD)



A Cessna 172 reported a Drone off their right side as they turned base for RWY 22R at CHD. No evasive maneuvers required, and the closest proximity was estimated to be 15 feet.





## Feb 14, 2025 – Mar 13, 2025, Arizona had **21 PILOT DEVIATIONS**

**43%** of these deviations were committed by **9** Out of State Aircraft/Pilots, & **1** Foreign Pilot.

**2 BRASHERS** were awarded.

**Certificates ranged from Private Pilot through ATP.**

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.

### **"The Brasher" – A Brief History**

*On August 13, 1985, Captain Jack Brasher, who was also a Major General in the Arizona Air National Guard, was the pilot in command of Republic Airlines Flight 77 from Chicago O'Hare (ORD) to Minneapolis-Saint Paul (MSP). During the flight, with*



*Maj Gen Jack Brasher*

*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.*

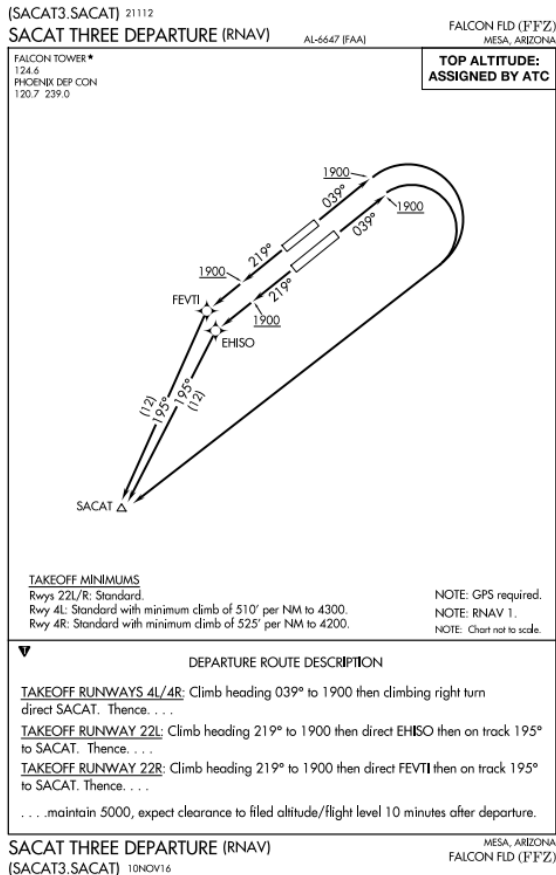
I would certainly like to think that the information that we have presented has been valuable to the majority of the pilots out there and has made them safer pilots.

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



## 6 IFR DEVIATIONS & 2 BRASHERS

### 2/27, SACAT 3 SID Deviation, Private Pilot / Iowa, Phoenix TRACON (P50)

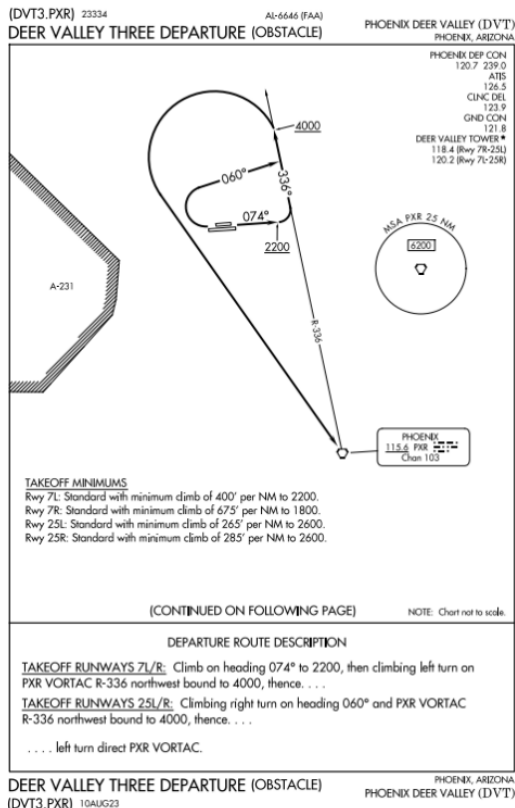


The deviation was reported by the Phoenix TRACON when the Piaggio Avanti didn't fly the **SACAT 3** SID as published.

### 3/1, SACAT 3 SID Deviation, UNKN Pilot Cert / North Dakota, Phoenix TRACON (P50)

The deviation was reported by the Phoenix TRACON when the Citation didn't fly the **SACAT 3** SID as published.

## 3/1, DVT 3 SID Deviation, UNKN Pilot Cert / **New Mexico**, Phoenix TRACON (P50)



The pilot deviation was reported by the Phoenix TRACON when the Bonanza Didn't fly the **DVT 3** out of Phoenix Deer Valley (DVT) as published.

## 3/3, Altitude Deviation, Comm/CFI, Albuquerque Center (ZAB)

The Cessna 172 was level at 7,000ft, and radar data for the aircraft showed they went from 7,000ft to 6,700ft and then back to 7,000ft. Shortly after they had descended to 6,500ft, they advised the Albuquerque controller they were doing a quick descent to 6,500ft to avoid icing.

The controller stated they are on an IFR clearance so maintain 6,000ft and advise if you need any assistance. **They were issued a Brasher.**



## 3/5, DVT 3 SID Deviation, Comm Pilot / **Missouri**, P50

The pilot deviation was reported by the Phoenix TRACON when the Socata TBM didn't fly the **DVT3** Departure out of Phoenix Deer Valley Airport (DVT) as published.

## 3/9, FAA Part 135 Flight Plan Deviation, UNKN Pilot Cert, Springerville Airport (JTC)

The pilot deviation was reported by Albuquerque Center when the fire fighting jet aircraft failed to cancel their IFR Flight Plan, resulting in an Alert Notice being issued. **A Brasher notice was issued.**







## 2 CLASS BRAVO AIRSPACE DEVIATIONS & 0 BRASHERS

### *Entering Class Delta Airspace Without Having Authorization*

## 2/22, Private Pilot, Phoenix TRACON (P50)

The pilot deviation was reported by the Phoenix Tracon when the Cherokee entered the Phoenix Class Bravo airspace without first obtaining authorization.

## 2/22, Private Pilot / **Indiana**, Phoenix TRACON (P50)

The pilot deviation was reported by the Phoenix Tracon when the Cessna entered the Phoenix Class Bravo airspace without first obtaining authorization.



## 2 CLASS DELTA AIRSPACE DEVIATIONS & 0 BRASHERS

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

## 2/26, Prescott Airport (PRC), Comm Pilot / **Montana**

The deviation was reported by Prescott when the Light Sport Savanna entered the Prescott Class Delta Airspace without first establishing radio communications.

## 3/8, Deer Valley (DVT), Comm Pilot / **California**

The pilot deviation was reported by Deer Valley when the Piper Lance entered the Deer Valley Class Delta Airspace without first establishing two-way radio communications.



## 6 RUNWAY INCURSIONS & 0 Brashers

### *Entering A Runway Without Authorization*

## 2/7, Tucson Int'l (TUS), UNKN Pilot Cert / **Mexico**

The pilot deviation was reported by Tucson International when the Cessna touched down on the runway without ATC authorization.

## 2/7, Glendale Airport (GEU), Comm/CFI

The pilot deviation was reported by Glendale ATC when the Pipistrel taxied onto the runway without ATC authorization.

## **2/12, Mesa Gateway (IWA), Comm/CFI**

The pilot deviation was reported by the Gateway ATC when the Cherokee crossed the hold short line of the runway without ATC authorization.

## **2/21, Mesa Gateway (IWA), Comm/CFI**

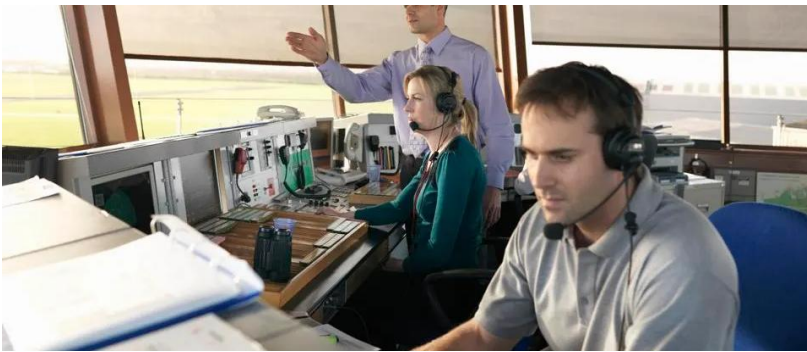
The pilot deviation was reported by the Gateway ATC when the Cessna entered the runway without ATC authorization.

## **2/24, Mesa Gateway (IWA), ATP/CFI**

The pilot deviation was reported by the Gateway ATC when the Marchetti Jet entered the runway without ATC authorization.

## **3/2, Mesa Gateway (IWA) – Private Pilot**

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



**3 FAILURES TO  
FOLLOW ATC  
INSTRUCTIONS  
0 BRASHERS**

## **2/7, Mesa Falcon Field (FFZ) – ATP/CFI**

The pilot deviation was reported when the Lancair was instructed to fly straight out but instead, turned on course without ATC authorization.

## **2/22, Phoenix Deer Valley (DVT) – Comm Pilot**

The pilot deviation was reported by DVT when the Cessna didn't follow ATC instructions to join the final.

## **3/5, Mesa Falcon Field (FFZ) – Private Pilot / California**

The pilot deviation was reported by FFZ when the Beech King Air overshot the extended runway centerline during his turn inbound. This conflicted with a Cessna on final on an adjacent runway.



# 2

## Surface Incidents

### 2/10, Mesa Gateway Airport (IWA) – Comm/CFI

The pilot deviation was reported by IWA when the Cherokee entered a closed portion of the taxiway without ATC authorization.

### 3/5, Tucson International (TUS) – PP / Idaho

The Pilot deviation was reported by TUS when the Cessna taxied onto a taxiway without ATC authorization.



#### Post Accident & Deviation Presentation Discussion

**Cary Grant** wondered why the Cirrus with the left control inoperative (Feb 13) did not land at AVQ, but instead elected to fly back to Falcon Field (FFZ)?

Cirrus owner **Jim Anderson** stated that an inoperative control problem is a known issue, but no Service Bulletins or Airworthiness Directives (ADs) have been published.

**Cary Grant** Reference the Feb 24 NMAC involving a Cessna 172 and a drone, who has the ability to look up a drone's remote ID? **Note:** Remote ID for drones is a system that allows drones to broadcast identification and location information, acting as a "digital license plate" to enhance safety, security, and accountability in the airspace, particularly for drones that must be registered with the FAA.

#### **From Richard Lee:**

The FAA employs a range of technologies and systems to track drones in US airspace. The primary method is through Remote Identification (Remote ID), which has become a cornerstone of the FAA's drone management strategy. However, other technologies and programs also play a role in the agency's tracking capabilities.

Remote ID is essentially a digital license plate for drones, broadcasting real-time information about the aircraft and its flight. This system allows the FAA, law enforcement, and other authorized parties to identify and monitor drones in flight. The information transmitted includes the drone's serial number, location, altitude, velocity, control station location, and emergency status.

In addition to Remote ID, the FAA utilizes other detection methods to track drones:

Law Enforcement Assistance Program (LEAP): LEAP agents can identify drone owners using registration numbers and serial numbers, providing a crucial link between the physical drone and its registered operator.



Advanced Detection Systems: Local and state law enforcement agencies employ various technologies such as Multilateration (MLAT) and Doppler radar to detect and track drones. These systems can provide detailed information about the drone's airframe, operator location, and other identifying characteristics.

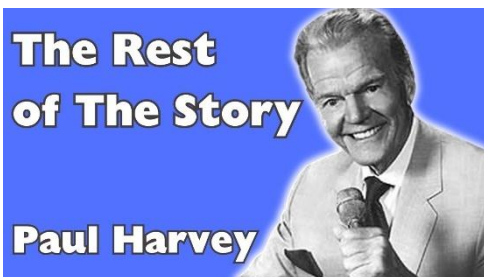
Counter-UAS Systems: In critical areas like airports and stadiums, advanced systems such as DJI Aeroscope and Aveillant's holographic radar are used to track drones with high precision.

Unmanned Aircraft System Traffic Management (UTM): This system enables real-time communication between drone operators and the FAA, facilitating safe operations and airspace management through a network of automated systems and APIs.

It's important to note that while these tracking capabilities are extensive, they are not universal. The FAA does not maintain comprehensive real-time surveillance of all drone flights, especially for recreational use in non-critical areas. Unless a drone operator opts in by using Remote ID or other tracking technologies, the FAA may not be aware of their flight activities. **See:** <https://farmtechx.com/blog/can-faa-track-your-drone-guide>

**From Craig Tompkins:** [https://www.faa.gov/uas/getting\\_started/remote\\_id](https://www.faa.gov/uas/getting_started/remote_id)

**From Bob:** How your drone is detected and tracked: Is this Remote ID? See the video at <https://www.youtube.com/watch?v=wB55Gq0X-rQ>



**Bob Katz:** What are we supposed to learn from the [accident and deviation reports]?

**Jim Timm:** Take a good look at them and make sure you know what you are doing. Be aware of the airspace in which you are flying. Is it Delta, Charlie or Bravo? Don't do something creative.

**Bob Katz:** We don't have the entire story. What's the other story? If we don't have the full story, we can't learn.

**Cary:** We won't have the other side of the story until the CFI sits down with the pilot.

**Alexander Kocksch:** I think the best takeaways are when taxiing, we should observe the taxiway markings, and in the pattern, make sure you don't overshoot. These are great reminders of what we should be doing.

**Bob Katz:** I want the details.

**Jim Timm:** The only time the FAA receives the background information is when the pilot receives a Brasher and talks with someone in the FAA.

**Bob Katz:** We need to hear that end of the story. **Cary Grant:** The rest of the story is not available to us.

**Neil Davison:** We are just reporting the early facts. The reports are not teaching tools.

We could include "the rest of the story" at the end of report.

**Cary Grant:** Ref. the Feb 19 Marana fatal accident, the Instructors should be teaching pilots that if they need to go around because an aircraft is on the runway or ahead of you, you should offset so you can see that traffic. If that is not taught, that's a CFI failure.

**Cary Grant:** We have not had a SACAT or DVT3 departure deviation for a while and that has been wonderful. Cary asked Bob Mittelstaedt (DVT) David Kitts (FFZ), if they could check if the SACAT (FFZ) and DVT3 (DVT) posters are displayed at the FBOs? **David Kitts** will check FFZ. **Bob Mittelstaedt** recently talked with the DVT FBO staff to emphasize the importance of the poster.

### **ASAG Banquet Update – Cary Grant**

My daughter, Laura Boswell (Photos GRANTed), has announced that banquet photos are available!

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

Downloads are free, but Laura has print purchases enabled.



### **Happy Controllers – Cary Grant**

Contract Controllers are happier with Midwest Air than they were with SERCO. They will be happier if they can get more manning in the towers. However, Midwest ATC and the FAA are *fishing out of the same pond*. In Arizona Midwest ATC provides controllers at Ryan (RYN), Mesa Gateway (IWA), Chandler (CHD), Goodyear (GYR) and Glendale (GEU). However, the Mesa Gateway (IWA) SERCO controllers will soon become FAA controllers.

### **Erik Fjerstad’s Near Miss @ RYN Concern**

The morning of Mar 19, **Erik Fjerstad** had a near-miss experience at RYN. He thought he had the traffic in sight and acknowledged/reported that to the tower. He turned base and realized that he had the wrong aircraft in sight and the aircraft he was supposed to be following was under Erik on the numbers. Erik went around. He had no warning from the tower that he was about to overrun the aircraft. After landing, Erik called the tower and was told, “You said you had the traffic in sight.” Erik asked the ASAG members, “Will that be an incident?”

**Jim Timm:** This problem will only show up on our report if the controller chooses to report it as a deviation. Jim recommends that Erik file a NASA report.

**Bob Katz:** If a pilot reports traffic in sight, it is now that pilot’s responsibility to avoid traffic, and the tower is off the hook. Because of that, Bob never acknowledges “traffic in sight.”

**Erik Fjerstad** said the flight schools are making nonstandard patterns, low and in the brush. These nonstandard patterns make it difficult for other pilots to see them.

**Erik Fjerstad** does not agree with tower controllers using separate frequencies for parallel runways. **Cary** explained that after the accident in North Las Vegas, the FAA reconsidered their options, and now separate tower frequencies are required for different runways.



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

**Lee Unger:** Almost four months ago, we submitted our request for the four frequencies. I will contact the FCC and see if I can get an update. As of March 19, 2025, the FCC FILING STATUS remains “DISSEMINATED.”

**Cary Grant:** Currently, we have: 122.75 (NW & NE), 122.85 (SW & SE), 129.925 (Rainbow Valley), and 130.625 (Buckeye N & S).



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

During the February 2025 meeting, Lee Unger requested help getting Jessica Cox an Avidyne IFD 550 for her Van’s RV10 build. Thanks to SCAUWG member, Airspace Engineer Eric Mueller, for putting Avidyne in touch with Tucson Ninety-Nine Pam

Stephan, who had written a great letter about Jessica and her request. Subsequently, the owner of Avidyne is said to be planning a Zoom meeting with Jessica! Thank you, Eric, Pam, and Avidyne for this hopeful progress for Jessica's project!

### **Marana Meeting, Mar 1 - Lee Unger and Cary Grant**

**Marana meeting:** 90+ people attended including in person and virtually.

**Cary:** We covered LASER illuminations, UAS encounters, Craig Tompkins gave his briefing on Helicopter

Vortices. Remember **3 3 2**. On the ground, stay **3 rotor widths away**. Stay **3,000’ away** in trail or **2 minutes after**.

Control tower status: It is grinding its way, while working with the bureaucracy. It will happen in 2026 or perhaps 2027 or later.



Chorus Nylander

**Lee:** Because of the Marana accident, the process could be expedited.

**Chorus Nylander's** interview with **Cary Grant** about aviation safety and Marana Regional Airport KAVQ aired on KVOA Thursday, March 20, 2025 at 10 pm. Great job Cary! See [https://www.kvoa.com/news/n4t-investigators/n4t-investigators-safety-at-marana-regional-has-been-concern-for-flight-schools-well-before-deadly/article\\_f5a009fc-8708-42af-8a80-238c84aabd16.html](https://www.kvoa.com/news/n4t-investigators/n4t-investigators-safety-at-marana-regional-has-been-concern-for-flight-schools-well-before-deadly/article_f5a009fc-8708-42af-8a80-238c84aabd16.html)

... and Scroll down to the KVOA video.



MARANA REGIONAL AIRPORT (AVQ) UPDATE



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

**Bob Holliday:** Why is the tower construction delayed?

**Cary Grant:** The environmental issues/studies are holding things up.

**Bob Holliday** has sent a letter to Senator Kelly regarding the delay. Each of us can

drop a short note to our representatives to increase their awareness of the delay. When more people start asking the same question, awareness increases, and the squeaky wheel gets the grease.

See <https://www.govtrack.us/congress/members/AZ>

**Bob Holliday:** The more we send information to our representatives, the more they will be able to represent for us.

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



## Old Business



### [Tucson International Construction Update – Lee Unger:](#)

**Lee:** No Updates. For Tucson International Airport (TUS) Long-Term Airfield Changes, click on <https://www.faa.gov/tus>

"Check the NOTAMs and listen to ATIS closely for closed surfaces and other pertinent operational information." See [KTUS Airfield Safety Enhancement](#)

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



### [Approach Guide – Cary Grant](#)

AFTW met last Tuesday, Mar 11. AFTW is still working on the Approach Guide for how and when pilots should make approaches around the state. 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](mailto:arizonasag@gmail.com) and he can add it to the Handbook. See [https://docs.google.com/document/d/18Jpf9d9g-THIsu2Yg7IRcdxkq7D\\_D5DrXoljNBT34Q/edit?tab=t.0](https://docs.google.com/document/d/18Jpf9d9g-THIsu2Yg7IRcdxkq7D_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.*



## SAFETY STAND/DOWN



**Cary Grant:** I am calling for an entire day dedicated for a safety stand down to look at all operations in our practice areas not just taking a minute per day to reflect on operations. The use of the practice areas, professionalism on radios, pattern procedures, best practices formulated by the Arizona Flight Training Workgroup for Standfield and Coolidge. We are sliding into normalization of deviance, and the Marana incident needs to be more than a wake-up call, it is call to change the way we are doing business in the practice areas.

It is okay to fly the different approaches to the same runway at P08 and CGZ. The hazard is when someone decides to fly an opposite direction approach to the same airport.

**Phil Jossi:** I recently learned that a practice approach at Flagstaff (FLG) now requires approval from Phoenix Approach. This is new and different.

You can find the next Arizona Flight Training Workgroup AFTW meeting at <https://aftw.org/next-meeting/> AFTW meets every other month (odd months) on the 2nd Tuesday at 4:00pm. 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.

Arizona Flight Training Workgroup AFTW March 11, 2025 meeting Minutes

<https://docs.google.com/document/d/1lvzLXcn48ilGz4jasC9iNfk0IHmNfsZOEiGx8MYE/edit?tab=t.0>

<https://youtu.be/zO85ot0kIQs>

Next AFTW Zoom Meeting: May 13, 2025 at 4:00pm MST Register at: <https://aftw.org/next-meeting/>

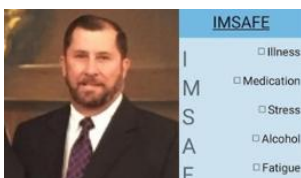
### Northeast Phoenix No Maneuver Zone poster, rev 05 18 2024



by **Bob Mittelstaedt**. Download at: [7/2024/WP07130353/NE Phoenix No Maneuver Zone 05-18-24.pdf](https://www.asagaz.org/posters-campaigns) 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.



### IMSAFE – Emotion, Pilot Counseling – Bob Holliday, ASAG's Chaplain

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)

We're here and available. Life can cause emotional distress. If we can help in any way, let me know. We can just talk.

### MOA Proposal – Lee Unger and Cary Grant

Lee checked the website recently and Comments remain closed. There were no updates noted.

### User Fees - Chris Nugent, Safford Airport manager

Chris Nugent was not available to update us.

**Cary:** We are collaborating with Senator Farnsworth on how we can stop the state from "sweeping" the Arizona aviation funds. Supposedly, this is the last year that the legislature will take money out of the aviation funding and use it for non-aviation purposes.

ADS-B is for safety and was never meant to capture tail numbers so the pilot can be sent a bill for landing fees.

**Bob Holliday:** It all adds up, The case against airport landing fees <https://www.aopa.org/news-and-media/all-news/2025/april/pilot/view-from-capitol-hill-it-all-adds-up>

## **AMAZON drone – John Keith**



Amazon stopped drone delivery because of a collision in Texas. Amazon Drone activity on the west side of the valley has stopped.



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

People are asking for Lake Havasu. We need to think about the Bravo project. Lee Unger, Brian Stamper, Jim Anderson, Cary Grant, and Scott Woodward. **Cary Grant** would like to get the group back together at the end of March or the first part of April.



# New Business

## **Pilot Controller Forum**

**Cary Grant:** I will talk to Alex and Samir about setting up a forum at Gateway.

Mesa Airlines ops have saturated Glendale tower with their Pipistrel airplanes – a 200% increase in traffic. We need a forum to discuss the inundation from Mesa Airlines. Pilot Controller forum 2 April, 7:00 at WestMec's demo lab.

## **The Phoenix International Raceway (PIR) NOTAM**

**Cary Grant:** Two weeks ago, there was a big race at PIR. There is a standard security NOTAM. TRACON and Flight Service did not know about it. Because it is a Standard Security NOTAM, it did not appear on Foreflight. You really had to dig for it to find it. If there is a meeting of 30,000 or more people, you should avoid overflying it and this capacity qualifies for a TFR.

**John Keith:** The controllers at Goodyear were not happy with all the aircraft that were overfly PIR.

How is a pilot to know that an event is going on?

I called Flight Service. They said that it wasn't their job to give pilots blanket NOTAMs.

John called Flight Service again and the person said, "Nope, I don't see a NOTAM . . . Oh, there it is."

John asked how he was supposed to know about the NOTAM? The comment was negative.

**TFRs from Richard Lee:** <https://tfr.faa.gov/tfr3/?page=list> & <https://tfr.faa.gov/tfr3/?page=map>

**John Keith FAA TFR list:** [https://tfr.faa.gov/tfr3/?page=detail\\_0\\_0367](https://tfr.faa.gov/tfr3/?page=detail_0_0367)



## **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)

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

### More Links

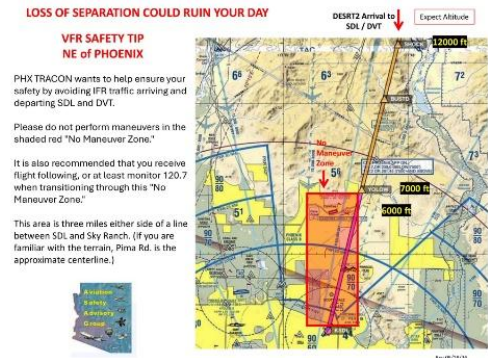
#### [Northeast Phoenix No Maneuver Zone poster](#)

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., FAA Team 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: Apr 1, 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](#)

**RSAT's:** FLG, 2 May. PRC, 15 May. GCN, 20 May. GYR, 9 June. RYN, 24 June. FFZ, 25 June. IWA, 26 June. RSAT's are hybrid.



**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**




<https://aftw.org/>

Everyone interested in improving flight training safety in Arizona is invited to participate.

Meetings are held via Zoom on the 2nd Tuesday at 4:00pm every other month (odd months, **Jan, Mar, May, Jul, Sep, Nov**).

Click [HERE](#) to register for one or more future meetings.

You can access previous meeting recordings and minutes [HERE](#).



## **Phoenix 99's Spot Landing Contest at Ak Chin,**

April 5.

**Phoenix 99's** meet the 2<sup>nd</sup> 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. Visit our website at <https://phx99s.org/>

**Karen**

**Hausteen**



Our next meeting will be Wednesday, **Apr 16**, at **12:00 noon, MST (Arizona time)**.

Motion to adjourn: **Fairfax O'Riley**.

**Alex Kocksch** seconded the motion.

The meeting ended at **2:35** 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