

# MEETING MINUTES

<https://asagaz.org>

Vice President Rich Lee, called the Meeting to order at **12:00 pm**



## May 21, 2025

### 91 attended:

623-687-0195, Alexander Kocksch, Alexander Peña, Andrew Ellifson, Andrew Taussig, Bob Katz, Bob Mittelstaedt, Brad Walstrom, Brendan Umbs, Brian Koenike, **Bryan Gieszler**, Cameron Kirby, **Candice Turalba**, Carter Teeters, Chris Nugent, Christian Locher, Christine Perry, Craig Tompkins, CW5 Chris Hammond, Don Von Flue, Daniel Hann, **Daniel Kupersmith**, Daniel Weimer, David Horvath, Deborah Blattstein, DeWitt Gibson, Dr Abraham Blattstein, Ed Daron, Edward Fallon, Eric Fahrner, Ernest Copeland, Ethan McQuown, Fairfax O'Riley, Felix Hernandez, Frank Frassetto, Galahad Davis, Garrett Housos, George Hamaty, Gregg Schmillen, Gull Saarup, **Gumersindo Santiago Rodriguez**, Henry Skinner, **Ivan Manoogian**, Jack Ogle, James Price, James Timm, **Jared Marks**, **Jeffry Perry**, **Jeremy Jacobson**, Jim Anderson, Jim McClay, John Cirino, John Santarossa, John Varljen, **John Warner**, Justin Hodge, Karen Hausteen, Kevin Volpato, Larry Erdman, Lawrence Wippman, Lee Unger, Matthew Corrigan, Matt Schorman, Mauro Castro, Michael Folinsbee, Michael Juilfs, Mitchell Raab, Neil Davison, Paul Wiley, Peter Troccoli, Phillip Fowler, Randell Meyer, Richard Lee, **Robert Smith**, Rolf Dammrau, Ron Dziagwa, Ron Serafinowicz, Ronnee-Sue Helzner, Roy Williams, Scott Lindblom, Scott Woodworth, Shawn Huff, Sonny Durante, Robert Holliday, Stanley Trachta, Tim Bernier, Timothy Burgoyne, **Timothy Marshall**, Tino Ilioi, Tito Sanchez, & Tyler Rothlisberger.

**Welcome  
to our  
first time  
attendees!**

### Rich Lee, ASAG Vice President:

Rich 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/>.



### ASAG TREASURER'S REPORT

### Jim Anderson, ASAG Treasurer:

**Jim Anderson:**

No expenses.

\$16.38 – a fee from Stripe,

for an email campaign for advertising the 2025 banquet.

IRS filing has been completed for 2024.

At the end of April, we had a checking balance of **\$15,129.77**.

You can donate to ASAG at our website, [www.asagaz.org](http://www.asagaz.org).

Look for the "Square" donation button.

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

Seconding the motion: **Alexander Kocksch**

The members unanimously accepted the Treasurer's Report.

Treasurer's Report	
Aviation Safety Advisory Group of Arizona	
General Membership Meeting	
For the period April 1st, 2025 to April 30th, 2025	
Income	
Total Income	\$0.00
Expenditures	
Administrative and Operations	
Advertising and Promotion	\$16.38
Total Expenditures	\$16.38 (\$16.38)
Opening balance as of April 1st, 2025:	\$15,146.15
Balance on hand as of April 30th, 2025:	\$15,129.77
Aviation Safety Advisory Group of Arizona	\$15,129.77
James E. Anderson	Treasurer's Signature

Tax Filing completed (IRS) for 2024  
Former PO box mail forwarding service has ended - will not be renewed





## ASAG Web Site Visits – 2944, last 30 days 196+



### Jim Price, ASAG Secretary

**Jim Anderson** moved to accept the **April 2025** meeting minutes.

**Jim Timm** seconded the motion.

The members unanimously accepted the **April 2025** Minutes.



## Updates from Community Representatives



### Cory Geffre/Jake Helms, Scott Woodworth, Jim Kennedy, Scott Joy, Jason Kaufman:

**Scott Woodworth:** Shining lasers at aircraft, and particularly at the pilots, is serious and possibly life-threatening. Blinding pilots can cause a crash.

<https://www.kold.com/2025/03/29/arizona-ranked-sixth-nation-laser-strikes/>

**Scott Woodworth:** In the Tucson area, in the last month, we have had 10 LASER strikes and all were Green Lasers. Each strike originated from different spots. No

arrests have been made this reporting period.

**Craig Tompkins:** We have had 386 strikes since October 1<sup>st</sup>, 2024 (fewer strikes compared to last year). We have identified/stopped the serial offender in Prescott, so we are seeing a decrease in Laser Strikes.

**Ethan McQuown:** An unknown person near Anthem has been “cussing out pilots on the radio frequency.” This has been reported.

**Ed Daror:** Ed’s eye doctor friend told him that the Rod damage from Lasers manifests itself later, and it mostly affects night vision.

**Scott Woodworth:** the best course of action is to report the laser strike.

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

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

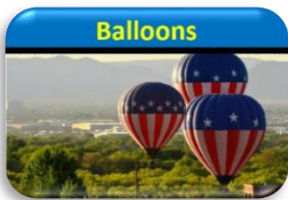
**1.** Hit the transponder identification button as soon as pilots are aware of being Lased. This will mark the plane’s position on the air traffic controller’s radar scope, which may help law enforcement triangulate where the laser light is originating from.



2. Verbally alert ATC of the attack using the phrase “laser attack,” including direction and location of the laser source, beam color and length of exposure (flash, pulsed or perceived intentional tracking).
  3. Once on the ground, complete the [FAA-requested Laser Beam Exposure Questionnaire](#).
- Upon arrival at destination, all pilots and crew members affected by an unauthorized laser illumination are requested to complete the FAA Laser Beam Exposure Questionnaire in order to provide critical information in support of law enforcement efforts to identify and apprehend the responsible parties.

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

If you are a member of the public who witnessed an individual aiming a laser at an aircraft, send an e-mail to [laserreports@faa.gov](mailto:laserreports@faa.gov) and include the following: Your name and contact information. Date and time you witnessed the laser incident.



### Neil Davison

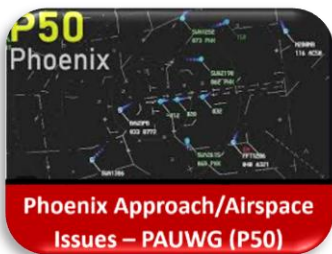
**Neil Davison:** Our Monthly meeting was 20 May (always the 3<sup>rd</sup> Tuesday of the month). The government is considering modifying the number of Radiosonde launches to gather winds aloft. This will decrease the number of reports from radiosonde, (wind speeds and directions at various altitudes). From a Balloonist standpoint, this information is vital. Neil is very concerned, and he recommends that pilots write/appeal to their congressperson.

One corporate balloon pilot for Chick-Fil-A had a NMAC with an Amazon drone, (15-20 feet). (Date and location are not known). **Craig Tompkins:** This NMAC was reported to the FAA, but we did not receive the report. That is because it is the responsibility of another office, not the Scottsdale FSDO.



### CW4 Hammond & Gary Jones

**CW5 Chris Hammond:** The first 2 weeks of June include annual training for our army helicopter pilots. Chris has received no negative comments about airspace intrusion at PCA. ASAG's efforts to keep pilots out of PCA's airspace must be working.



### Matt Schorman & Brandon Esquer. Luke: LTC Palik, 56 FW Safety. Bryan Eckenrode (T90)

**Matt Schorman:** Nothing new. As our temperatures have increased, air traffic has diminished.

**Letters to Airmen (LTAs) – Lee Unger:** Concerning the Letter to Airmen (LTA) concerning the Stanfield and Coolidge Stacks: We want to let people know about the stacks at Stanfield and Coolidge (Over TFD for KCGZ and over DARAY for P08). This will increase safety in the stack areas.

**Jim Timm (APA) asked Lee Unger:** Once you are able to generate a LTA, could you please send a copy to APA so APA can distribute it.

**Lee Unger:** We want to reach pilots from other parts of the state who don't attend AFTW meetings or don't know about the procedures.

**Matt Schorman:** Look at it and give us your thoughts as to what a Letter to Airman (LTA) would look like. Make sure the app you are using for NOTAMS includes LTAs.

The FAA's NOTAM site is very dependable. <https://notams.aim.faa.gov/notamSearch/disclaimer.html>

Example of LTA DVT <https://notams.aim.faa.gov/lta/main/viewlta?lookupid=3389550917102606174>

Example of LTA RYN <https://notams.aim.faa.gov/lta/main/viewlta?lookupid=3625953244414482348>





### ***Procedures for Stanfield (Casa Grande (CGZ)) and DARAY (Coolidge (P08))***

<https://aftw.org/stanfield-vor-procedures/>

[https://aftw.org/wp/wp-content/uploads/2022/08/AFTW\\_Coolidge\\_Approach\\_Procedures\\_Rev4.pdf](https://aftw.org/wp/wp-content/uploads/2022/08/AFTW_Coolidge_Approach_Procedures_Rev4.pdf)

***From Jim Pitman, CFII and Designated Pilot Examiner, confirmed by Matt Schorman (P50 TRACON NATCA):***

“My understanding is that ATC only separates IFR aircraft from other IFR and participating VFR traffic, (those who are talking and squawking, which usually includes jump planes). ATC can only provide traffic advisories for all of the 1200 codes they see buzzing around. When operating in VMC, IFR pilots are responsible for their own separation from non-participating VFR traffic. When in radar contact, this would need to be coordinated with ATC.”

***Matt Schorman (P50 TRACON NATCA):*** “I manage CGZ IFR arrivals differently. If an IFR arrival is inbound through P50 airspace, I will ask them if they are familiar with the stack. If they aren't, I give them a quick rundown on what to expect and recommend not flying over TFD, but to enter traffic pattern on the downwind and to keep their heads on a swivel. I also recommend reducing speed early. This has worked well, but not every controller does this, and I don't know what controllers at ZAB [Albuquerque Center] do.”

The LTA workgroup plans to coordinate this project with Matt Schorman (Phoenix TRACON (P50)) and Albuquerque Air Route Traffic Control (ZAB).

***Jim Timm, Arizona Pilots Association (APA) Executive Director requested:*** Once the LTAs are prepared, please share them with Jim and the APA for distribution in Arizona Pilots Association publications.”



**February 11, 2025**, the FAA issued a notice on February 10 reversing NOTAM terminology from the December 2021 “Notice to Air Missions” to the previous “Notice to Airmen.” In 2021, the term was changed to be gender-neutral and to account for the growing number of unmanned drone operations.



***Matt Schorman:*** We are continuing Operation Raincheck. However, we are catching up on the IOUs that we have with the special interest groups. June is reserved for our last special interest group, the Army Reserve Guard Helicopter Pilots at Papago. Starting in July, we will open up Op. Rain Checks to the General Aviation community.

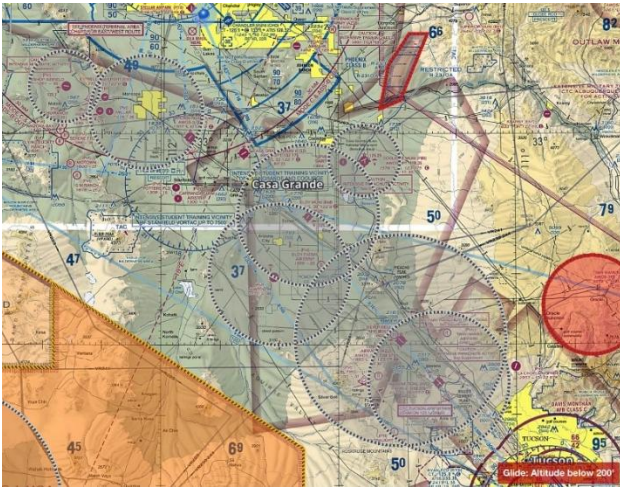


### ***P08 (Coolidge) and 1AZ0 (Bishop) – Hugh Funk & Tom Cowan***

***Frank Frassetto:*** We are still operating throughout the summer.

***Justin Hodge and Frank Frassetto:*** The Jump seminar event was well attended. Justin Hodge extended a thank you to Eric Fahrner and CAE for hosting the event. The RAF was in attendance and the event was very educational.





**Justing Hodge** said that they are working on the consolidation of Parachute Drop NOTAMS and making them standardized. The goal is to make those NOTAMS look less daunting.

**Justin** will be taking over for Hugh for ASAG meetings. They are trying to work with government agencies, especially those that are in the Tucson area, and give them the same education. We hope through education and seminars we will see fewer incidents.

**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.

**Craig Tompkins:** One of the additional problems is that many C-130s are coming from outside Arizona and very little coordination is happening.

**Justin Hodge** has friends at Davis Monthan AFB, and he will try to coordinate with them.

**Matt Schorman:** Pilots can just call Albuquerque Center or Phoenix Approach Control and ask if there are jumpers – at Eloy, Bishop, Hidden Valley, etc. The controller will blindly tell you, “Yes” or “No.” You don’t need to be on Flight Following, although we do recommend that you participate in Flight Following. But just keying up the frequency and asking the question. There is no harm in that.

**The "15 Key Points of Military Parachute Training — for Pilots" can be found at:**

[https://www.faa.gov/files/events/WP/WP07/2025/WP07134455/15\\_Key\\_Points-Military\\_Parachute\\_Training\\_for\\_Pilots-Thomas\\_Cowan-2025-01-03.2.pdf](https://www.faa.gov/files/events/WP/WP07/2025/WP07134455/15_Key_Points-Military_Parachute_Training_for_Pilots-Thomas_Cowan-2025-01-03.2.pdf)



**Mark Giannini** Not Present



**Fairfax O’Riley** was not able to attend, but emailed this message:

The issues with the Soaring Race are diminishing somewhat. Tucson Soaring Club (TuSC) appears to be communicating with ZAB, U90, and P50 much more aggressively (which is a huge positive) and the FAA (ATC and FSDO) seems mollified. The enduring safety issue is that the pilot population outside of soaring is largely unaware of the event (which starts this Saturday and runs for two weeks). TUSC has said that they’ll work with ZAB to get a

NOTAM issued.

ASAG could help the situation by spreading the word that a number of gliders will be operating and maneuvering aggressively at all altitudes up to 17,500 MSL, in an area that spans roughly from Ak-Chin, to Ft Huachuca, to Yuma, with focused activity surrounding the Class C at KTUS and intense activity at El Tiro Gliderport, proximate to Marana (AVQ). Many of the gliders will be carrying ADS-B in & out equipment, BUT NOT ALL. It is entirely possible that a glider will “radar-invisible” – seen by neither radar or ADS-B – and maneuvering unpredictably in the above areas. Gliders are also not required to have radios. Most will have them (radios) but their ability to hear or respond to comms should not be assumed.

Glider pilots are well-accustomed to operating as above. They are pretty good about keeping their eyes out and about, but this is a competitive event, and competition tends to mitigate risk avoidance. The gliders will be shaving some safety and operational margins to gain a competitive edge, still safe and prudent but much less so than their normal profile. I am NOT saying the gliders will be dangerous. I am saying that the normal emphasis on safety and prudence will be infringed by the nature of a competitive event, and that non-participating pilots, (i.e., powered aircraft), will need to be hyper-aware and accommodating in the interest of safety.



**Michael Rutledge & Hunter Wall** Not Present





Jim Timm & Craig  
Tompkins

## ASAG Accident & Deviation Report

**Mid-April** through **Mid-May** 2025

### Accident Report & Pilot Deviation Summary



The following are the reports of aviation accidents, and incidents that have occurred in Arizona from mid-March through mid-April. 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 about the same length as last time, and the number of FAA reported incidents again comprises about half of the 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.

### Engine Stopped, Apr 8 @ Douglas, AZ



**MQ-35 UAS**

**Source:** FAA Incident  
**Location:** Douglas  
**Injuries:** 0 injured  
**Unknown Pilot Certification/None**

While flying at 1,500 feet, the engine stopped. The pilot was able to maintain control; the UAS came down at a steep angle and was substantially damaged.



## Landing Gear Failure, Apr 10 @ Ak Chin (A39)

Cessna 170A



Source: ASN, NTSB

Location: Ak Chin

Injuries: 2 Uninjured

Comm/CFI Pilot

While landing, the right landing gear failed, then the right wing and right horizontal stabilizer contacted the ground. Both were substantially damaged.

## Gear UP Landing, Apr 11 @ TUS



Mooney M20K 231

Source: ASN, FAA Incident

Location: Tucson International Airport (TUS)

Injuries: 2 Uninjured

Private Pilot

The Mooney had departed Chandler Airport and landed on RWY 30 at Tucson International with the gear up. The extent of damage was unreported.

## Hard Landing, Apr 11 @ RYN



Cessna 172

Source: FAA Incident

Location: Tucson Ryan Field (RYN)

Injuries: 1 Uninjured

Student Pilot

The student made a hard landing and had a prop strike.



## Loss of Control Landing, Apr 12 @ DVT



Source: FAA Incident  
Location: Phoenix Deer Valley (DVT)  
Injuries: 1 Uninjured  
Pilot Certification Unknown

The Piper ran off the runway into the dirt while exiting the runway, and the aircraft was towed to the ramp.

## Loss of Control Landing, Apr 12 @ FFZ



Source: FAA Incident  
Location: Mesa Falcon Field (FFZ)  
Injuries: 1 Uninjured  
Pilot Certification Unknown

The Piper ran off the runway into the dirt while landing, and the aircraft was towed to parking.

## Off Airport Landing, Apr 13 ~ Near Green Valley



Source: ASN, NTSB  
Location: Near Green Valley  
Injuries: 2 Uninjured  
Private Pilot

The aircraft had departed Nogales International Airport (OLS) and climbed to about 6,500ft destined for Phoenix, when it experienced engine problems. The Cherokee entered a descent and landed near a road sustaining substantial damage during the off-airport landing.



## Off Airport Landing, Apr 17 ~ Near IWA

**EC-130H**



**Source: FAA Incident**

**Location: Near Mesa Gateway Airport (IWA)**

**Injuries: 3 Uninjured**

**Pilot Certification Unknown**

The C-130 Hercules is a highly modified electronic attack aircraft, designed to disrupt enemy communications and conduct electronic attacks. It made a precautionary off airport landing 13 miles southeast of Gateway because of a mechanical issue and a warning light indication.

## Loss of Control Landing, Apr 18 @ SDL

**Beechcraft Premier I Business Jet**



**Source: FAA Incident**

**Location: Scottsdale Airport (SDL)**

**Injuries: 2 Uninjured**

**Pilot Certification Unknown**

While landing, the aircraft had braking issues and went off the end of the runway into some rocks. The damage was minor.

## Loss of Control Landing, Apr 19 @ FFZ



**Piper PA-28-181**

**Source: FAA Incident**

**Location: Mesa Falcon Field (FFZ)**

**Injuries: 2 Uninjured**

**ATP/CFI Pilot.**

While landing, the aircraft went off the runway between the exit taxiways and crossed a main taxiway. It came to rest on the ramp. The aircraft sustained a flat tire and broke an airport light.



## Engine Failure, Apr 19 ~ Near DVT



**Senior Aero Sport**

Source: ASN, NTSB

Location: Near Phoenix Deer Valley Airport

Injuries: **1 Minor Injury**

ATP/CFI Pilot

The Senior Aero Sport lost power and sustained substantial damage when it impacted terrain near Phoenix Deer Valley Airport (DVT).

## Loss of Control Landing, May 1 @ RYN



**Rutan Long-EZ**

Source: ASN, FAA Incident

Location: Tucson Ryan Field (RYN)

Injuries: **1 Uninjured Pilot**

Certification Unknown

When the aircraft was landing, it veered off the runway and struck a runway sign, causing substantial damage.

## No Parachute, May 2 @ E60



Source: FAA Incident

Location: Eloy (E60)

Type: Parachute Jumper

Injuries: **1 Fatality**

No Pilot Certification Required

The parachute jumper did not deploy his parachute.



## Loss of Control Landing, May 4 @ IWA

**Bellanca Viking BL17-31A**



**Source:** FAA Incident

**Location:** Mesa Gateway (IWA)

**Injuries:** 1 Uninjured

**ATP Pilot**

The Bellanca landed, went off the runway, and then taxied to parking. There was no reported damage.

## Landing Gear Failure, May 15 @ TUS

**Piper PA-28-181**



**Source:** FAA Incident

**Location:** Tucson International (TUS)

**Injuries:** 1 Minor Injury

**Pilot Certification Unknown**

The nose gear collapsed and broke off on touchdown. The damage was minor.





## **2 Near Midair Collisions (NMAC's)**

**APR 11 – MAY 16**

### **Apr 13, Scottsdale Airport, (SDL)**

A NMAC was reported when an unidentified VFR aircraft was descending and converging with a Cirrus. When the aircraft were 2.3 nm apart, ATC issued the Cirrus a traffic advisory and the Cirrus reported the traffic was in sight. As the aircraft passed, the closest proximity was 0.03 nm, and 100 feet vertical.

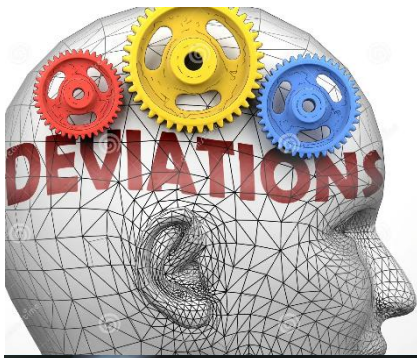


### **May 8, Marana Regional, (AVQ)**

A NMAC was reported when a military C-130 airplane departed Pinal Airpark and entered an active Parachute Jump Zone. The C-130 conflicted with jumpers over Marana Regional.







## Apr 11, 2025 – May 16, 2025, Arizona had **24 PILOT DEVIATIONS**

These deviations were committed by **10 Out of State Aircraft/Pilots, & 4 Military Pilots.**

**1 BRASHER** was 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 the First*



*Maj Gen Jack Brasher*

*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.*

The deviations weren't as serious as past reports because there was a need to issue only one Brasher for an IFR deviation. Obviously, pilots don't get the message to be more careful in their flying. Some of these deviations could be attributed to the “snowbirds” that have returned because of the relatively large number of out of state airplanes that were involved. No doubt, many of these pilots may not be accustomed to flying in some of the complex/crowded airspace that we have here in Arizona.

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

Pilots must listen carefully to ATC instructions and comply with them, and if they can't comply, tell ATC why they can't. Also, when flying in controlled airspace, pilots should never do something on their own. They should 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.



In summary, the general aviation deviations this reporting period are:

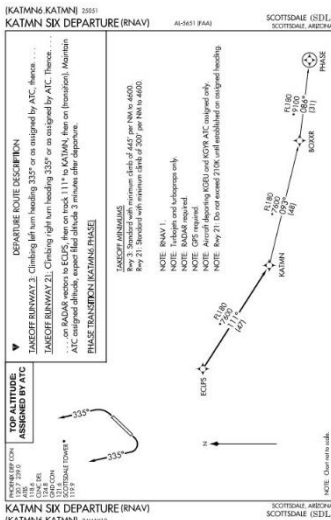
- 7 IFR Deviations & **1 Brasher**
- 7 Class Bravo Airspace Deviations & No Brashers
- 4 Class Delta Airspace Deviations & No Brashers
- 5 Runway Incursions & No Brashers
- 1 ATC Instructions & No Brashers

**THERE IS A FAA PART 135 DEVIATION AT THE END OF THE FAA PART 91 DEVIATIONS**



## 7 IFR DEVIATIONS & 1 BRASHER

### 4/7 SID Deviation



#### UKN Pilot Certification Phoenix TRACON (P50)

The Embraer Phenom didn't fly the KATMN SIX SID as published.



### 4/11 Altitude Deviation

#### UKN Pilot Certification **Out Of California** Phoenix TRACON (P50)

The Citation descended below the assigned altitude. **The Willy controller issued a Brasher Notice. The same airplane had a different Pilot Deviation on 3/27.**



### 4/11 Route Deviation

#### ATP/CFI Pilot **Out of California** Albuquerque Center (ZAB)

The pilot made an unassigned turn off course and came within 0.87 miles of an active MOA (Gladden 1).



### 4/21 Altitude Deviation

#### UKN Pilot Certification **Out of Utah** Phoenix TRACON (P50)

The Citation Pilot descended below his or her assigned altitude.





#### 4/26 Altitude Deviation



##### ATP Pilot

##### Phoenix TRACON (P50)

A Pilatus came out of Mesa Falcon Field and was issued a climb to 4,000, and a south bound vector with a good read-back. There was an air carrier on a left base for Sky Harbor at 5,000, and the controller noticed a Pilatus altitude discrepancy, and issued a traffic alert to the Pilatus, with instructions to return to 4,000, and traffic was also issued to the air carrier. The closest proximity was 0.3 miles, and 600 feet.

#### 4/29 Altitude Deviation



##### Student Pilot

##### Phoenix TRACON (P50)

The pilot leveled his or her climb 1,000 ft below the assigned altitude resulting in a loss of separation with terrain/obstacles.

#### 5/8 Route Deviation



##### Military Pilot

##### Los Angeles Center (ZLA)

The pilot deviated from an assigned heading prior to receiving a clearance into a MOA.



## 7 CLASS BRAVO AIRSPACE DEVIATIONS & 0 BRASHERS

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

#### 4/27 Private Pilot Out Of Nevada



##### Phoenix TRACON (P50)

The L-39 jet trainer entered the Phoenix Class Bravo Airspace without ATC authorization.

#### 4/30 UKN Pilot Certification



##### Phoenix TRACON (P50)

Two T-38's entered the Phoenix Class Bravo Airspace without ATC authorization, and conflicted with traffic inbound to Phoenix Sky Harbor.

#### 5/1 Private Pilot Out Of California



##### Phoenix TRACON (P50)

An experimental Sharp Nemesis entered the Phoenix Class Bravo Airspace without ATC authorization.



### 5/2 Private Pilot



#### Phoenix TRACON (P50)

The Bonanza violated the Phoenix Class Bravo Airspace approximately 20 miles southeast of Sky Harbor in the 5,000-9,000-foot box.

### 5/8 Private Pilot Out Of Nebraska



#### Phoenix TRACON (P50)

The Baron entered the Phoenix Class Bravo Airspace without authorization.

### 5/12 UKN Pilot Cert



#### Phoenix TRACON (P50)

Two Embraer Tucanos entered the Phoenix Class Bravo Airspace approximately 12 miles northeast of Phoenix in the 4,000-9,000 block of airspace.

### 5/12 Private Pilot Out Of Georgia



#### Phoenix TRACON (P50)

The Cessna violated the Phoenix Class Bravo Airspace approximately 12 miles south of Phoenix in the 6,000-9,000 block of airspace.



## 4 CLASS DELTA AIRSPACE DEVIATIONS & 0 BRASHERS

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



4/6

#### Private Pilot

##### Mesa Falcon Field (FFZ)

The Cessna entered the Falcon Field Airspace without first establishing two-way radio communications.



4/11

#### UKN Pilot Certification

##### Phoenix Deer Valley Airport (DVT)

The Bell Helicopter entered the Deer Valley Class Delta Airspace without first establishing two-way radio communications.



4/11

#### Private Pilot

##### Scottsdale Airport (SDL)

The Cirrus entered the Scottsdale Class Delta Airspace without first establishing two-way radio communications.





**4/25**

**ATP/CFI Pilot**

**Commercial Pilot Out of Montana**

**Phoenix Deer Valley Airport (DVT)**

The Socata TBM entered the Deer Valley Class Delta Airspace without first establishing two-way radio communications.



## **5 RUNWAY INCURSIONS & 0 Brashers**

### **Entering A Runway Without Authorization**



**4/4**

**Private Pilot**

**Phoenix Deer Valley Airport (DVT)**

The Piper crossed the hold short line of the runway without ATC authorization.



**4/6**

**Private Pilot Out of Washington**

**Tucson International (TUS)**

The Cirrus crossed a runway without ATC authorization.



**4/7**

**Commercial Pilot Out Of Texas**

**Mesa Gateway Airport (IWA)**

The Cessna landed on a runway without ATS authorization.



**4/24**

**UKN Pilot Certification**

**Chandler Airport (CHD)**

The Cessna conducted a touch-and-go without ATC authorization.



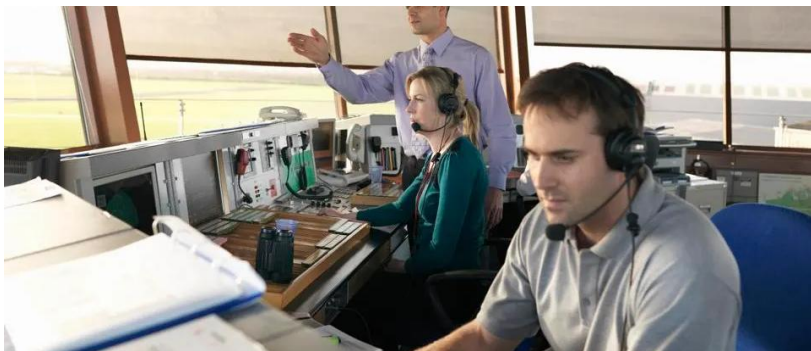
**4/27**

**UKN Pilot Certification**

**Mesa Falcon Field (FFZ)**

The Cessna entered the runway without ATC authorization causing the controller to issue a go-around for an inbound aircraft.





## 1 FAILURE TO FOLLOW ATC INSTRUCTIONS 0 BRASHERS



4/24

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

The weight shift control trike didn't follow ATC's instructions during taxi.

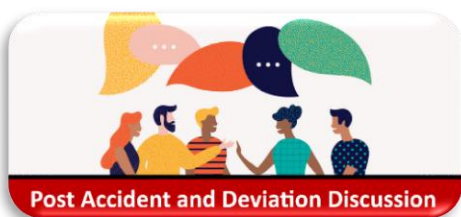


## 1 FAA Part 135 Deviation

4/8

**IFR Route Deviation**  
**UKN Pilot Certification**  
**Albuquerque Center (ZAB)**

A Learjet flying near Cottonwood bypassed a waypoint in their route, and later they acknowledged the error to the Albuquerque Center controller.



Post Accident and Deviation Discussion

**Bob Katz** questioned, “**Just one Brasher?** Why didn’t the FAA issue more Brashers?”

**Craig Tompkins** replied: The report we received is a redacted version of the brief synopsis that’s in the report. When the supervisor writes that report, he or she may not indicate that a Brasher was given, however, **almost every Deviation pilot** is issued a Brasher.

**Craig Tompkins:** Reference the Skydiver that was killed and his or her death was listed an “Incident,” not an accident: Although the parachutist was killed, the FAA defines it as an **incident** because the aircraft was not harmed.

**Craig Tompkins, Ref. Part 135 deviations:** When a deviation involves a FAA Part 135 Charter Company that is overseen by the Scottsdale FSDO, those deviation reports are sent to Scottsdale’s FSDO. Earlier in “Balloons” we talked about the Amazon Drone that had a Near Miss (NMAC) with the Chick-Fil-A balloon. That drone wasn’t managed by the Scottsdale FSDO, so the report went to another applicable FSDO.





# Old Business

## FREQUENCY PROJECT



**Lee Unger, Cary Grant, Jim Anderson, and Brian Stamper, PhD**

**Lee Unger:** We are waiting on a response from the FCC. Filing details are here: <https://www.fcc.gov/ecfs/filing/status/detail/confirmation/202411243058128095>

## SCAUWG

<https://scauwg.org>

Southern California Airspace  
Users Working Group



**Lee Unger**

SCAUWG had another good meeting. The volume of TCAS alerts warning pilots of nearby aircraft that could pose a collision risk, are a concern. Lee has tried to collect data on TCAS alerts and will also report on SCAUWG's TCAS alert progress. News from Southern California and more can be found here <https://scauwg.org/>

## MARANA REGIONAL AIRPORT (AVQ) UPDATE



**Galen Beem, Tito Sanchez, Sonny Durante & Lee Unger**

**Lee Unger:** Tito Sanchez spoke with Galen Beem (Marana Superintendent). Galen said that the draft of the Control Tower environmental report is available. Comments are needed May 21 by 5:00 pm. There are no red flags in the environmental report, so, if all goes well, the Tower construction could start in 2026 or as soon as money is assigned and the building contractor is chosen. The tower will be prefabricated, so the construction should go faster. We might see the tower sooner than we had thought.

## ARIZONA



**Chris Nugent, President, Arizona Pilots Association (APA)**



**Chris Nugent:** If you have been following the Landing Fee issue at Safford (SAD), they have rolled back their fees. Aircraft weighing less than 4,000 lbs. will not be charged. The city will be taking over the SAD FBO in June. On 8 May, the Governor of Montana signed a bill that outlaws the use of ADS-B for Part 91 aircraft weighing less than 9,000 lbs. This is the first state legislation that

collecting user fees for bans ADS-B from fee collection.

APA, ASAG and AVA are more engaged on the Arizona State Aviation fund. In the past, the AZ legislature has been sweeping the Aviation Fund to pay other non-aviation needs. There are no plans to sweep the funds in 2025.

**Rich Lee:** If you are aware of plans to implement user fees at any airport in Arizona, please let Cary Grant know so we can do something about it.



**Pilot Counseling – Bob Holliday, ASAG's Chaplain**

We are available if you need to talk. If anyone would like to contact me to confidentially discuss any personal issues, you can email me at [pastorbobh@comcast.net](mailto:pastorbobh@comcast.net)

As an ordained Pastor, my vows include keeping your problems in confidentiality. The door is open.

You can contact your Arizona Senator or Representative

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



Recently, Pastor Bob wrote to Senator Mark Kelly about the delay with the Marana Tower. He received a reply from Senator Kelly's office. It really helps when ASAG members send messages to our elected officials about our concerns. Bob encourages ASAG members to write their elected officials. Tower Controllers are feeling stressed because of the accusations of minority or female incompetence. Our ATC friends are our lifeline, and we can help by giving them thanks and encouragement.



#### [Lee Unger, Eric Fahrner & Craig Tompkins](#)

**Richard Lee:** I just received a notice from **Brent Crow** that the Safety Summit will be held in August.

**Eric Fahrner** is working on *personal minimums* for the number of aircraft in the pattern at a non-towered airport.

**Lee Unger:** Stacy Elliot reported that he has established a personal minimum for how many aircraft in a traffic pattern is too many, and when traffic reaches that number, it is time to leave the pattern. Cary complimented Stacy for this safety policy.



#### [Cary Grant & Jim Pitman](#)

**Rich Lee:** 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. 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. **CLICK ON this link:**

[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, (Work in Progress). **If you know people in the flight schools, please get the word out.**

If you are willing to volunteer to help with this project, email Jim Pitman [JimPitman@gmail.com](mailto:JimPitman@gmail.com)



#### [Lee Unger, Cary Grant & Jim Timm](#)

**Lee Unger:** Lee checks the website often. Comments remain closed and there were no updates noted. <https://www.arizonaregionalairspaceis.com/>



**Lee Unger:** Thanks to **Alex Peña** for volunteering to take over the job of assigning wings credits for ASAG Meeting attendees.



#### [Lee Unger & Jim Anderson](#)

**Lee Unger:** Jim Anderson needed to leave the meeting early today. We will announce our next project when decided upon. ASAG makes airport From the Flight Deck videos for non-towered airports to compliment the FAA's From the Flight Deck videos for Towered airports. The ASAG videos may be viewed on ASAG's YouTube channel

[https://www.youtube.com/results?search\\_query=aviation+safety+advisory+group](https://www.youtube.com/results?search_query=aviation+safety+advisory+group) and on <https://asagaz.org/>

**From the Flight Deck Videos Currently Available for Arizona Airports:**

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

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

**Falcon Field Airport, Mesa, AZ (FFZ)** [https://youtu.be/\\_tRIShTBZzk](https://youtu.be/_tRIShTBZzk) & <https://www.faa.gov/FFZ>

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

**Phoenix-Mesa Gateway Airport (IWA)** [https://youtu.be/G9nrLD6OM\\_s](https://youtu.be/G9nrLD6OM_s) & <https://www.faa.gov/IWA>



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

Due to construction, the **Tucson** video has been removed

**Chandler Airport (CHD)** <https://youtu.be/lvMF-jFDDhM> & <https://www.faa.gov/CHD>



### **Lee Unger**

It is a fluid situation. 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."

Check NOTAMS here:

<https://notams.aim.faa.gov/notamSearch/disclaimer.html>

See [KTUS Airfield Safety Enhancement](#)



# New Business

## **Monthly Meeting WINGS Credit – Alexander Peña**



Our ASAG meetings qualify for 2 Knowledge WINGS credits for pilots and 1 credit for Aviation Maintenance Technicians (AMTs). Thanks to **Ernie** and **Craig** for providing the Zoom attendance list which we use to provide WINGS credit. If the email you use on FAASafety.gov is different than your

Zoom registration email on a particular day, please be sure to put your FAASafety.gov name and email in the Chat. Thank you!



**Arizona Pilots Association monthly newsletter**

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

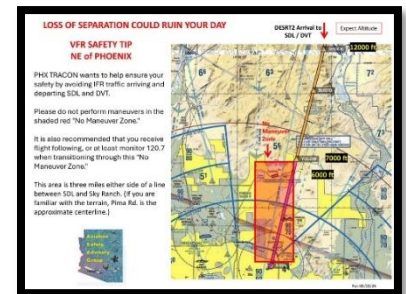
## **Northeast Phoenix No Maneuver Zone poster**

by Bob Mittelstaedt. Download at:

[7/2024/WP07130353/NE Phoenix No Maneuver Zone 05-18-24.pdf](https://www.asagaz.org/posters-campaigns) 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 Airfield Recommended NW Entries, by Brian L. Stamper, PhD, FAASTeam Representative.** <https://aftw.org/kryn-operations/> & [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)

**"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.



**Greater Tucson Practice Areas (TUS, AVQ & RYN) by Brian Stamper, PhD**

[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: June 3, 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](#)  
Look for the SPANS on [www.FAASAFETY.gov](http://www.FAASAFETY.gov)



**(These are hybrid meetings).** Look for the SPANS on [www.FAASAFETY.gov](http://www.FAASAFETY.gov)

**GYR, 9 June**

**RYN, 24 June, 11:00 am.** Join Zoom Meeting

<https://us02web.zoom.us/j/83689718053?pwd=lsajdu6Drz51HfPNbxMVabprAmNIK3.1>

Meeting ID: 836 8971 8053

Passcode: 322042

**FFZ, 25 June.**

**IWA, 26 June.**



Look for the SPANS on [www.FAASAFETY.gov](http://www.FAASAFETY.gov)

**IWA, June 4, at 1600 Arizona time,** Gateway Administration Building - Saguaro Room A,  
5835 S Sossaman Road, Mesa, AZ



AFTW's website: <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** meet the 2<sup>nd</sup> Wednesday of each month (except June and July) at [Jackson Jet Center](#), (formerly Swift Aviation), located at [2710 E. Old Tower Road](#) on the South side of Sky Harbor Airport. Website at <https://phx99s.org/>

**Reference: Karen Hausteen**



ASAG's next meeting will be Wednesday, **June 18**, at **12:00 noon, MST (Arizona time)**.



Motion to adjourn: **Jim Timm**.

**Jim Price** seconded the motion.

The meeting ended at **1:29** pm.

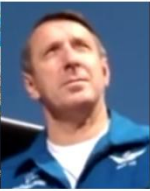
ASAG's email [arizonasag@gmail.com](mailto:arizonasag@gmail.com)



#### ASAG Officers



**Cary Grant**, Pres



**Rich Lee**, VP



**Jim Anderson**, Treas



**Jim Price**, Sec