

MEETING MINUTES

<https://asagaz.org>

owepo

Pres. Cary Grant
called the Meeting
to order at **12:00 pm**



Oct 15, 2025

71 attended:

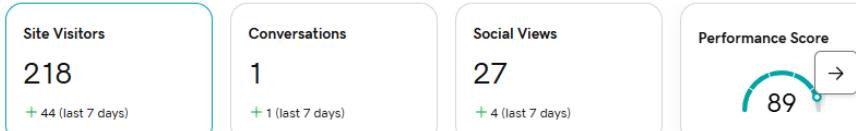
Dr. Abraham Blattstein, Alexander Kocks, Alexander Peña, Andrew Taussig, Bob Holliday, Bob Katz, Bob Mittelstaedt, Bryan Gieszler, Brian Harrison, Brian Stamper, Cary Grant, CW5 Chris Hammond, Chris Nugent, Christine Perry, Craig Jackson, Craig Tompkins, Dan Fuller, David Horvath, David Kitts, , DeWitt Gibson, Edward Daror, Edwin Halstead, **Eric Haupt**, Ernest Copeland, Ernie Milton, Ethan McQuown, Felix Hernandez, Frank Frassetto, George Hamaty, Gregg Schmillen, Gull Saarup, Ivan Manoogian, James Price, James Timm, **Jason Carter**, Jason Gauer, Jay Gines, **Jett Shepard**, Jill Gallo, **John Berry**, John Cramer, John Cirino, John Varljen, Larry Erdman, Lee Unger, Mark Giannini, Matt Corrigan, **Maxwell Morcom**, Michael Juilfs, Mitchell Raab, Neil Davison, **Nicholas Erickson**, **O'Ryan White**, Paul Rowley, Peter Hermes, Phillip Jossi, Richard Lee, **Robert Southerland**, Rolf Dammrau, Ron Dziagwa, **Russell Tadlock**, Scott Grane, Shauntelle Cruz, Sonny Durante, **Ted DeSantis**, Thomas Cowan, Timothy Marshall, Tito Sanchez, Wes Waddle, (503) 970-1922, and (480) 300-3456

Welcome
to our 10
first time
attendees!

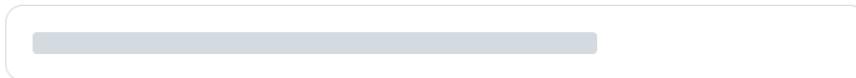
Cary Grant, ASAG President:

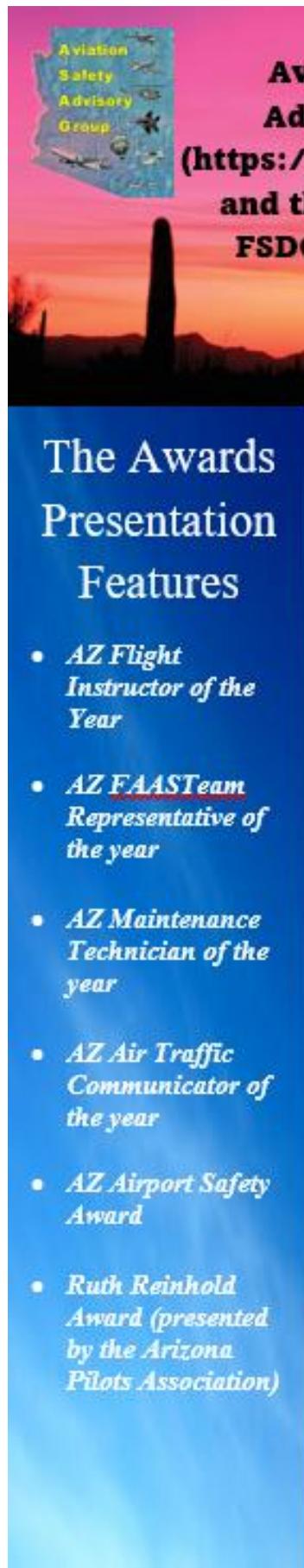
Cary Grant welcomed the members and explained that ASAG is a 501c3 organization and we are all volunteers. When the minutes are approved by the ASAG membership, they are posted at <https://asagaz.org/>.

ASAG Web Site Visits in last 12 months – 2,963



❖ Crafting smarter recommendations...





Aviation Safety
Advisory Group
(<https://asagaz.org>)
and the Scottsdale
FSDO present . . .



The 52nd Annual Arizona Safety Awards Banquet

Saturday, February 7, 2026
Phoenix Airport Hilton
2435 S 47th St Phoenix, AZ
(Southeast of Phoenix Sky Harbor)

The Awards Presentation Features

- **AZ Flight Instructor of the Year**
- **AZ FAASTeam Representative of the year**
- **AZ Maintenance Technician of the year**
- **AZ Air Traffic Communicator of the year**
- **AZ Airport Safety Award**
- **Ruth Reinhold Award (presented by the Arizona Pilots Association)**

Keynote Speaker – Bob Mittelstaedt



Bob studied Mechanical Engineering at Tulane University and, through NROTC, earned his Private Pilot License and a Navy officer commission. After five years "seeing the world" on nuclear submarines he left active duty for The Wharton School and an MBA. Then, while with a consulting firm for two years he resumed flying and earned Commercial, Multi-Engine and Instrument ratings. He then returned to Wharton for a 31-year career in Philadelphia while co-owning airplanes and flying for business and family vacations all over the country.

He was a consultant to the Nuclear Regulatory Commission to help design the investigation of the Three Mile Island nuclear accident. This spurred interest in accident chains in a variety of situations and industries, including aviation. He collected examples for years; tested concepts with executives and in 2004 wrote *Will Your Next Mistake Be Fatal? Avoiding the Chain of Mistakes That Can Destroy Your Organization*. The book includes several aviation mistake chain accidents.

From 2004 to 2013, Bob was the Dean of the W. P. Carey School of Business at ASU. Over 40 years he served on numerous boards of directors and was a founding investor and board member of Innovative Solutions & Support, a mid-size avionics company, providing support for military, commercial and business aviation markets.

He has volunteered with the Deer Valley Pilots Association and as the AOPA Airport Support Network Volunteer at DVT for over 15 years. He is a recipient of the FAA's Wright Brothers Master Pilot Award.

His talk will address the importance of identifying and mitigating mistakes with Crew Resource Management, especially for single pilot operation with a non-pilot spouse or companion. Real life personal examples, audience interaction, and a quiz for the chance to win a prize (without requiring you to admit any mistakes) will be part of the presentation.



ENDS WHEN THE AWARDS
HAVE BEEN PRESENTED.



\$65 per person Table for 10 - \$625

[CLICK HERE to Order tickets](#) or go to bit.ly/3WfVwFJ

Mark your calendar for Saturday, February 7, at
6:00 pm. (Social Hour & Silent Auction begin at
5:00 pm and Doors open at 6:00 pm)

Pre-Register for Wings Credit at **faasafety.gov**



ASAG TREASURER'S REPORT

Jim Anderson, ASAG Treasurer

Cary Grant, speaking for Jim Anderson who could not attend:

We have \$15,096.64. We met with Bank of America and added Cary Grant to the account should something happen to Jim

Anderson. Expenses include our GoDaddy and Zoom accounts.



We would like to have volunteers help us with the ASAG Banquet Silent Auction, February 7, 2026.

Contact Jim Anderson at

jimandersonb4@gmail.com or 623-694-7742.

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

Seconding the motion: **Sonny Durante**

The members unanimously accepted the Treasurer's Report.



Treasurer's Report

Aviation Safety Advisory Group of Arizona

General Membership Meeting

For the period September 1st, 2025 to September 30th, 2025

Income	
Total Income	\$0.00
Expenditures	
Administrative and Operations	
Website Expenses	
Total Expenditures	\$23.19
	\$23.19
Opening balance as of September 1st, 2025:	\$15,119.83
Balance on hand as of September 30th, 2025:	\$15,096.64

Aviation Safety Advisory Group of Arizona \$15,096.64

James B Anderson

Treasurer's Signature

Upcoming web-hosting expense to GODADDY in October \$1,113.18 AFTW and ASAG No other payables known at this time

Looking for volunteers to help with the silent auction. Contact Jim Anderson at jimandersonb4@gmail.com or 623 694 7742



Jim Price, ASAG

Secretary

Bob Holliday moved to accept the **September 2025** meeting minutes.

Chris Nugent seconded the motion.

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

The minutes are on our website, <https://asagaz.org/monthly-meeting-minutes>



Updates from Community Representatives



Cory Geffre/Jake Helms, Scott Woodworth, Pima County Sheriff's Department, Aviation Jim Kennedy, Scott Joy, Jason Kaufman:

Cary: So far in Fiscal year 2025 we have had 630 Laser Strikes. Fiscal year 2024 at this time, we had 823. However, if we take away the 223 Strikes that were committed by one individual last year in Prescott, that gives us 620 at this time last year. With that deduction, we have **10 more** than this time in Fiscal Year 2024.

Bob Holliday: Perhaps we can have a press release throughout the state and reduce the Laser strikes in the State. Education is a very good strategy.

David Kitts: Christmas lights that are Lasers are going off into space.

Bob Holliday: Moving Christmas Lasers are different than a Laser pointed at an airplane. We could send the Press Releases to Newspapers, TV and Radio. Arizona News Network would send the information to every outlet. Also, the Arizona School Resource Officers could add the Laser education to their “repertoire.” Bob will contact the Arizona School Resource Offices Group.

Bob Mittelstaedt suggested that anyone who sells Lasers should place a warning on the Laser. We don’t have the right to demand that the manufacturers place a label on the Laser.

Cary Grant: Bob’s idea is worthy.

Wes Waddle will bring this subject up to the Civil Air Patrol National Leadership today.

Thomas Cowan: Laser strikes were so bad in Portland, Oregon that they had to stop the medical evacuation flights. We could also reach out to Helicopter associations.

Cary Grant: **Wes Waddle** will take with the CAP Leadership. **Bob Holliday** will develop a Press Release and take to School Resource Officers. **Tom Cowan and his wife** will talk with Maricopa County Sheriff and see if we have an inroad with Helicopter Associations. **Bob Mittelstaedt** will check on getting warning labels on Lasers that are sold in the country.



KOLD interview with **Cary Grant**, Mar. 28, 2025 <https://www.kold.com/2025/03/29/arizona-ranked-sixth-nation-laser-strikes/>

KOLD interview with **Deputy Scott Woodworth**, Sep. 3, 2025

<https://www.kold.com/2025/09/04/record-number-laser-strikes-2025-southern-arizona/>

See *Preventing Laser Strikes on Aircraft* <https://www.fbi.gov/news/stories/preventing-laser-strikes-on-aircraft>

Ways for Pilots to Report Laser Incidents – Cary Grant:

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

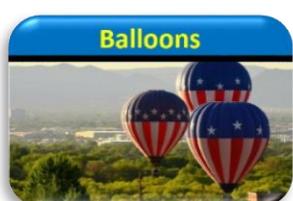
1. Hit the transponder identification button as soon as pilots are aware of being Lased. This will mark the plane’s position on the air traffic controller’s radar scope, which may help law enforcement triangulate where the laser light is originating from.
2. Verbally alert ATC of the attack using the phrase “laser attack,” including direction and location of the laser source, beam color and length of exposure (flash, pulsed or perceived intentional tracking).
3. Once on the ground, complete the [FAA-requested Laser Beam Exposure Questionnaire](#).

Upon arrival at destination, all pilots and crew members affected by an unauthorized laser illumination are requested to complete the FAA Laser Beam Exposure Questionnaire in order to provide critical information in support of law enforcement efforts to identify and apprehend the responsible parties.

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

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

See <https://asagaz.org/> for more information.



Neil Davison and Christine Perry

Neil Davison: Just completed the 53rd Balloon Festival in Albuquerque and it was good.

Occasional weather interrupted the flying. It was staffed by the FAA and that was wonderful.

550 pilots participated this year, which was about 100 less than last year. Next week is the Club meeting and the topic will be “Using ForeFlight in the Balloon World.”

The opportunity to comment on the proposed FAA rule that would give drones the right-of-way has closed. Prior to the comment closure date, Cary Grant submitted ASAG’s comments.

Cary Grant asked that the Balloon operators be advised not to fly without lights before sunrise and after sundown. For balloons, lights are essentially just a string of lights below the basket, connected to a battery.



CW5 Chris Hammond & Gary Jones

CW5 Chris Hammond: Not Present

Cary Grant: Please treat Picacho as if it were Class

Delta.

91.126 Operating on or in the vicinity of an airport in

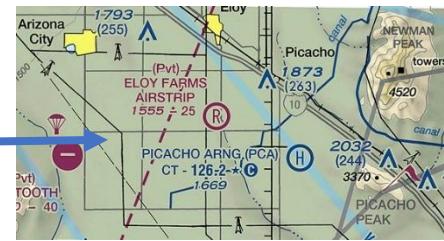
Class G airspace.

<https://www.ecfr.gov/current/title-14/section-91.126>

(d) Communications with control towers. Unless otherwise authorized or required by ATC, no person may operate an aircraft to, from, though, or on an airport having an operational control tower unless two-way radio communications are maintained between that aircraft and the control tower.

Class Delta airspace is usually an area extending from the surface up to a specified altitude (often 2,500 feet AGL), with a standard radius of 4.4 nautical miles (5 statute miles) around an airport with an operating control tower.

CW5 Hammond: Fire season training is done for the season.



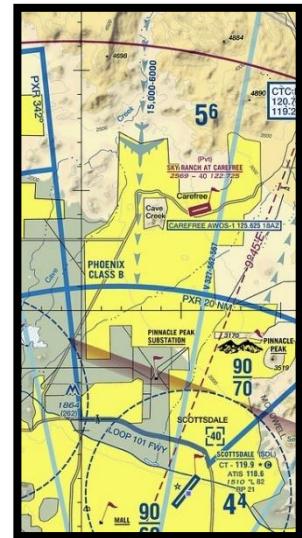
Matt Schorman & Brandon Esquer (P50) Phoenix TRACON, LTC Palik

(Luke 56 FW Safety), Bryan Eckenrode (U90) Tucson TRACON Not

Present

Cary Grant: Don't maneuver in the **No Maneuver Zone**.

Cary does not know the situation with the proposed MOA extension (lowering the MOAs to 500' AGL).



Cary Grant: See <https://www.faasafety.gov/> for the SPANS for Operation Raincheck tour dates. Operation Raincheck 28 October and 12 November. December will be advertised soon. The seminars start at 1800, and **they fill up fast!**



P08 (Coolidge) and 1AZ0 (Bishop) – Tom Cowan & Justin Hodge:

Tom Cowan: The Air Force is now testing Jump ADS-B at Marana. The ADS-B will be part of the parachute design. After the testing, we will see Jump ADS-B in the Phoenix area. **Tom** doesn't know the details of the ADS-B manufacturer or how it looks on the pilot's iPad or panel. In the training, the Jump instructors will have ADS-B (top and bottom jump instructors). Soon, after the testing, we will see Jump ADS-B on all the

jumpers.

Tom Jump operations are subject to Laser attacks. He will get the Laser education on the agenda for meetings and Seminars.

Tom said more allies of the US will come to Arizona to train jumpers.

They will be jumping day and night in November and through December 20th. After the holiday break, jumping will pick up in January.

Frank Frassetto: Skydive Arizona at Eloy (E60) is hosting national skydiving championships October 16-31. Expect 4-5 airplanes operating daily. Sawtooth (AZ04) will also become active. Bishop is active.



Tom: Recently a military plane flew through an active military jump. The aircraft came close to hitting jumpers.

Tom: Nov 7, Jump Seminar at CAE, at 1300.

Cary: Pancake Breakfasts at Coolidge will be held the 1st Sat of the month. Jump ops at Coolidge will stop during those events.

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

Mark Giannini:



Friday, 17 October around 11:00 am, we will have a Missing Man formation over the National Memorial Cemetery.

25 October, we will have a flyby at the National Memorial Cemetery.

8 November, Daisy Mountain (north of Anthem), has a Veterans Day Celebration, and we will have a flyby there.

8 November, 6:00 - 9:00, Desert Thunder, formation flying at Kingman.

If flying on Veterans Day, 11 November, be aware of formations flying over the cemeteries. Busy day.



Fairfax O'Riley: Not Present



Michael Rutledge & Hunter Wall: Not Present

Peter Hermes, Safford Aerial Fire Fighting



Forest Service SAFECOM is the Department of the Interior (DOI) and the U.S. Forest Service (USFS) **aviation safety reporting system**. It is used to enter problems that users have experienced. <https://www.safecom.gov/> Anyone can make an inquiry.

This fire season, there were 10 entries discussing Fire TFR intrusions in Arizona. Peter indicated that 10 is a lot and Arizona seems to be leading the country in Fire TFR intrusions.



Jim Timm & Craig
Tompkins

ASAG Accident & Deviation Report

Mid-SEP through Mid-OCT 2025

Accident Report & Pilot Deviation Summary



Some photos depict the actual accident or incident. Most of the photos represent the aircraft make, type and model.

The following are the reports of aviation accidents, and incidents that have occurred in Arizona from mid-September through mid-October. 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 longer than it should be, and the number of FAA reported incidents are greatly reduced. Unfortunately, this report includes two fatalities.

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

9/18 BROKEN WINGTIP LIGHT COVER at PHX



Source: FAA Incident

Location: Phoenix Sky Harbor (PHX)

Type: Learjet-35

Injuries: Unknown Uninjured

Pilot Certification: No Pilot Info

The pilot reported a wing tip light cover was broken, and the light bulb was damaged. The airplane diverted to Sky Harbor and landed without incident.

9/19 PARACHUTES ENTANGLED at E60



Source: FAA Incident
Location: Eloy Airport (E60)
Type: Two Skydivers
Injuries: 2 Fatalities
Pilot Info: No Pilot Involved

During Foreign Military Training two parachutists collided, and their parachutes

became entangled. They were unable to cut free, and both impacted the ground.

9/19 ENGINE ISSUES near Lake Havasu



Source: ASN
Location: Near Lake Havasu
Type: Kitfox IV
Injuries: 1 Uninjured
Pilot Info: None

The airplane experienced engine issues. The pilot made a precautionary landing in a field near Lake Havasu and corrected the issue.

9/20 GEAR UP LANDING at IGM



Source: ASN
Location: Kingman Airport (IGM)
Type: Piper PA 34RT-300T Turbo Lance
Injuries: 1 Uninjured
No Pilot Information

The Turbo Lance departed Sun Valley Airport and made a gear up landing at Kingman.

9/23 LANDING GEAR COLLAPSE at HII



Source: ASN, FAA Incident
Location: Lake Havasu Airport (HII)
Type: Piper PA 46-350P Malibu Mirage
Injuries: 1 Uninjured
No Pilot Information

The Malibu Mirage departed Prescott, and upon landing at Lake Havasu the landing gear down lock failed, and the landing gear collapsed.

9/25 OFF AIRPORT LANDING near Wickenburg



Pipistrel

Source: ASN

Location: Near Wickenburg

Type: Pipistrel Alpha Trainer

Injuries: **2 Minor Injuries**

Pilot Info: None

The Pipistrel Alpha departed Glendale airport and

sustained substantial damage when it overturned following a forced landing in desert terrain near Wickenburg.

9/27 POWER FAILURE near Lake Havasu



Cessna 150F

Source: ASN

Location: Near Lake Havasu

Type: Cessna 150F

Injuries: **2 Minor Injuries**

Pilot Info: None

The Cessna departed Marana Airport and had a power failure near Lake Havasu. They made a forced landing in a field, hitting a berm, and substantially damaging the airplane.

10/1 COLLISION WITH EXTENDED CRANE at Tolleson



MK30

Source: ASN, FAA

Location: Tolleson

Type: Amazon MK30 Drone (TWO)

Injuries: **None**

Pilot Info: No pilot involved

Two drones were flying northeast back-to-back when they both struck an extended crane being used for roof work at a business, resulting in a post-crash fire. The damage was substantial.



2 Near Midair Collisions (NMAC's) SEP 12 – OCT 2

9/5 at Prescott Airport (PRC)



Shortly after entering the Prescott Class Delta Airspace **the transponder of a Cessna 182 failed**, and while the Cessna was on a straight-in to the runway, ATC placed another aircraft in front of the Cessna while they were on short final. Because of

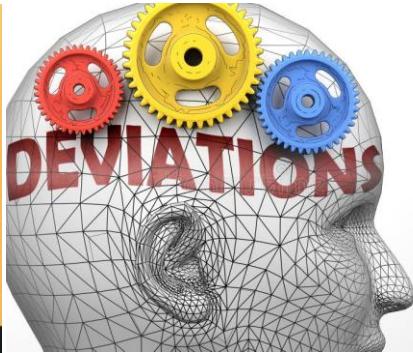
the closeness of the other aircraft, the Cessna initiated a go-around. Later the pilot of the Cessna advised ATC that he thought the event was a Near Mid Air Collision (NMAC). Due to the transponder issue, the vertical separation is unknown, but the lateral separation appeared to be 0.05 NM.

9/24 at Prescott Airport (PRC)



The pilot of a Cessna 172 reported unauthorized UAS activity at pattern altitude while on a downwind to

the runway. The Cessna mentioned that they had to maneuver to avoid the UAS. (They did not use the term “evasive” action). The UAS was reported to be white in color, large, and loitering. Prescott operations notified all aircraft in the pattern to fly a wider than normal downwind to avoid the UAS. Another Cessna reported seeing the UAS but didn’t have to maneuver to avoid it. No other aircraft were affected, there was no impact on operations, and there were no further reports of UAS activity. ATIS information was updated, advising pilots of unauthorized UAS activity.



In the reporting period from SEP 12 through OCT 2 there were 12 pilot deviations reported by the FAA SDL FSDO. These deviations were committed by pilots with certificates ranging from Private Pilot through ATP, and there were 6 out of state pilots, 1 foreign pilot, and 1 military pilot that committed these deviations. Of the 12 deviations reported, there were 5 Brashers issued.

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 climb, with the First Officer at the controls, 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 and Captain Brasher was unaware that the FAA had any concern regarding altitude non-compliance. 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, this gives the airman the opportunity "...to make note of the occurrence and collect his or her thoughts for future coordination with Flight Standards regarding enforcement actions or operator training." The ability of the pilot to review the circumstances while still fresh in his or her minds, enables the pilot and Flight Standards to identify and mitigate risk that would otherwise remain hidden and possibly cause further problems in the NAS.



Maj Gen Jack Brasher



It's obvious that some pilots still haven't gotten the message to be more careful in their flying. Perhaps some of these deviations could be attributed to out of state pilots that may not be accustomed to flying in Arizona's complex/crowded airspace.

I would certainly like to think that the information presented will be valuable and 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 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 observe the airport, its runway markings and signs, and obey them. Fly with care and forethought, and don't be part of the problem.

Summary of GA Deviations, SEP 12 – OCT 2



- 1 IFR Deviation, 0 Brashers
- 2 Class Bravo Airspace Deviations, 1 Brasher
- 1 Class Delta Airspace Deviation, 1 Brasher
- 4 ATC Instructions, 1 Brasher
- 4 Runway Incursions, 2 Brashers



**1 IFR DEVIATION
0 BRASHERS**



9/11 IFR SID DEVIATION ([KATMN6](#))

Commercial Pilot **out of Texas**

Phoenix TRACON (P50)

The BE20 (King Air 200) departed SDL on the KATMN6 departure and was told by the SDL tower to turn right to a heading of 335°. The aircraft turned left instead. Later the pilot indicated that because of the heat, he was concerned about the aircraft performance on the climb and accidentally began a left turn instead of a right turn.



2 CLASS BRAVO AIRSPACE DEVIATIONS & 1 BRASHER
Entering Class Delta Airspace Without Having Authorization



9/17, Phoenix TRACON (P50)

ATP Pilot **out of California**

A Bonanza flew into the Phoenix Class Bravo Airspace at 5,500 in the 3,000-9,000 and 5,000-9,000 blocks approximately 11 miles southwest of PHX without a clearance.

9/21, Phoenix TRACON (P50)



Military Pilot out of Texas

A Military T6 Texan II was VFR squawking 1200, and flew through the 6,000-9,000 block of the Class Bravo Airspace to the east of PHX without authorization. **An Albuquerque Center controller issued the Brasher warning**, and the pilot would only give the name "[Navy Pilots](#)".





1 CLASS DELTA AIRSPACE DEVIATION & 1 BRASHERS

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

9/11, Phoenix Deer Valley Airport (DVT)



Commercial Pilot out of California

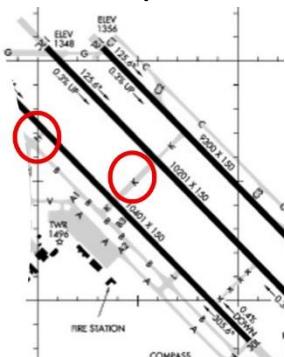
The Cessna entered the Deer Valley Class D Airspace from the southeast at approximately 3,200 ft without establishing radio communication with DVT. The aircraft flew west through the Class Delta Airspace, and then flew northwest towards the LUKE SATR. The aircraft then contacted Phoenix Approach Control **and was issued a Brasher.**



4 FAILURES TO FOLLOW ATC INSTRUCTIONS 1 BRASHER

9/12, Mesa Gateway Airport (IWA)

Commercial/CFI Pilot



The Piper landed and was instructed to exit at TWY Kilo because another aircraft close in trail was also landing. The Piper acknowledged, and correctly read back the instructions, but exited at TWY Hotel instead. Fortunately, the Piper was off the runway before the other aircraft crossed over the threshold.

9/17, Tucson International Airport (TUS)



No Pilot Information

A Piper entered the TUS airspace on a 2-mile right base instead of a midfield right downwind. The Piper was not on the tower frequency, and this deviation did not appear to result in a loss of separation, however a regional jet was on a 4-mile final and it appeared it was going to be in conflict with the Piper. The TRACON instructed the tower to send the regional jet around to resolve the conflict, and **the TRACON also asked the Tower to issue a Brasher to the Piper, which was issued by ground control.**

9/19, Mesa Gateway Airport (IWA)

Commercial/CFI Pilot

A Piper was instructed to fly straight out while in the upwind, with a good read back. The Piper was then observed turning a right crosswind which would put them in conflict with traffic that was crossing over the airport to join the right downwind.

9/19, Phoenix Sky Harbor (PHX)

No Pilot Information (Foreign Pilot, Mexico)

The Hawker 800 was inbound to PHX from the north expecting RWY25, and had a possible loss of separation with a Boeing 737 inbound to PHX from the north for RWY26. The Hawker was turned and told to join the RWY25 localizer, but the Hawker appeared to join the RWY26 localizer. At this point the controller turned the Hawker southbound on a 170° heading and called traffic to the Boeing 737, which reported the aircraft was in sight. The controller did not instruct the Boeing 737 to maintain visual separation with Hawker. The closest proximity between the two aircraft was 2.77 NM and 400 feet.



RUNWAY INCURSIONS

4 RUNWAY INCURSIONS

2 BRASHERS

Entering A Runway Without Authorization



9/13, Phoenix Deer Valley Airport (DVT)

Private Pilot out of Nebraska



A Socata TBM was awaiting an IFR release but was blocking a taxiway. Ground Control issued instructions to the TBM to taxi forward, and to hold short of the RWY. The TBM taxied passed the hold-short bars and came to a stop prior to the RWY edge. Another aircraft was on a 1/2-mile final, and the controller initiated a go-around to the aircraft on final, and the TBM7 was issued a Brasher by the controller.



9/15, Flagstaff Airport (FLG)

Private Pilot

A Cessna 206 entered the runway at an intersection without authorization or clearance, and began an attempted takeoff, while a Piper was on a short final to the same runway. The Piper made a go around due to the Cessna runway incursion, and the Cessna aborted the takeoff roll, and exited the runway at the next intersection.



9/19, Phoenix Deer Valley Airport (DVT)

Private Pilot out of Wisconsin

The deviation was reported by Deer Valley when the Bonanza crossed the hold short line of the runway without authorization.



9/24, Tucson International Airport (TUS)

Private Pilot

The Bonanza was issued instructions to taxi to the runway at taxiway A3. The Bonanza was having a hard time finding taxiway A3, and Ground Control amended the taxi instructions to taxi to the runway at taxiway Delta, and GC received a proper read

back. GC reiterated instructions to hold short of the runway, but the Bonanza taxied across the hold short bar anyway. GC taxied the Bonanza off of the runway **and issued the Brasher statement**.



Post Accident and Deviation Discussion

Bob Katz: Reference the 9/11 IFR SID DEVIATION –

BE200 Altair, Bob was surprised that it was considered airworthy and used for aerial firefighting in the United States.

9/11 IFR SID DEVIATION

Commercial Pilot out of Texas

Phoenix TRACON (P50)

The BE200 Altair departed SDL on the KATMN6 departure and was told by the SDL tower to turn right to a heading of 335°. The aircraft turned left instead. Later the pilot indicated that because of the heat, he was concerned about the aircraft performance on the climb and accidentally began a left turn instead of a right turn.



After the meeting and further investigation, in the FAA's Accident Incident Pilot Deviation Report, the FAA initially referred to the aircraft as a BE-200, then in another box, labeled it as a BE20.

The BE20 in the 9/11 IFR SID Deviation is the Beech King Air 200 and not a Russian BE200 Altair.

On October 15, the Scottsdale FSDO confirmed that the aircraft was indeed a Beech King Air 200.



Cary: Reference the NMAC in Prescott, .05 miles lateral separation is a mere 400 feet.

9/5 at Prescott Airport (PRC)



Shortly after entering the Prescott Class Delta Airspace **the transponder of a Cessna 182 failed**, and while the Cessna was on a straight-in to the runway, ATC placed another aircraft in front of the Cessna while they were on short final. Because of

the closeness of the other aircraft, the Cessna initiated a go-around. Later the pilot of the Cessna advised ATC that he thought the event was a Near Mid Air Collision (NMAC). Due to the transponder issue, the vertical separation is unknown, but the lateral separation appeared to be **0.05 NM**.

Cary: There were a lot of out-of-state deviations and we're just beginning our Snowbird Season. We need to get the word out and educate them on our complicated airspace. Reach out to your friends throughout the county and educate them.

Cary: Reference Runway Incursion at Tucson International, pilots should always fly with the runway diagram. If they don't have the diagram, they can always **request progressive taxi instructions**.



9/24, Tucson International Airport (TUS)

Private Pilot

The Bonanza was issued instructions to taxi to the runway at taxiway A3. The Bonanza was having a hard time finding taxiway A3, and Ground Control amended the taxi instructions to taxi to the runway at taxiway Delta, and GC received a proper read back. GC reiterated instructions to hold short of the runway, but the Bonanza taxied across the hold short bar anyway. GC taxied the Bonanza off of the runway **and issued the Brasher statement**.

Cary: Because of the Government shutdown, the controllers are working without pay and could be a bit cranky. So, be professional, pay attention and thank your controller(s).



Cary Grant: Please make nominations for the awards. We need participation.

Bob Mittelstaedt and increasing attendance

Perhaps the expense of taking our spouse or companion to the banquet might be too much. He suggested that we can find folks that can sponsor the banquet, allowing spouses and partners to attend FREE. This makes it \$65 instead of \$130.

Cary will discuss it with others and see what we can do. We need contributions for drawings and silent auction items. We would like to have AFTW and the flights schools support us. We would love to have 200 people at the Banquet.



Old Business



Banquet Photos

2025 Banquet photos are available at <https://photosgranted.zenfolio.com/asag25>
Also see <https://asagaz.org/> (scroll down)



FREQUENCY PROJECT

[Lee Unger, Cary Grant, Jim Anderson, and Brian Stampfer, PhD](#)

Cary Grant: No News from the FCC.

Lee Unger: It has been a year since the proposal was submitted on Nov 24, 2024.

Filing details are available

at: <https://www.fcc.gov/ecfs/filing/status/detail/confirmation/202411243058128095>



[Lee Unger](#)

SCAUWG meeting was held Tuesday, 14 Oct. They discussed [Part 108 changes](#) and how it affects our safety in the airspace. (Part 108 will be the FAA's new Beyond Visual Line of Sight (BVLOS) rule).

Rich Lee's Aviation Easement was talked about. People are trying to shut down airports and so it's important to elect positive aviation minded people to our local government councils. ([Aviation Easement: All town/city/county planning commissions](#)

should be approached and asked to add "Aviation Easements" to all "new" developments in the vicinity of an airport or on the approach/departure corridors to/from the airport. An "aviation easement" is an easement or right of overflight in the airspace above or in the vicinity of a particular property).



[Lee Unger](#)

She decided not to ask FAA Albuquerque Center for an update. They are working extra hard with the shutdown. She hopes for an update in November.



[Galen Beem \(AVQ Superintendent\), Tito Sanchez, Sonny Durante & Lee Unger](#)

Tito Sanchez talked with the Marana Manager, Galen Beem and the tower is on track for 2027. Due to the government shutdown, the tower design is on hold.

Sonny Durante: We are working on getting Live ATC back up and running. Sonny will update us in November.

Cary Grant and Tito Sanchez: The Buckeye Tower has been approved.



No updates



Pilot Counseling – Bob Holliday, ASAG's Chaplain

With the government shutdown, there is a lot of stress in the control towers, both federal and contract. There are a lot of moral and stress issues in ATC. If you have the opportunity to tell ATC how much you appreciate them, they will love it. Any time you have colleagues that are going through difficult times, as your Chaplain, I am always available. We have a responsibility to help support each other. Sessions are confidential. Bob can officiate at weddings. Just reach out and I will do everything that I can to help support you.

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



Lee Unger, Eric Fahrner & Craig Tompkins

Find next meeting <https://aftw.org/next-meeting/> Meetings are held via Zoom on the 2nd Tuesday at 4:00pm every other month (odd months). Next one will be in November.

Next AFTW meeting: Tuesday November 11, 2025 04:00 PM AZ (2300 GMT)

Meeting Minutes: <https://aftw.org/category/meetings/minutes/>



Cary Grant: 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 to get an approach. If you have any of that nice to know information, send it to [Cary Grant, arizonasag@gmail.com](mailto:CaryGrant_arizonasag@gmail.com) and he can add it to the Handbook. **CLICK ON this link:** https://docs.google.com/document/d/18Jpf9d9g-THIsu2Yg7IRcdxkq7D5DrXoljNBT34Q/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

Jim Anderson (Lead); Cary Grant, Brian Stamper, Scott Woodworth & Lee Unger

Lee Unger: We look forward to getting together to decide on the next video project. Each one under consideration is important.

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://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://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>



Tucson International Airport Construction Update

Lee Unger

It is a fluid situation at Tucson International Airport (TUS). We have received no updates. For 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 KTUS NOTAMS here: <https://notams.aim.faa.gov/notamSearch/disclaimer.html>

See [KTUS Airfield Safety Enhancement](#)

Cary Grant

Pilot Controller Forums are finished for 2025.



New Business



Cary Grant: City of Mesa is looking into landing fees. Two reasons **1.** They have shortfall in city budget. They want to raise hangar rental fees, and charge landing fees \$10 - 20 for a landing. **2.** They are trying to discourage flight school operations.

The shortfall in Mesa City's reserves is caused by the increased costs. Mesa City feels that Falcon Field needs to pay their own way. There are three expense centers: Runways, Hangars, and the landings. Pilots with hangars, tie downs, etc. should pay their share. Flight schools who are not based at FFZ and come to FFZ for training contribute nothing. They just land and depart without buying fuel, etc. 15% of the fuel flowage goes to the airport.

Paul Rowley: 95% of the operations are flight school ops. FFZ has 2,000 operations per day and 1,800 are from the flight schools. The City of Mesa government asks, “Why should a non-pilot resident pay for the airport? Shouldn’t FFZ be self-sustaining.”

In response to the above question, Gull Saarup asked in the Chat: “Can Mesa residents that don’t have school age children get a refund or discount on taxes?”

Paul: Falcon is a training field and flooded with school aircraft.

Paul Mittelstaedt: If you chase the flight schools away, it's not going to get better.

Paul believes that the city council will approve Landing fees. Landing fees would bring \$1,000,000 per month.

Cary: Important thing is the City of Mesa is contemplating the landing fees. California airports are going through the same battles.



Social Hour and Silent Auction begin at 5:00 pm.

Banquet doors open at 6:00 pm.

Phoenix Airport Hilton, 2435 S 4th St., Phoenix, AZ

Jim Price developed a flyer for the Banquet.

Bob's presentation will be "Airplanes, Submarines and Non-flying Partners and Spouses."



The Awards Presentation Features

- *AZ Flight Instructor of the Year*
- *AZ EAA Team Representative of the year*
- *AZ Maintenance Technician of the year*
- *AZ Air Traffic Communicator of the year*
- *AZ Airport Safety Award*
- *Ruth Reinhold Award (presented by the Arizona Pilots Association)*

Keynote Speaker – Bob Mittelstaedt



Bob studied Mechanical Engineering at Tulane University and, through NROTC, earned his Private Pilot License and a Navy officer commission. After five years "seeing the world" on nuclear submarines he left active duty for The Wharton School and an MBA. Then, while with a consulting firm for two years he resumed flying and earned Commercial, Multi-Engine and Instrument ratings. He then returned to Wharton for a 31-year career in Philadelphia while co-owning airplanes and flying for business and family vacations all over the country.

He was a consultant to the Nuclear Regulatory Commission to help design the investigation of the Three Mile Island nuclear accident. This spurred interest in accident chains in a variety of situations and industries, including aviation. He collected examples for years; tested concepts with executives and in 2004 wrote *Will Your Next Mistake Be Fatal? Avoiding the Chain of Mistakes That Can Destroy Your Organization*. The book includes several aviation mistake chain accidents.

From 2004 to 2013, Bob was the Dean of the W. P. Carey School of Business at ASU. Over 40 years he served on numerous boards of directors and was a founding investor and board member of Innovative Solutions & Support, a mid-size avionics company, providing support for military, commercial and business aviation markets.

He has volunteered with the Deer Valley Pilots Association and as the AOPA Airport Support Network Volunteer at DVT for over 15 years. He is a recipient of the FAA's Wright Brothers Master Pilot Award.

His talk will address the importance of identifying and mitigating mistakes with Crew Resource Management, especially for single pilot operation with a non-pilot spouse or companion. Real life personal examples, audience interaction, and a quiz for the chance to win a prize (without requiring you to admit any mistakes) will be part of the presentation.



**ENDS WHEN THE AWARDS
HAVE BEEN PRESENTED.**



\$65 per person Table for 10 - \$625

[CLICK HERE to Order tickets](http://bit.ly/3WfVwFJ) or go to bit.ly/3WfVwFJ

Mark your calendar for Saturday, February 7, at 6:00 pm. (Social Hour & Silent Auction begin at 5:00 pm and Doors open at 6:00 pm)

Pre-Register for Wings Credit at **faasafety.gov**



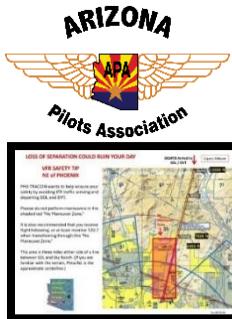
Cary Grant: General Aviation Awards window opened Aug 1. Please nominate people for awards: AZ Flight Instructor of the Year, AZ FFASTeam Member of the Year, AZ Air Traffic Communicator of the Year, and AZ Airport Safety Award.

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!

Cary Grant: Mike Shiflett who, on Saturday, produces **CFI Round Table Discussion - Saturday Power Hour Lesson** (<https://www.cfibootcamp.com/>), said “There will be no wings credit for the Power Hour on Saturday, Oct 18 and or Oct 25, until the government shutdown ceases.”



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://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 Airfield Recommended NW Entries, by Brian L. Stamper, PhD, FFASTeam Representative.

https://aftw.org/wp/wp-content/uploads/2024/08/RYN_NW_Entry_Procedures.pdf

Ryan Pilot Checklist by Geoff Kusel, Air Traffic Manager, Ryan Field Tower. <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

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

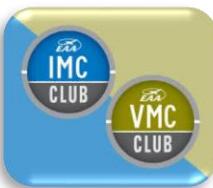


Greater Tucson Practice Areas (TUS, AVQ & RYN) by Brian Stamper, PhD

https://www.faasafety.gov/files/notices/2018/Nov/Tucson_Practice_Areas.pdf

UPCOMING EVENTS

Mark Your Calendars



VMC & IMC CLUB MEETINGS – Alex Peña: Their next meeting is **Nov 4, 2025**. VMC begins at 6:30 pm and the IMC Club meeting follows. Venue: [Chandler Municipal Airport Terminal Meeting Room, 2380 S Stinson Way, Chandler, AZ 85286](https://www.chandlermunicipalairport.com/terminal-meeting-room)
Look for the SPANS on www.FAASAFETY.gov



Arizona Flight Training Workgroup AFTW <https://aftw.org/>

The Next AFTW Meeting - Tuesday, Nov 11, 2025 04:00 PM MST (2300 GMT)

Find the next AFTW meeting at <https://aftw.org/next-meeting/>

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. 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 2nd Wednesday of each month (except June and July) at [Jackson Jet Center](https://jacksonjetcenter.com), (formerly Swift Aviation), located at [2710 E. Old Tower Road](https://www.google.com/maps/place/2710+E.+Old+Tower+Road/@33.441111,-111.948333,17z) on the South side of Sky Harbor Airport. Website at <https://phx99s.org/> Reference: [Karen Hausteen](#)



Nov 1, Safford Airshow
<https://flysafford.com/airshow/>



**Nov 8, Above and Beyond Flights –
Arizona Charity Family Fly Days,
Chandler Airport**

<https://aboveandbeyondusa.org/>



ASAG's next meeting will be **Nov 19** (3rd Wednesday in November), at **12:00 noon, MST** (Arizona time).

Register in advance for this meeting:

<https://us06web.zoom.us/meeting/register/xx3r-1YUQtq4e5SbNnvDw>

After registering, you will receive a confirmation email containing information about joining the meeting.

Motion to adjourn: **Jim Timm**.

Paul Rowley seconded the motion.

The meeting ended at **2:31** pm.

ASAG's email arizonasag@gmail.com



ASAG Officers



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