



MEETING MINUTES

<https://asagaz.org>

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



Nov 19, 2025

84 attended:

Dr. Abraham Blattstein, Alexander Kocksch, Alexander Peña, Androw Banda, Bob Holliday, Bob Mittelstaedt, **Brendan Sullivan**, Bryan Eckenrode, **Brian Burke**, **Brian Sokol**, Carter Teeters, Cary Grant, **Chad Ketelsen**, Chris Nugent, Christian Locher, **Christopher Specht**, Christine Perry, Craig Tompkins, Dan Fuller, Dan Morgan, **Daniel Carrion**, Daniel Weimer, David Horvath, David Kitts, **David Vidovich**, Deborah Blattstein, **Dudley Pflaum**, Ethan McQuown, Felix Hernandez, Gary Palmer, George Hamaty, Gull Saarp, Ian Bryant, Ivan Manoogian, James Crapps, James Price, James Timm, Jason Gauer, Jett Shepard, Jim Anderson, John Cramer, John Cirino, John Santarosa, John Varljen, **Jon Frymark**, Julian Fruhling, Karen Hausteen, Ken Enger, Kenneth Winter, Larry Erdman, Lee Unger, **Mark Nicalek**, Matt Corrigan, Matt Schorman, **Michael Carson**, Michael Juilfs, Michael Mohle, Mitchell Raab, Neil Davison, **Paul Koscheka**, **Paul Rosevear**, Paul Rowley, **Paul Wiley**, Peter Hermes, Peter Troccoli, Phil Corbell, Phillip Fowler, Randell Meyer, Rex Ross, Richard Lee, **Robert Friedrich**, Rodney Holberton, Rolf Dammrau, Ronald Serafinowicz, Ron Dziagwa, Ron Erkens, Scott Woodworth, Sonny Durante, Stanley Trachta, Terri Wolcott, Timothy Marshall, Tito Sanchez, Tyler Rothlisberger, & Wes Waddle

**Welcome
to our 14
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 – 2,998

Site Visitors

2,998

+ 295 (last 30 days)

Performance Score

92

Insight

Your recent site visitors are up **11%** compared to the last 7 days. Let's keep the momentum going.

Use Facebook images to engage visitors.

Start





**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 FAAS 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 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**



Jim Anderson, ASAG Treasurer

We have \$13,960.27. We met with Bank of America and added Cary Grant to the account should something happen to Jim Anderson. Expenses include

website expenses (GoDaddy and Zoom accounts). Cary Grant is now an authorized user of the bank and account and has a credit card.



Looking for donations for the ASAG Banquet Silent Auction/Door Prizes, February 7, 2026.

Contact Jim Anderson at

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

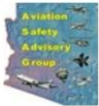
Neil Davison agreed to help with the silent auction and sponsorship. One of Neil's student pilots is also willing to help.

Cary: If you have anything you would like to contribute, please contact Jim Anderson.

Move to accept Jim Anderson's Treasurer's Report: **Alexander Kocksch**

Seconding the motion: **David Kitts**

The members unanimously accepted the Treasurer's Report.

		Treasurer's Report Aviation Safety Advisory Group of Arizona General Membership Meeting For the period October 1st, 2025 to October 31st, 2025	
Income			
Total Income			\$0.00
Expenditures			
Administrative and Operations			
Website Expenses		\$1,136.37	
Total Expenditures			\$1,136.37 (\$1,136.37)
Opening balance as of October 1st, 2025:			\$15,096.64
Balance on hand as of October 31st, 2025:			\$13,960.27
Aviation SAfety Advisory Group of Arizona			\$13,960.27
James B Anderson		Treasurer's Signature	

PREVIOUS ASAG MEETING MINUTES



Jim Price, ASAG Secretary

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

Alexander Kocksch seconded the motion.

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

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



Banquet (Feb 7) and Awards Update, Cary Grant

Because of the gov shutdown, the window for awards has been extended to 19 Dec. To nominate, go to <https://www.generalaviationawards.com/>. So far, there have been zero nominations submitted for Arizona's Mechanic of the year or CFI of the year. You can send nominations for The Airport of the Year and ATC Communicator of the Year to Craig Tompkins (FSDO) by 30 Dec. (The address is on our website Craig and Ernie take care of the FAASTeam Rep of the year).

The submission details can be found at <https://asagaz.org/> (scroll down to the bottom of the home page).



Updates from Community Representatives



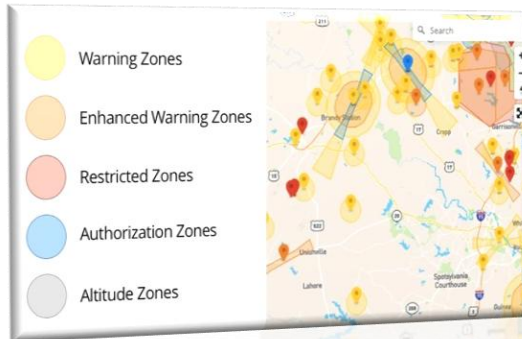
[Cory Geffre/Jake Helms, Scott Woodworth, Pima County Sheriff's Department, Aviation Jim Kennedy, Scott Joy, Jason Kaufman:](#)

Scott Woodworth: In the last month, we have had 21 strikes. Most were green lasers, 5 were blue and 1 was red. We have had 3 UAS reports south of Tucson. One was at 5,500' and one was cruising around DMAFB's Bone Yard.

One of our Laser cases, the defendant accepted a plea.

A previous case was dismissed because of a document that the FAA sent to the suspect. The FAA indicated that they didn't find an administrative violation. The defendant's attorney then moved that if the FAA didn't find anything wrong, then the defendant was innocent. As a result, the FAA is changing the verbiage in their notices.

When you file a Laser Strike report, you are asked if the strike had an effect on your performance as a pilot during the flight. **You need to answer "Yes."** If you report "No," then a regulatory violation did not occur, and your Laser Strike report will not be investigated by the FAA.



Bryan Eckenrode, Tucson Approach (U90): Regarding the Boneyard and UASs, it is Geofenced for normal drones. It must have been a special UAS.

Scott Woodworth: If you go into any of the UAS apps, it will show users what altitudes they can fly. It has a grid map.



Cary Grant: Please ensure that your Christmas laser decorations do not shine above the top of your house.



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: Balloon Club meeting last night. We talked about Discovery Flights and how to plan for one. A recent balloon event at Yuma went well. The Arizona Balloon Classic near Goodyear Airport will be in January or February.



CW5 Chris Hammond & Gary Jones

CW5 Chris Hammond: Not Present

Cary Grant: Please treat Picacho as if it were Class Delta.

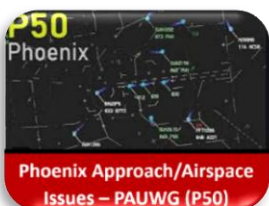


91.126 Operating on or in the vicinity of an airport in Class G airspace.

<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, through, 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.



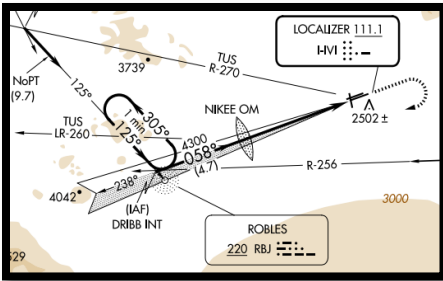
Matt Schorman & Brandon Esquer (P50) Phoenix TRACON. LTC Palik (Luke 56 FW Safety), Bryan Eckenrode (U90) Tucson TRACON

Bryan Eckenrode (U90): Jump activity everywhere. With the construction at Tucson International, there is a need to redesign approaches with a chart date of April 2027.



Bryan: Many pilots are crossing from Ryan (KRYN) to Marana (KAVQ), and they are not talking to Tucson Approach as they cross the Tucson Runway 11 approach final. If you are transitioning, either stay 4,500' or below or give us a call so we know what you are doing.

Bryan: The airport construction kicked off the redesign of airspace and approaches.



Bryan: Ryan had 2 NDBs and they are permanently decommissioned. With the Initial Approach Fix, ROBLES (RBJ) NDB, out of service, the ILS is NOTAMed out of service. The ILS approach to runway 06R will be rebuilt as an RNAV ILS approach (in 18 months).

The Approach Rebuild (in 18 months) will have an RNAV circling approach.

If pilots are flying west of the Tucson mountain, if they are 5,000' or below, you are fine.



If you are flying in the Tucson area, please give Tucson approach a call. This will help you avoid parachute operations.

Bryan Eckenrode has not heard anything about the MOA expansion.



Cary Grant: See <https://www.faasafety.gov/> for the SPANS for Operation Raincheck tour dates. The seminars start at 1800, and **they fill up fast!**



P08 (Coolidge) and 1A20 (Bishop) – Tom Cowan & Justin Hodge:

Not present

Cary Grant: Recently an aircraft went through an active jump op. Then it turned around and went through the op again.

If you know any pilots who might be unfamiliar with our complex airspace, please educate them.

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: Not Present

Carter Teeters with an update: There will be a North American Trainer Association (Warbirds NATA) formation clinic at Casa Grande (CGZ) Jan 15 through 18. They plan to have a temporary tower.

Early in the morning through sunset. Ben York is the coordinator.



Fairfax O'Riley: Not Present

Cary Grant: Because of heavy rain in October, Superior's runway was rutted. Don't land there if you have thin tires.



Michael Rutledge & Hunter Wall: Not Present



Jim Timm & Craig
Tompkins

ASAG Accident & Deviation Report

Mid-OCT through **Mid-NOV** 2025

Accident Report & Pilot Deviation Summary



Jim Timm wrote, “The following are the reports of aviation accidents, and incidents that have occurred in Arizona from mid-October through mid-November. 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 reported accidents have slightly increased.

“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.”

10/5 Piper PA-30-160 Twin Comanche LANDING ACCIDENT at Gila Bend (E63)



Source: ASN

Injuries: **1 Uninjured**

Pilot Certification: **No Pilot Info**

The airplane departed Tucson Ryan Field and was involved in a landing incident at Gila Bend.

10/10 Cessna 185 CRASHED ON SHORT FINAL @ Phoenix Deer Valley (DVT)



Source: ASN, FAA Incident

Injuries: **1 Uninjured**

Pilot Info: No Pilot information

The airplane crashed on short final due to unknown reasons and came to rest inverted. The single occupant self-evacuated and declined medical attention. The airplane sustained substantial damage to the tail.

10/13 Cessna 172 LOSS OF CONTROL LANDING @ Prescott Airport (PRC)



Source: FAA Incident

Injuries: **1 Uninjured**

Pilot Info: No Pilot Info

Due to wind the aircraft ran off the runway. There was no damage to the airport or airplane.

10/17 Flight Design CTSW POWER FAILURE @ Casa Grande Airport (CGZ)



Source: ASN, FAA

Injuries: **1 Minor Injury**

No Pilot Information

The aircraft departed Mesa Falcon Field (FFZ) and sustained substantial damage when it flipped over in a forced landing approaching Casa Grande Municipal Airport (CGZ).

10/18 Cessna L-19 LOSS OF CONTROL LANDING @ Phoenix Deer Valley Airport (DVT)



Source: ASN, FAA, NTSB

Injuries: **2 Uninjured**

No Pilot Information

During a local flight they reported a “stuck rudder” and experienced a loss of control when landing. During landing, the aircraft ground looped causing substantial damage.

10/19 Piper PA 46-350P Malibu COLLISION WITH GROUND OBSTRUCTION near Pegasus (5AZ3) & safe landing @ Mesa Falcon Field (FFZ)



Source: ASN, FAA, NTSB

Injuries: **1 Uninjured**

Pilot Info: None

After departing Show Low airport, the aircraft made a low pass near Pegasus Airport and struck a power line. They then proceeded to Mesa Falcon Field and safely landed. The damage was substantial.

10/22 Piper PA-28-181 LOSS OF CONTROL LANDING @ Mesa Falcon Field (FFZ)



Source: FAA Incident

Injuries: **1 Uninjured**

Pilot Info: None

The aircraft exited the runway while landing, and ground looped. No damage to the airport or airplane was reported.

10/26 Ultra magic M-160 Balloon COLLIDED WITH BUILDING near Marana Regional Airport (AVQ)



Source: Member, FAA Incident

Injuries: **7 Uninjured**

Pilot Info: No pilot information

The balloon collided with a building during landing, damaging the basket, but no injuries were incurred.

11/3 Cirrus SR-22T POWER LOSS near Sedona Airport (SEZ)



Source: ASN

Injuries: **2 Uninjured**

Pilot Info: No pilot information

The Cirrus SR22T had departed Chandler Airport and later when departing Sedona, they experienced a loss of engine power. They made a CAPS deployment shortly after takeoff. The airplane came down on the side of Cathedral Rock.

11/9 Cessna 150 DEAD BATTERY @ Marana Regional (AVQ)



Source: FAA

Injuries: **1 Uninjured**

Pilot Info: None



In preparing to depart, the engine was started and then died. The aircraft was chocked and the engine was hand propped. The engine started, and the aircraft moved forward and struck a fence, causing damage to airport property, and substantial damage to the aircraft.

11/9 Cessna 172 TAXIWAY EXCURSION @ Chandler Airport (CHD)



Source: FAA Incident

Injuries: **2 Uninjured**

Pilot Info: None

The aircraft was given instructions to taxi to the active runway. When taxiing from the ramp to the runway the aircraft inadvertently taxied off the taxiway, and into the dirt. The aircraft was then towed back to the ramp.

11/13 CCX-2000 Carbon Cub FX-3 LOSS OF CONTROL LANDING @ Chandler Airport (CHD)



Source: FAA Incident

Injuries: **2 Uninjured**

Pilot Info: Commercial/CFI

While landing, the aircraft exited the runway and damaged a runway edge light. The pilot recovered and taxied to parking without further incident.

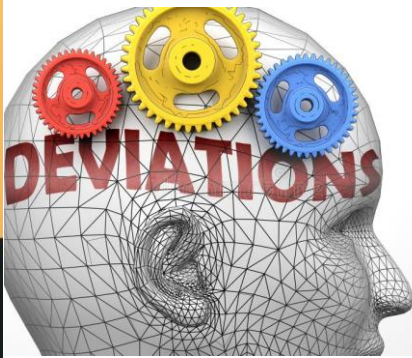


1 Near Midair Collision (NMAC) Oct 3 – Nov 14

10/25 at Phoenix Sky Harbor (PHX)



While the American Airlines Boeing 737-800 was on approach to Phoenix Sky Harbor Airport, and as they were descending and passing thru 6,700 feet, a white drone passed under them by about 20 feet. The airliner was able to continue their approach, and safely land. The appropriate agencies were notified of the incident.



In the reporting period from **OCT 3** through **NOV 14** there were **19 pilot deviations** reported by the FAA SDL FSDO. These deviations were committed by pilots with certificates ranging from **Student Pilot** through **ATP**, and there were **8 out of state pilots**. Of the 19 deviations reported, **8 Brashers** were issued.

Note: Most of these pilot deviations were resolved during a discussion between the controller, and the pilot at the time of the occurrence. However, a controller may issue a Brasher notification to a pilot when further FAA action will be taken, and the

controller is thus giving the airman the opportunity to make note of the occurrence, collect information, and their thoughts for their future interaction with FAA Flight Standards.

"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."



Maj Gen Jack Brasher

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.



Jim Timm wrote, "I wish pilots would get 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 has been valuable to all pilots out there and will 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

might be about to enter, and know what may be expected of them. Always observe the airport, and runway markings, and signs and obey them. Fly with care and forethought, and don't be part of the problem."

A woman with blonde hair, wearing a white collared shirt and a large black headset with a microphone, is shown from the chest up. She has a wide-eyed, open-mouthed expression of surprise or excitement. Her right hand is raised towards her chin, with a ring visible on her finger. The background is plain white.

- 
- A man in a dark suit and light blue shirt stands next to a large whiteboard. He is pointing with his right hand towards the number '19' on the board. The whiteboard has the number '19' in large red font and the word 'Deviations' in blue font below it. The entire scene is framed by a thick black border.



10/18 IFR ALTITUDE DEVIATION, Comm/CFI (Washington), Albuquerque Center (ZAB)



ZEPHER TWO DEPARTURE (RVNV)

DATE: 07/08/96
CINC: JCRC
FILE: 118.1 28P.2
CRMC:
GEO: CN
LAT: 17.75 28P.2 (JCRN)
LONG: 102.25 (CN)
MAGNETIC TIME:
(118.7 28P.8) E-606
(18P.5 28P.9) N-328, W-326
PCINDEF DEF CON:
17.2 28P.4E

NOTE: RVNV 1.
NOTE: Turbotugs and turboprops only.
NOTE: RADAR required.
NOTE: DME/CNCR/W or GPS required.

TOP ALTITUDE:
8000

TAKEOFF MINIMUMS
Rwy 7, R/L: Standard with minimum climb of 500' per NM to 1635, then minimum climb of 240' per NM to 5300.
Rwy 25L/R: Std. Standard with minimum climb of 500' per NM to 1635.

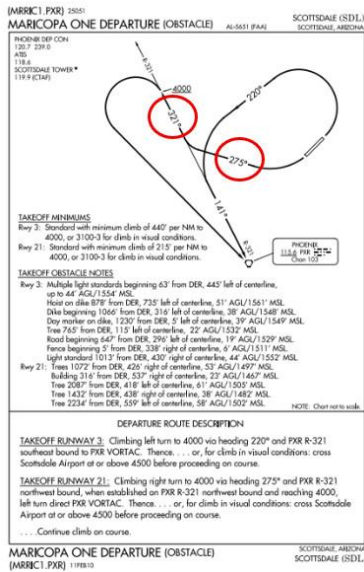
NARRATIVE ON FOLLOWING PAGE

ZEPHER TWO DEPARTURE (RVNV)

PCINDEF SKY HARBOR INTL (FHX)
PCINDEF JCRN



11/6 SID DEVIATION, Private Pilot (Texas), Phoenix TRACON (P50)



The Baron was assigned the MARICOPA 1 SID off of Scottsdale. The pilot didn't fly the SID as published, and the controller verified that the pilot had terrain in sight, and instructed the pilot to maintain visual separation with the terrain and expedited his climb. The aircraft was turned northbound once above the MVA, and the TRACON controller verified that the pilot had been issued the MARICOPA 1 SID. The pilot confirmed he had loaded it in his system but wasn't sure why it didn't load.



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

10/1 Private Pilot, Phoenix TRACON (P50)

The Cessna while flying from Chandler Airport to Mesa Falcon Field had entered the Phoenix Class B Airspace in the 4,000-9,000 ft. block. They had climbed above 4,000 feet because of having an improper barometric pressure setting in the altimeter.

10/19 Private Pilot, Phoenix TRACON (P50)



A Piper entered the Phoenix Class B Airspace from the east at 7,000 feet. A TRACON controller observed the violation, and ADS-B data was utilized to get the tail number and "tag" the aircraft. The controller had to vector an arrival to Sky Harbor away from the Piper, and **Mesa Falcon Field ATCT was advised of the Piper and issued a Brasher to the pilot.**



8 CLASS DELTA AIRSPACE DEVIATION & 1 BRASHERS

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

10/4 Student Pilot @ Chandler Municipal (CHD)



Without first establishing radio communications a Piper entered the Chandler Airport airspace, and entered the down wind leg, and turned base. Multiple attempts on multiple frequencies were made to communicate, and the controller assumed the aircraft was NORDO (without radio), and issued a Light Gun signal to land. The pilot then came on frequency to verify the landing clearance. **A Brasher was issued by Ground Control.**



10/6 Private Pilot (Utah) @ Phoenix Deer Valley (DVT)



A Deer Valley controller observed a Cessna violating the Deer Valley Class D Airspace on the south side, and the aircraft was observed going to Scottsdale. **The Deer Valley controller notified Scottsdale ATC, and Scottsdale gave the aircraft a Brasher warning.**

10/10 ATP/CFI Pilot (Idaho) @ Mesa Gateway (IWA)

The Citation entered the Gateway Class Delta Airspace from the southeast, and the controller attempted to contact the Citation without success. The aircraft was observed joining the final into Pegasus Airport (5A23).

10/17 Commercial/CFI (Colorado) @ Mesa Falcon Field (FFZ)



The Cessna entered, and flew thru the Mesa Falcon Field Class D Airspace without first establishing radio contact, and it appeared it was headed for Chandler Airport. **Chandler ATC was asked to issue the Brasher to the pilot.**

10/17 Commercial/CFI (Colorado) @ Mesa Gateway (IWA)



The same Cessna entered, and flew thru the Mesa Gateway Class D Airspace without first establishing radio contact, and it appeared it was headed for Chandler Airport. **Chandler ATC was again asked to issue the Brasher to the pilot.**

10/31 Private Pilot @ Mesa Falcon Field (FFZ)

The helicopter was observed entering the Falcon Field Class Delta Airspace without first establishing two-way radio communications. Several aircraft needed to be turned to avoid the helicopter's maneuvers.

11/1 Private Pilot @ Chandler Airport (CHD)

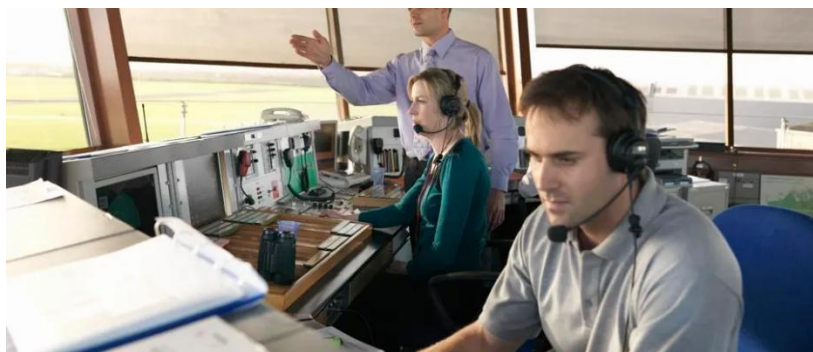


A Piper was observed entering the Chandler Delta Airspace while it was en route to Falcon Field. The Chandler controller attempted to contact the Piper without success. Falcon Field was contacted and was told that the aircraft would be making contact with them. **Falcon Field issued the Brasher for Chandler.**

11/3 Commercial Pilot (Alaska) @ Scottsdale Airport (SDL)



The Saratoga departed Scottsdale and flew directly to Phoenix Deer Valley Airport. The Deer Valley controller attempted to contact the Piper without success. **The controller in charge contacted Deer Valley, and advised them to give the aircraft a Brasher.**



**1 FAILURE TO FOLLOW
ATC INSTRUCTIONS
0 BRASHERS**

10/8 @ Phoenix Deer Valley (DVT), Certification UNKN



At Deer Valley a flight of four P51 airplanes were cleared to land on the south runway (RWY 25L). Two of the P51's turned onto final for RWY 25L. Two of the following P51's turned onto the same final but then began a right turn, and went into the final for RWY 25R. A school airplane that was in the north pattern turned onto a right base for RWY 25R. Because of a possible conflict, the school airplane was issued a go-around to re-enter the pattern to land on RWY 25R. The two P51's were instructed to climb to 3,000 feet, and turn southbound. The two P51's did not follow the instructions, but turned onto final. The controller then sent them around and had them reenter the pattern for a full stop landing.



RUNWAY INCURSIONS (2)

1 BRASHER

Entering A Runway Without Authorization

10/2 Student Pilot @ Chandler Airport (CHD)



A Piper called that they were ready for take off. The aircraft was instructed to hold short of RWY 4L, and the read back was correct. The pilot of the Piper then taxied onto the runway causing a Piper Cub to be sent around.

10/27 Commerical/CFI Pilot @ Prescott Airport (PRC)



Less than three minutes after a Learjet had departed the runway, the controller instructed the Diamond Light twin was cleared for a low approach because of possible wake turbulence, and the Diamond read back cleared for a low approach. The Diamond then conducted a touch and go to the runway approximately two minutes behind the departing Learjet. **The controller issued the Brasher warning to the Diamond pilot.**



Surface Incident (1)

Entering a taxiway without authorization

10/10 Student Pilot @ Mesa Falcon Field (FFZ)

The solo student pilot entered the taxiway without authorization. The instructor of Piper was on the ramp and contacted Ground Control (GC) asking them to tell the Piper to stop and hold position. Ground Control reached out to the Piper on the taxiway, and instructed them to hold position. The student was supposed to contact the instructor on the ramp before departure.



Wrong Surface Landing (1)



Landing on the wrong surface without authorization

10/23 Commercial/CFI @ Mesa Gateway Airport (IWA)

The Piper was cleared for a touch and go on the center runway with a good read back. The controller observed the Piper was over the left runway, and issued a go around. The Piper was over the threshold but didn't land.



VEHICLE/PEDESTRIAN DEVIATION (1)

A Vehicle/Pedestrian On A Movement Area Without Authorization

10/28 @ Phoenix Sky Harbor (PHX)

The deviation was reported when Air Traffic Control observed two airline personnel enter a taxiway without authorization.

POST ACCIDENT & DEVIATION REPORT



10/17 Flight Design CTSW POWER FAILURE @ Casa Grande Airport (CGZ)



Source: ASN, FAA

Injuries: 1 Minor Injury

No Pilot Information

The aircraft departed Mesa Falcon Field (FFZ) and sustained substantial damage when it flipped over in a forced landing approaching Casa Grande Municipal Airport (CGZ).

Cary Grant: Ref the aircraft that landed short at Casa Grande. [Reference a report on Rotax engines](#): “The problem with the 100LL-Avgas for the Rotax engine is that it has lots of lead . . . The Rotax engine was designed and built for unleaded gas or Mogas-Autogas.”

Cary Grant: It is causing problems with the Gear Reduction Guide.

11/3 Cirrus SR-22T POWER LOSS near Sedona Airport (SEZ)



Source: ASN

Injuries: 2 Uninjured

Pilot Info: No pilot information

The Cirrus SR22T had departed Chandler Airport and later when departing Sedona, they experienced a loss of engine power. They made a CAPS deployment shortly after takeoff. The airplane came down on the side of Cathedral Rock.

Cary Grant: This Cirrus was turbocharged. Just a reminder that those with non-turbocharged engines need to lean for takeoff at high altitude airports.

11/9 Cessna 150 DEAD BATTERY @ Marana Regional (AVQ)



Source: FAA

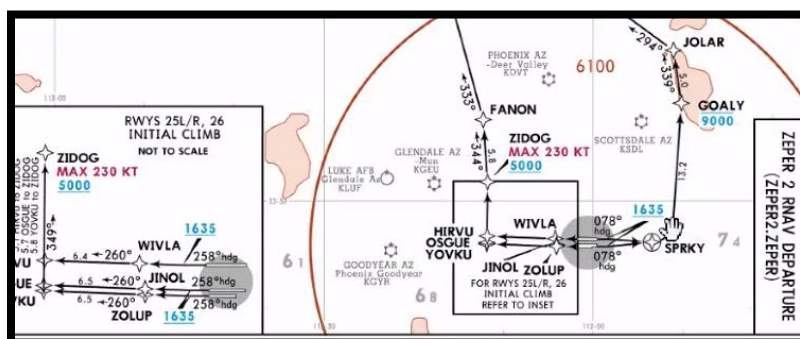
Injuries: 1 Uninjured

Pilot Info: None



In preparing to depart, the engine was started and then died. The aircraft was chocked and the engine was hand propped. The engine started, and the aircraft moved forward and struck a fence, causing damage to airport property, and substantial damage to the aircraft.

Cary Grant: Ref the Cessna 150 at Marana. If you have a dead battery, your aircraft IS NOT airworthy.



Cary Grant discussed the difference between a fly by waypoint and a fly over waypoint.



A Fly over waypoint



A fly by waypoint

If your flight management system is not doing what it should do, you are still responsible to

intervene and fly the airplane as planned/cleared.

10/19 Piper PA 46-350P Malibu COLLISION WITH GROUND OBSTRUCTION near Pegasus (5AZ3) & safe landing @ Mesa Falcon Field (FFZ)



Source: ASN, FAA, NTSB
Injuries: 1 Uninjured
Pilot Info: None

After departing Show Low airport, the aircraft made a low pass near Pegasus Airport and struck a power line. They then proceeded to Mesa Falcon Field and safely landed. The damage was substantial.

Jim Timm: When the Malibu flew under the power lines, the pilot had slowed to 77 knots. The pilot noted the missing rudder after landing at FFZ. We don't know why the pilot chose to fly slow and low.

Carter Teeters: They were flying lower than most crop-dusters. It is amazing that the accident wasn't fatal.



John Varljen: Civil Air Patrol is eliminating their glider program. Look for gliders on the market.



Banquet Attendance

Cary Grant: Please make nominations for the awards. We need participation. We need contributions for drawings and silent auction items. We would like to have the support of AFTW and the flights schools. We would love to have 200 people at the Banquet.

Bob Mittelstaedt and Ways to Increase Banquet 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.

Bob knows a donor who is willing to support us by paying the ticket fees for non-flying spouses. Bob proposed that the first 25 non-pilot guests be seated FREE.

It was a long conversation.

Cary Grant has designated a working group, composed of Cary Grant, Bob Mittelstaedt, Jim Anderson and Jim Price. They will meet and develop a plan to increase attendance and have a decision, no later than **December 5th**.

★ ★ ★
December

🌲
2025

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
	1	2	3	4	5	6
					DECISION TIME	



Old Business

Falcon Field Landing Fees?



Chris Nugent, Cary, Paul Rowley and John Keith met with Falcon city management on the possible use of landing fees at FFA.

Cary Grant: It is probably going to happen. It will drive the FFZ training to other airports - probably non-towered airports. This will probably happen at other airports in the state.

Chris Nugent: Falcon Field has been having stakeholder meetings. They are forecasting a budget deficit. The City Council has told the airport that they need to be self-sufficient. Falcon Field needs money to re-pave surfaces. There

are a lot of noise complaints with the increase in traffic at FFZ and there are petitions (<https://www.change.org/>) going around the area. The landing fees need to be proposed at a city council meeting. Chris suspects that the 8 Dec meeting will feature this proposal for a vote. We need the pilot community to show up at this meeting and let them know how we feel.

David Kitts: They will propose in Jan or Feb 2026. The City Council told FFZ they need to be self-sufficient.

Chris Nugent: After the passing vote, they need to publish this change for 60 days prior to implementing the landing fees.

Cary Grant: Powerful forces in Mesa want to see changes at FFZ.

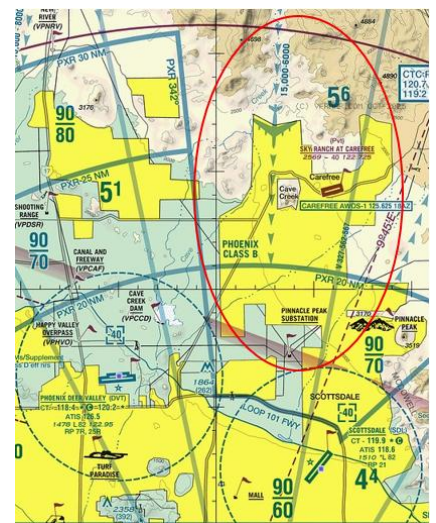
For the flight schools at FFZ: "Fly Friendly." A lot of people don't know what is on the City Council's agenda.

Vector will most likely gather aircraft data using cameras located at the runway thresholds. (Legislation is going forward to prohibit ADS-B usage to determine aircraft ownership of landing aircraft). The first 5 landings each month will be FREE. After that, based aircraft will be charged per landing.

Sky Ranch Non-Maneuvering Area



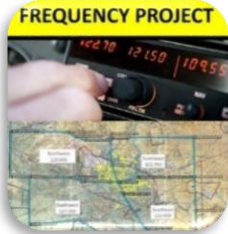
Craig Tompkins attended a pilot controller forum at Gateway Nov 18, and they are having a problem with maneuvering aircraft on the arrival North of Scottsdale and Deer Valley, otherwise known as the "Sky Ranch non-maneuvering area."





[Increasing Banquet Participation, Bob Mittelstaedt](#)

A donor is willing to support paying for spouses to attend free. For the banquet flyer, it is proposed that the first 25 non-pilot guests be seated FREE. Limited to the first 100 registrants. It was a long conversation. **Cary Grant** proposed that by Dec 5, a Working Group consisting of **Jim Anderson, Cary Grant, Bob Mittelstaedt, Jim Price** will work on this proposal by 5 December. We will develop a resolution of how we will do this.



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

They have a very full agenda.



[Tito Sanchez, Sonny Durante & Lee Unger](#)

LiveATC returns to KAVQ

Lee Unger: Thank you Sonny Durante for working successfully since early 2024 to reinstate LiveATC at Marana Regional. Thank you to John Cramer, through a collaboration with Sonny Durante as ASAG Members, for volunteering to Host the

KAVQ LiveATC feed! LiveATC is a "streaming audio network consisting of local receivers tuned to aircraft communications around the world." <http://www.liveatc.net/search/?icao=kavq>

Tito Sanchez: According to Galen, the Marana control tower is projected for 2029, still, no progress there. Everything else "normal," intermittent heavy traffic, some noted reduction on jumper activity but still active on that front.



[Letters to Airmen \(LTA\) for the Stacks at Casa Grande/Stanfield and Coolidge - Lee Unger, representing the Stacks LTA Workgroup](#)

Thanks to **Matt Schorman** for referring our workgroup to Mia Kidd, FAA, and Clinette Hosier, FAA in the FAA Albuquerque Air Traffic Control Center (ZAB) who will be working with **Alberto**

Garcia, FAA ZAB.

To improve aviation safety in Arizona airspace, the Letter to Airmen Workgroup of Aviation Safety Advisory Group of Arizona (ASAG) and Arizona Flight Training Workgroup (AFTW) have requested Letters to Airmen (LTAs) to share information with Air Traffic Controllers and pilots about the stack procedures in order to benefit safety of transiting, arriving and departing traffic, and aircraft flying practice instrument approach procedures at both *Stanfield CGZ* and *Coolidge P08*. Letters to Airmen can be seen on

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

Once the LTAs are written, the Stack Procedures will be in the NOTAMS for CZG and P08 <https://notams.aim.faa.gov/notamSearch/disclaimer.html>

[CLICK HERE](#) for the Stack procedure for Stanfield CGZ

[CLICK HERE](#) for the Stack procedure for Coolidge P08



Pilot Counseling – Bob Holliday, ASAG's Chaplain

There is a nice article in the AOPA magazine about the FAA's new approach to mental health and medication.

Senators John Hoeven (R-ND) and Tammy Duckworth (D-IL) announced Thursday their introduction of the [Mental Health in Aviation Act](#) to the U.S. Senate. The bipartisan legislation is designed to update the FAA's approach to mental health and medical certification for pilots and air traffic controllers. The House passed [its version](#) of the Mental Health in Aviation Act in September, which was received in the Senate on Sept. 9.

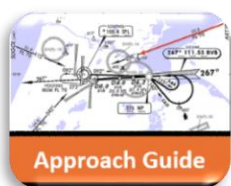
The bill is an attempt to address concerns that current regulations can discourage aviation professionals from seeking treatment, as disclosures may lead to prolonged uncertainty and delays during the medical review process. In particular, the bill is intended to address what has often been seen as an out-of-date approach to mental health by aviation regulators. The senators said the measure is intended to promote early intervention, reduce stigma and support a safer operating environment.

I encourage you to share with me things that I can do to support you and others in the state.

Laser Awareness: I have a first draft of a lesson plan to help educate young students on Laser awareness.

Cary Grant: It is great to get the school resource officers involved in this.

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



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 get an approach. If you have any of that nice to know information, send it to **Cary Grant**, arizonasag@gmail.com and he can add it to the Handbook. **CLICK ON this link:** 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



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

Cary Grant: Brian Baker has volunteered his airplane complete with a GoPro camera so we can film (for the Phoenix airspace video).

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>



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: Las Vegas FSDO does not have a FAASafety manager. We need some coverage for the north end of Arizona.



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."

Submarines and Non-flying Partners and Spouses."



Cary Grant: Please nominate people for General Aviation awards: AZ Flight Instructor of the Year, AZ FAASafety 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!



New Business

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)

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.

The Awards Presentation Features

- AZ Flight Instructor of the Year
- AZ FAASafety 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)

SILENT AUCTION ENDS WHEN THE AWARDS HAVE BEEN PRESENTED.

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

CLICK HERE to Order tickets or go to bit.ly/3WVWwFJ

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



Arizona Pilots Association monthly newsletter

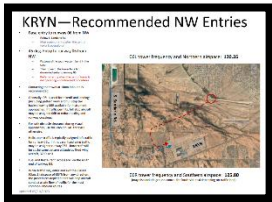
<https://azpilots.org/pilot-info/newsletters>



Northeast Phoenix No Maneuver Zone poster

by Bob Mittelstaedt. Download at: [7/2024/WP07130353/NE Phoenix No Maneuver Zone 05-18-24.pdf](https://7/2024/WP07130353/NE_Phoenix_No_Maneuver_Zone_05-18-24.pdf) or ASAG's website <https://asagaz.org/posters-campaigns>

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



Ryan Airfield Recommended NW Entries, by Brian L. Stamper, PhD, FAAS Team Representative.

[https://aftw.org/wp/wp-content/uploads/2024/08/RYN NW Entry Procedures.pdf](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](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)



NOV 22, The WINGS Program and Preventing Controlled Flight Into Terrain CFIT

Hybrid - Zoom or KRYN Airport Terminal Building Conference Room

Saturday, November 22, 2025, starting at 13:00 Arizona (2000 GMT)

In-Person Registration here https://www.faasafety.gov/SPANS/event_details.aspx?eid=140080&pf=1

Speaker(s): Howard Deevers, Cary Grant, and Brent Crow

Zoom Registration here:

<https://us06web.zoom.us/meeting/register/R3GKI5pLQ3SHfpv-DuxNIA>

NOV 24, Glendale Regional Airport Pilot/Controller Forum - NOTE Time Change to 6 pm (1800)

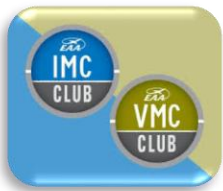
Topic: Pilot and Controller Forum to Discuss Airfield Changes Impacting Operations.

West-Mec Central Campus

6997 N Glen Harbor Blvd

Demo Auditorium

Glendale, AZ 85307



VMC & IMC CLUB MEETINGS – Alex Peña: Their next meeting is **Dec 2, 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](#)

Look for the SPANS on www.FAASAFETY.gov

Find next
Tuesday at
Next AFTW
Meeting
Brent Crow will

Arizona Flight

Thanks to Jim Pitman for "Arizona Flight Training Workgroup (AFTW) Pilot Brief" linked here
<https://aftw.org/brief>



meeting <https://aftw.org/next-meeting/> Meetings are held via Zoom on the 2nd 4:00pm every other month (odd months). Next one will be in January.
meeting: Tuesday January 13, 2025 04:00 PM AZ (2300 GMT)
Minutes: <https://aftw.org/category/meetings/minutes/>
host.

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

Please share this information with all Pilots, including Instructors, DPEs and Flight Schools who operate in Arizona.

'Tis the Season for BREAKFAST FLY-INS



- Coolidge Municipal Airport (P08), the first Saturday of the month.
- Ryan Field (RYN), the second Saturday of the month, breakfast or lunch at Ritchie's Restaurant, open daily from 6 am to 2 pm to serve you.
- Grapevine is open full time and the third Saturday weekend camping and cookouts have restarted. Check the newsletter for a possible weekend change. The camp host will prepare the main course for dinner, and campers, please bring a side dish or dessert to share.
- Casa Grande Municipal Airport (CGZ), the last Saturday of the month, fly-in breakfast. 7 to 11 am.



Phoenix 99's meet the 2nd 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*



Three Days of Aviation Excellence

Enjoy educational sessions, an expansive Exhibit Hall, and aircraft displays featuring the latest technology, gear, and services.

Airshows on Friday, Saturday, and Sunday

Experience thrilling aerial performances, including a Saturday Matinee Airshow for early departures.

Pilot Town Hall

Join AOPA President & CEO Darren Pleasance for a special conversation on Saturday.

Members-Only Flightline Chalet

Enjoy premium views and exclusive access.

Check the [Buckeye Fly-In Webpage](#) often for updates and [register today](#).



ASAG's next meeting will be **Dec 17 (3rd Wednesday in November)**, at **12:00 noon, MST (Arizona time)**.

Register in advance for this meeting:

<https://faavideo.zoomgov.com/meeting/register/FECrW-I2TKSY5ZuQNKXIFw>

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



Motion to adjourn: **Paul Rowley**.

David Kitts seconded the motion.

The meeting ended at **2:27 pm**.

ASAG's email arizonasag@gmail.com



Lee Unger



Jim Timm