



# Aviation Safety Advisory Group of Arizona

Meeting Minutes: Wednesday, February 16, 2022

Via Zoom – Virtual Meeting

**Meeting called to order at 12:03 PM MST by Cary Grant.**

## Attendance (48)

James Price, James Tieman, Cary Grant, Craig Tompkins, Edward Daror, Jim Timm, Alexander Kocksch, Andrew Elliott, Bob Katz, Brian Stamper, Chris Henrichsen, CW4 Chris Hammond, Damon Card, Darryl Swenson, Garrett Dauphars, Gerald Kosirog, Henry Skinner, Jacob Little, Janie Goh, John Cirino, John Varljen, Jordan, Kevin Tieman, Landen Jennings, Larry Steck, Lawrence Wippman, Lee Unger, Louis Woofenden, Michael Hart, Mike Jesch, Milton Ames, Mohit Lalwani, Paul Wegeman, Pete Hermes, Phil Corbell, Philip Jossi, Priscilla Ribic, R R Sawant, Richard Hart, Richard Lee, Rick Whitaker, Scott Woodworth, Sonny Durante, Terri Wolcott, Thomas Palen, Tino Ilioni, Tyler Allred, and Ronnie

## Business

### Treasurers Report – Cary Grant

Balance today \$11,887 for a net increase of \$692 from last report.

Outstanding payment of \$200 for an auction item is due.

We have a couple of commitments for some cash donations which are being collected.

Close to \$900 thus far raised during the banquet.

The report was unanimously approved.

### Secretary's Report – Jim Price

Cary Grant motioned to accept the January ASAG meeting minutes (Secretary Report). It was proposed that the January minutes be accepted. Approval was unanimous. Jim Price will email the February 2022 minutes to the members.

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## February 2022, AVIATION ACCIDENT & INCIDENT SUMMARY – Jim Timm & Cary Grant

### Arizona Aviation Accidents

The following are the reports of aviation accidents, and incidents that have occurred in Arizona from mid-January thru mid-February. We hope to use the following detailed accident information to develop safety programs, briefings, and posters/flyers that would help pilots learn from the mistakes being made by others, and take the action necessary to prevent them from having similar accidents.

This reporting period, aviation safety was not good in that the number of reported accidents/incidents are up, but fortunately we didn't have any fatal accidents. I would like to hope pilots would fly more carefully and keep the number of accidents and incidents down.

In continuing with the expanded scope of the report, using information from the ASN, FAA, NTSB, and APA members, I hope this more all-inclusive information better suites our purposes of trying to get an idea of what is happening out there, so we can use this information to help make flying safer. In the meantime, here are the results from the ASN, NTSB, APA Members, and FAA notes.

**Date: January 16, 2022 – NOSE GEAR COLLAPSED ON LANDING**

Location: Scottsdale

Type: Cessna 162 SkyCatcher

Injuries: 2 Uninjured

The report only stated the light sport Cessna SkyCatcher had its nose gear collapse on landing at Scottsdale Airport on runway 21. There was no report of the extent of damage incurred.

No pilot information was available. Info. Source: ASN



**Date: January 17, 2022 – INFLIGHT ENGINE FAILURE**

Location: Scottsdale

Type: Piper PA28

Injuries: 1 Minor

On January 17, 2022, about 2256 MST, a Piper PA-28

airplane was substantially damaged when it was involved in

an accident near Scottsdale. The pilot sustained minor head injuries. The airplane was operated as a Part 91 personal flight. According to the pilot, about halfway through the night cross-country flight, he noticed the engine oil pressure gauge was reading lower than it had been earlier during the flight. Although the engine was running fine, he started to look at the possibilities of gliding to an airport if needed. The pilot decided that he was not in an emergency situation but altered his intended flight path over a mountainous area, to overfly a southbound highway. After passing the highway, and nearing the Sky Ranch at Carefree airport (18AZ), the oil pressure dropped to near zero, and the pilot initiated an emergency landing. He attempted to activate the lights at 18AZ but was unsuccessful, and he continued the flight to Falcon Field (FFZ), Mesa, which was about 25 miles southeast of his position. Near Fountain Hills, the engine noise changed, followed by a decrease in engine power. The pilot said the engine oil pressure gauge indicated zero, and he subsequently added full power as he was looking for a place to land. Soon afterwards, the engine made “horrible noises” and quit. The pilot landed the airplane on a narrow graveled road between a chain linked fence and a water canal. The airplane collided with the fence which resulted in substantial damage.

No pilot information was available. Info. Source: NTSB, FAA



**Date: January 19, 2022 – LOSS OF CONTROL ON TAKEOFF**

Location: Red Lake

Type: Ultralight Trike

Injuries: 2 Minor Injuries

At Red Lake, a dry lakebed north of Kingman, an ultralight trike veered to the left while attempting to take off, causing the wing to strike the ground, which pitched the aircraft into the dirt nose first, injuring both occupants.

No pilot information was available. Info. Source: Aviation Safety Network (ASN)



**Date: January 21, 2022 – LOSS OF CONTROL LANDING**

Location: Payson

Type: Cessna 150D

Injuries: 2 Uninjured

The airplane, which had a tail wheel conversion installed, departed the runway during the landing, and during the loss of control, one landing gear leg was damaged, and the right wing tip was also damaged.

Fortunately, there was not a prop strike, or sudden engine stoppage, and no one got hurt.

No pilot information available. Info. Source: APA



**Date: January 25, 2022 – NOSE GEAR COLLAPSED ON LANDING**

Location: Phoenix (DVT)

Type: Cirrus SR20

Injuries: 2 Uninjured

While landing on runway 25R, the nose gear collapsed, and the aircraft veered off the south side of the runway. The hard landing was not so hard to have resulted in damage to the landing gear. Cirrus has a known problem with nose gear failures identical to this event. The required inspections imposed by Cirrus were complied with on this aircraft. An SDR report was filed.

Pilot Information: CFI, and Student pilot. No other pilot information. Info. Source: FAA.



**Date: January 26, 2022 – INFLIGHT ENGINE FAILURE**

Location: Open field near Williams, H.A. Clark Memorial Field

Type: Beech F33A

Injuries: 1 Minor Injury

On January 26, 2022, about 1055 MST, a Beech F33A was

substantially damaged when it was involved in an accident near Williams, and the pilot sustained minor injuries. The airplane was operating as a Part 91 instructional flight. The pilot reported that he departed from H. A. Clark Memorial Field Airport, runway 36, and turned left to the west. While ascending, about 700 to 800 ft agl, the engine lost power and the pilot initiated a right turn toward the airport. The pilot stated that he realized he was unable to make it to the airport and elected to land in an open desert field. Subsequently, the airplane landed hard and struck vegetation during the landing roll. The pilot stated that he had topped off the main fuel tanks prior to the accident flight and that the fuel selector level was selected in the main tanks position. Post-accident examination of the airplane by a Federal Aviation Administration inspector revealed that left and right wings were substantially damaged.

No pilot information was available. Info. Source: NTSB, ASN



**Date: January 27, 2022 – INFLIGHT ENGINE FAILURE**

Location: Phoenix (DVT)

Type: Mooney M20C

Injuries: 1 Uninjured

The Mooney M20C made an emergency landing .25 miles short of runway 25L after declaring an emergency due to an inflight power loss.

Pilot Information: Private Pilot, no other pilot information available. Info. Source: FAA



**Date: January 29, 2022 – ROUGH RUNNING ENGINE**

Location: Phoenix (DVT)

Type: Beech Debonair (BE33)

Injuries: 2 Uninjured

On flight from Chandler to Sedona, the aircraft was about 45

miles south of Sedona when the aircraft experienced a rough running engine. It was not thought to be an emergency, but the decision was made to return to Chandler, if possible, with an alternative of Deer Valley (DVT) if the engine got worse. The engine performance decreased, and the pilot declared an emergency. The Debonair was told to expect to land on runway 7R at DVT, and the aircraft did execute a safe landing at DVT without further incident.

No pilot information available. Info. Source: FAA



**Date: February 1, 2022 – LOSS OF CONTROL LANDING**

Location: Gila Bend

Type: Cessna A185F

Injuries: 2 Uninjured

The instructional flight aircraft veered off the runway after landing causing the main landing gear to separate from the aircraft. The damage was determined to be substantial.

No pilot information was available. Info. Source: FAA, NTSB, ASN



**Date: February 9, 2022 – HARD LANDING**

Location: Buckeye

Type: Grobe G-120TP

Injuries: 2 Uninjured

The student, on an instructional flight, made a hard landing on RWY 17 at Buckeye Airport. Damage incurred will be determined after inspection of the aircraft.

Pilot Information: CFI, and Student pilot. No other pilot information.

Info. Source: FAA



## Arizona Pilot Deviations

These pilot deviations need to be examined to determine if a common threat exists that we should address to help reduce the number of deviations that occur and enhance aviation safety.

**From January 14 thru February 10** there were twenty general aviation pilot deviations recorded by the FAA SDL FSDO. These deviations were committed by student, private, commercial, CFIs, and ATPs. Of the twenty deviations made, there was a need to issue only four Brashers.

The number of pilot deviations/incursions are up this month, and as usual, some of these deviations really didn't need to happen.



**Note: A Brasher is a notice that is issued when further FAA action will be taken.**

Class Delta Airspace deviations seemed to be the predominate issue this reporting period. Pay attention to ATC instructions and follow them, and if you can't comply, tell ATC why you can't. Just don't do something without telling them. Always know what type of airspace you are flying in, or may be about to enter, and please fly with more care and forethought.

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

- Two IFR Route Deviations
- Two Class Bravo Airspace Deviations
- Nine Class Delta Airspace Deviations
- Four Runway Incursions
- Three Failure to Follow ATC Instructions

The details of the deviations this month are as follows:

## IFR ROUTE DEVIATIONS

### 1/30 Route Deviation. Falcon Field (FFZ)

ATP/CFI Pilot



The aircraft departed Falcon Field on the SACAT 3 departure and turned to a northwest bound shortly after departing. ATC immediately turned the aircraft to a south bound heading, away from the aircraft that were on final approach to Phoenix. **A Brasher was issued by the Phoenix TRACON**, and the pilot stated they had accidentally programmed the wrong waypoint as the next fix on their flight plan.

### 2/9 Route Deviation. Deer Valley (DVT)

ATP/CFI Pilot

It was a Part 135 operation. The aircraft did not fly the DVT-1 procedure as published. The aircraft flew runway heading, and the pilot did not seem to be aware there was supposed to be a left turn when contacted by ATC. There was no loss of separation.

## CLASS BRAVO AIRSPACE DEVIATION

### 1/20 Entering Both Class Bravo and Class Delta Airspace Without First Establishing Radio Contact and Approval to Enter. Scottsdale (SDL) & Phoenix (PHX)

Private Pilot.

The aircraft entered Scottsdale Class D airspace without establishing two way radio communications, and then the aircraft also entered the Phoenix Class B airspace without authorization, and flying through the departure path of multiple jets, without being on the radio frequency. Fortunately, there was no loss of separation.

### 1/30 Entering Class Bravo Airspace Without First Establishing Radio Contact. Phoenix (PHX)

Private Pilot

The aircraft was observed flying VFR on a 1200 Transponder Code, and entered the PHX Class Bravo Airspace at an altitude of 5000 ft. where the base of the Bravo airspace is 3,400 ft. The aircraft was not in communication with the PHX TRACON.

## CLASS DELTA AIRSPACE DEVIATIONS

### 1/20 Entering Delta Airspace Without First Establishing Radio Communications. Falcon Field (FFZ)

Private Pilot

The aircraft departed Chandler (CHD) after making a practice instrument approach and entered the Falcon Field (FFZ) Delta airspace flying northbound. The Falcon ATC tried to establish contact with the aircraft as it entered their airspace and continued several attempts without success. The aircraft was VFR and had been given a frequency change from CHD when it departed their airspace, but the aircraft did not establish contact with the Phoenix TRACON until they were north of Falcon Field. The aircraft passed through the FFZ airspace at the pattern altitude, and multiple other aircraft were given traffic alerts, as the airplane was in conflict with the traffic in the downwind legs of the two runways. After contacting the PHX TRACON, **the pilot was issued a Brasher**, and given the FFZ phone number to call.



### **1/25 Entering Delta Airspace Without First Establishing Radio Communications. Gateway (IWA) & Falcon Field (FFZ)**

Commercial Pilot (Alaska)

The aircraft entered the Gateway (IWA) Class D Airspace without establishing two way radio communications, and exited the airspace, and then entered the Falcon Field (FFZ) Class Delta airspace two miles north of the airport and passed thru it at 2,800 ft. without ever establishing communications. There was no loss of separation with other aircraft. The aircraft then contacted Scottsdale (SDL) ATC and landed at SDL. **Scottsdale gave the pilot a Brasher**, and also gave him the IWA and FFZ phone numbers.



### **1/28 Entering Delta Airspace Without First Establishing Radio Communications. Goodyear (GYR)**

Private Pilot (California)

The aircraft entered the Goodyear (GYR) Class D Airspace without first establishing two way radio communications. There was no loss of separation with other aircraft.

### **1/28 Entering Delta Airspace Without First Establishing Radio Communications. Deer Valley (DVT)**

Private Pilot (California)

The aircraft entered the Deer Valley (DVT) Class Delta Airspace three miles southeast of DVT without first establishing radio communications. Both the north and the south controllers attempted to establish contact without success. The aircraft proceeded westbound and exited the Class Delta airspace without further incident, and the aircraft shortly after contacted Luke RAPCON. Coordination was made between DVT and Luke to have the pilot call the DVT Tower at their final destination.

### **2/2 Entering Delta Airspace Without First Establishing Radio Communications. Chandler (CHD)**

Private Pilot

The aircraft was observed violating the Chandler (CHD) Class Delta Airspace at an altitude of 2,600 ft., and the aircraft never established radio contact with CHD. The aircraft was observed going to Falcon Field (FFZ), and FFZ was contacted and asked to issue a **Brasher warning** for the airspace violation. The pilot claimed the transponder Mode C was off and that they had crossed CHD, at or above, 3,500 ft.



### **2/2 Entering Delta Airspace Without First Establishing Radio Communications. Deer Valley (DVT)**

UNK Certification (California)

The pilot deviation was reported by the Deer Valley (DVT) ATC when the aircraft entered the DVT Class Delta Airspace after being told to remain clear. There was no loss to traffic separation.

### **2/7 Entering Delta Airspace Without First Establishing Radio Communications. Falcon Field (FFZ) & Gateway (IWA).**

ATP Pilot (Florida)

The aircraft entered the Falcon Field (FFZ) Class Delta Airspace from the northwest on a southeast heading at 3,100 feet. Both north and south tower positions attempted to establish contact with the aircraft, but calls went unanswered. The aircraft was tagged as an airspace violator on a STARS. The aircraft also went on to violate the Gateway (IWA) Class Delta Airspace while on their course. The FFZ controllers were waiting for a **Brasher** to be issued by another facility.

## **RUNWAY INCURSIONS**

### **1/16 Landing Without ATC Authorization Deer Valley (DVT)**

UNK Certification

The pilot deviation was reported by a Deer Valley controller when the aircraft landed on runway 25L without ATC authorization. This incident was initially thought to be intentional, but further investigation disclosed the event was not intentional, but pilot error, and the PIC was very cooperative with the investigation.

### **1/20 Crossed Hold Short Line Without Authorization Tucson (TUS)**

UNK Certification (Mexico)

The pilot deviation was reported by the Tucson ATC when the aircraft crossed the hold short line of runway 11L while an air carrier aircraft was on short final.

### **1/26 Taking Off Without ATC Authorization Glendale (GEU)**

Commercial Pilot

The Tower Controller cleared the aircraft to land on Runway 1. The pilot read the instructions back correctly, however the aircraft conducted a touch and go, and then asked the controller if they wanted them to make a left or right traffic pattern. The pilot attempted to make an early crosswind, and the controller instructed them to continue upwind and advised them that they were not given permission for an early crosswind. After landing on Runway 1 on the next approach, the aircraft contacted Ground Control, but taxied via Taxiway Alpha prior to GC giving them any taxi instructions. No other traffic was involved.

### **1/27 A Ground Vehicle Crossed an Active Runway Without Authorization Scottsdale (SDL)**

The Scottsdale Ground Controller observed an aircraft tug crossing Runway 21 and advised them that they were instructed to hold short of the runway.

## **FALURE TO FOLLOW ATC INSTRUCTIONS**

### **1/21 Failure to Maintain Assigned Altitude Falcon Field (FFZ)**

Student Pilot

The aircraft was told to maintain 2,000 ft. altitude on departure. However, the aircraft continued its climb above 2,000 ft., and through the path of another aircraft. The controller issued a traffic alert and told the aircraft to continue its climb above the other aircraft. Both aircraft had each other in sight, and no overflight had occurred.

### **1/25 Entered an Active Taxiway Without ATC Authorization Chandler (CHD)**

Private Pilot

The aircraft landed Runway 4R and was holding short of Runway 4L on Taxiway Lima. The Controller instructed the aircraft to cross Runway 4L on Taxiway Lima and contact Ground Control (GC). The aircraft crossed Runway 4L and continued taxiing across Taxiway Alpha, and then contacted GC. GC instructed the aircraft to stop and advised them that they were to call for taxi instructions prior to entering an active taxiway (which was Alpha). No other traffic was involved.

### **2/1 Entered an Active Taxiway Without ATC Authorization Chandler (CHD)**

Commercial/CFI Pilot

The aircraft was holding short of Runway 22R after landing on Runway 22L. The Controller instructed the aircraft to cross Runway 22R, and contact Ground Control (GC). The aircraft crossed Runway 22R and continued on across Taxiway Alpha to the ramp without ever establishing two way communication with GC and receiving taxi instructions. No other traffic was involved.

## OLD BUSINESS

Jim Timm, representing Arizona Pilots Association, stated that attendance at State Aviation Day was successful. He stated that APA is not aware of any forthcoming legislation that could be a detriment to aviation. (Jim Timm) APA display. Balloon association did have a tent and two balloons at State Aviation Day. Jacob Little (balloon community) said, that not many legislators there from the North Valley, so there wasn't an opportunity to discuss recovery options. Phil Corbel said they have always had trouble with the legislators. Balloon community needs to work with legislators. City of Phoenix is being very hard. ASAG can support safety, but we cannot politically petition on behalf of the balloonists or gliders because our charter does not allow political intervention.

Jim Timm: APA has had a continual fight with state landholders.

### **Deer Valley Mitigation**

Bob Mittelstaedt was putting together a poster to be placed in Cutter FBO (DVT), advising pilots to check the DVT1 Departure – to avoid a Brasher warning. Ty Howard (DVT Tower), Ed Faron (DVT manager) and Cary Grant met to discuss Charlie 3 / 07 Right intersection mitigation. Ed Faron is reluctant to fund additional signage that would not be non-standard. He would like it to be designated as a "Hot Spot" in the next RSAT. Hopefully, as pilots become more familiar with the runway/taxiway configuration, there will be a drop in deviations. This is on the upcoming RSAT agenda.

### **Lee Unger, SCAUWG update** (Southern California Airspace Users Working Group) <https://scauwg.org>

The February meeting was very productive with discussion of the many preparations for making the Super Bowl safe. SoCal TRACON was represented. Discussed the redesign of Class B airspace in San Diego and Los Angeles. SCAUWG is busy with noise abatement situations. San Diego project of attaining air to air practice area frequencies is underway. Lee attends their meetings.

### **Practice Area Frequency Update Cary Grant and Lee Unger**

**Lee** stated that the frequency project has stalled. Lufthansa's contract with Aviation Spectrum Resources, Inc. (ASRI) expires October 2022, and we are hopeful that the frequency will be transferred through ASRI to United Aviate. **Cary** has not had success in getting United Aviate to respond to his emails. It's an Air to Ground freq. The FCC Spectrum office has told us that we cannot expect to have more than four frequencies. We will likely need to expand the Northwest and Southwest areas to the west.

### **Marana Noise Abatement and other news about the airport – Lee Unger**

Galen Beem, Airport Superintendent, Marana Regional Airport reported to Lee Unger that the Town of Marana is updating the airport website, including adding a Link to ASAG's Marana Regional safety video. They are submitting the link to the airport website for publication in the Chart Supplement.

Lee encourages everyone attending a Runway Safety Action Team (RSAT) meeting to propose an **Action Item** to put the link to the airport website in the Chart Supplement. The website page ideally includes the From the Flight Deck video if there is one and/or any other safety information available for that airport, such as an ASAG Safety video. The best that Lee knows, the Chart Supplement will not publish a YouTube link, so anything YouTube needs to be on the airport website with the airport website link published. To get the link published in the Chart Supplement, the **airport makes an update to the 110 block of the 5010 Airport Master Record**.



### **Scott Woodworth, Pima County Sheriff Office, LASER/UAS Mitigation,**

Business as usual. Pima County has experienced 5 or six LASER strikes in 2022, 3 of those affected the Pima County Sheriff Aviation. There have been arrests, but convictions are slow. There are hefty civil fines from FAA. Reaching/educating the public is difficult.

There have been no problems with UAS.

Jim Timm, with LASER, it's not a pilot problem but it's a general public education problem. They just don't realize the damage they can do. APA will publish an article concerning what pilots can do if they experience a LASER strike; how to report it.

Craig Tompkins – Concerning LASER strikes, nothing new. Terri Wolcott has lots of pilot deviations in the Vegas area. Vegas FSDO.

**Pilots have reported 244 injuries since the FAA began recording data on laser strikes in 2010.**

**People who shine lasers at aircraft face FAA fines of up to \$11,000 per violation and up to \$30,800 for multiple laser incidents. Violators can also face criminal penalties from federal, state and local law enforcement agencies. The FAA encourages the public to [report laser strikes](#) to the FAA and local law enforcement agencies.**

### **Cary Grant, Safety Videos**

Meeting with Cary, Jim Anderson, Ed Rose and Pam (pilot rep in Sedona) met concerning the Sedona project. SEZ wants emphasize noise abatement. That is being done and we will soon be ready to release the final video.

Our next project is a video on Bravo airspace, and we will try to mitigate where the deviations are presently occurring. If you look at the Flyways on the back of the TAC chart, one needs to be very aware of the depicted Bravo base altitudes and the Class Delta altitudes.

Concerning the FAA's from the Flight Deck, video series, Joe Santoro said that Tucson, Chandler and Flagstaff are almost ready to be published/produced. The Prescott video has been available for several weeks and they have had 300 – 400 hits.

### **Banquet Recap**

Kudos to Rich Lee's presentation. Craig Tompkins said all the trophies have been distributed. Because there was no banquet, when we delivered these giant trophies, the recipients were amazed. Ty Howard, ATC communicator of the year. Jim Timm was speechless and very honored to receive Ruth Reinhold award. It was a very successful night for ASAG. Next year, hopefully, COVID will not be a factor.

## **New Business**

### **Balloons**

There is a wings seminar for balloon pilots and their medicals. What they need to know. It's an additional level of safety for balloon pilots. Lighter Than Air Outreach Series - Medical Certification for Balloon Pilots

[https://www.faasafety.gov/SPANS/event\\_details.aspx?eid=109844&caller=/SPANS/events/EventList.aspx](https://www.faasafety.gov/SPANS/event_details.aspx?eid=109844&caller=/SPANS/events/EventList.aspx)

### **Arizona Pilots Association February 2022 issue has an article about CBD products, Jim Timm**

Cannabidiol or CBD is considered a non-psychoactive compound. Many CBD products contain a variety of other substances, Moeser said, including small amounts of Tetrahydrocannabinol (THC), which is the active ingredient in marijuana responsible for the high that users experience. CBD can legally have trace amounts of THC that are not enough to cause a psychoactive response but would be sufficient to show up on a drug test, which currently can't differentiate



between THC and CBD. In spite of state laws, THC is still an illicit substance in the opinion of the federal government, and the FAA has a zero-tolerance policy regarding illicit substance use. Because drug tests can't tell the difference between THC and CBD, pilots who are suspected of using THC, accidentally through CBD use, can be subject to certificate revocation because of a positive drug test following an accident. The pilot could even jeopardize insurance coverage. Note that the FAA's application for a medical certificate requires pilots to report "any and all positive drug tests."

### **AFTW/DPE meeting**

There was a DPE meeting in February. It was very good about non towered airports. There was a lot about maintenance. Craig Tompkins and Ernie Copeland were there.

The February 2022 DPE Meeting can be watched at [https://youtu.be/aF\\_NjQ-LUa8](https://youtu.be/aF_NjQ-LUa8)

### **Falcon Field (FFZ) SACAT3 Departure, Cary Grant**

He will work with Brent Crow and the FFZ tower to see if they can improve the SACAT3 departure.

### **MOA Revisions, Cary Grant & Jim Timm**

Military in southern part of state would like to lower the MOAs floors as low as 100 feet AGL. Public comment meetings in Bagdad

**Jim Timm:** Letter dated Jan 21<sup>st</sup>. Tombstone MOA proposed to change horizontally and lower the floors to ground. They propose to have supersonic flight in these MOAs.

Comment period ends March 4. Go to <https://www.arizonaregionalairspaceeis.com/>

### **Phoenix Mesa Gateway (IWA) and Event Lighting, Craig Tompkins**

**Craig Tompkins:** There was a pilot controller meeting at Gateway IWA where they discussed a problem. Just ½ mile off the end of the runway is a new sports complex with high intensity lights. They have promised to diminish the lighting intensity. Does the FAA have any say on this? The best way to change things is to have public comments/complaints.

He knows of no noise complaints at area airports.

### **APA passport program, Jim Timm**

APA is working with university students to develop a QR. You can fly into an airport and scan the code which will give you credit for landing at that airport.

**Cary Grant suggested that we** could add onto that, and when pilots scan the code, they would get safety information, such as noise abatement at Payson (PAN). They could also get safety tips at airports like Sedona (SEZ).

### **350 Books, Cary Grant**

We received a stack of books (350) that have been sitting in Jim Anderson's hangar. A widow donated these books to ASAG. These are encyclopedias of Military Aircraft, Civilian Aircraft, etc. Her husband built a lot of models – aircraft, ships and tanks. He used these books to ensure that his models were correct. Libraries are not interested. Do you know of any org or individual interested? Could we sell the books?

**Lee Unger** suggested that the Commemorative Air Force might be interested. Luke AFB is full and so is the Library at Embry Riddle.

### **Coolidge Approach, Phil Jossi & Cary Grant**

**Phil:** There is a new RNAV (GPS) RWY 23 approach at Coolidge (Jan 27).

**Cary:** AFTW has revised Stack procedures

**Cary Grant:** A few door prizes were not claimed at the Awards virtual meeting. So, we had a virtual drawing and . . .

Sonny Durante won the Gleim online course certificates

John Cirino won the APS training, 45 min intro

Scott Woodworth won the APS training.com all access

### Upcoming Meetings:



**Cary Grant:** Copperstate is Feb 17 – 22. Check NOTAMs. Airport will not be open during the STOL Drag competition.

**Announced Arizona LRSAT:** The following meeting are the announced dates for FY22. All LRSATs are included, since we are now reaching pilots outside of Arizona who may have an interest in attending one of the meetings.

### LRSAT

Region	District	RSPM Assigned	State	Fac ID	FY 2022 RSAT DATE
AWP	TCAB	Santoro	AZ	GYR	3/23/2022
AWP	TWLA	Panahi	AZ	GCN	4/5/2022
AWP	TCAB	Santoro	AZ	SDL	4/26/2022
AWP	TWLA	Panahi	AZ	IFP	5/11/2022
AWP	TCAB	Santoro	AZ	PRC	5/18/2022
AWP	TCAB	Santoro	AZ	TUS	5/23/2022
AWP	TCAB	Santoro	AZ	RYN	6/1/2022
AWP	TCAB	Santoro	AZ	IWA	6/7/2022
AWP	TCAB	Santoro	AZ	GEU	6/8/2022
AWP	TCAB	Santoro	AZ	CHD	6/17/2022
AWP	TCAB	Santoro	AZ	FLG	6/23/2022
AWP	TCAB	Santoro	AZ	FFZ	6/30/2022
AWP	TCAB	Santoro	AZ	DVT	7/7/2022
AWP	TCAB	Santoro	AZ	PHX	7/27/2022
AWP	TWLA	Panahi	CA	EMT	1/19/2022
AWP	TWLA	Panahi	CA	SBA	2/10/2022
AWP	TWLA	Panahi	CA	RNM	2/10/2022
AWP	TWLA	Panahi	CA	WJF	3/8/2022
AWP	TWLA	Panahi	CA	VCV	3/9/2022
AWP	TWLA	Panahi	CA	BUR	3/15/2022
AWP	TWOA	Santoro	CA	APC	3/15/2022
AWP	TWOA	Santoro	CA	SCK	3/29/2022
AWP	TWOA	Santoro	CA	SMF	3/30/2022
AWP	TWOA	Santoro	CA	SJC	3/31/2022
AWP	TWLA	Panahi	CA	PSP	3/31/2022
AWP	TWOA	Santoro	CA	SAC	4/5/2022

AWP	TWLA	Panahi	CA	SBD	4/6/2022
AWP	TWLA	Panahi	CA	WHP	4/7/2022
AWP	TWLA	Panahi	CA	SAN	4/11/2022
AWP	TWOA	Santoro	CA	RHV	4/13/2022
AWP	TWOA	Santoro	CA	LVK	4/15/2022
AWP	TWOA	Santoro	CA	MOD	4/18/2022
AWP	TWLA	Panahi	CA	VNY	4/19/2022
AWP	TWOA	Santoro	CA	PAO	4/19/2022
AWP	TWLA	Panahi	CA	BFL	4/19/2022
AWP	TWLA	Santoro	CA	LGB	4/21/2022
AWP	TWOA	Santoro	CA	CIC	4/21/2022
AWP	TWOA	Santoro	CA	MRY	4/22/2022
AWP	TWLA	Panahi	CA	OXR	5/4/2022
AWP	TWLA	Panahi	CA	MHV	5/4/2022
AWP	TWLA	Panahi	CA	CMA	5/4/2022
AWP	TWLA	Panahi	CA	ONT	5/5/2022
AWP	TWOA	Santoro	CA	FAT	5/11/2022
AWP	TWOA	Santoro	CA	SFO	5/17/2022
AWP	TWLA	Panahi	CA	HHR	5/17/2022
AWP	TWLA	Panahi	CA	CNO	5/20/2022
AWP	TWLA	Panahi	CA	RAL	5/24/2022
AWP	TWOA	Santoro	CA	STS	5/25/2022
AWP	TWLA	Panahi	CA	SBP	5/31/2022
AWP	TWOA	Santoro	CA	MHR	5/31/2022
AWP	TWOA	Santoro	CA	SNS	6/1/2022
AWP	TWLA	Panahi	CA	SMX	6/6/2022
AWP	TWOA	Santoro	CA	CCR	6/16/2022
AWP	TWLA	Panahi	CA	MYF	7/18/2022
AWP	TWLA	Panahi	CA	FUL	7/20/2022
AWP	TWLA	Panahi	CA	SMO	7/21/2022
AWP	TWOA	Santoro	CA	SQL	7/28/2022
AWP	TWLA	Panahi	CA	PMD	7/28/2022
AWP	TWLA	Panahi	CA	SEE	8/5/2022
AWP	TWOA	Santoro	CA	HWD	8/16/2022
AWP	TWOA	Santoro	CA	OAK	8/17/2022
AWP	TWOA	Santoro	CA	MER	8/22/2022
AWP	TWLA	Panahi	CA	TOA	8/30/2022
AWP	TWLA	Panahi	CA	POC	9/13/2022
AWP	TWLA	Panahi	CA	SNA	9/15/2022
AWP	TWLA	Panahi	CA	SDM	
AWP	TWOA	Santoro	CA	RDD	
AWP	TWLA	Panahi	CA	LAX	
AWP	TWLA	Panahi	CA	CRQ	
AWP	TWHG	Santoro	CQ	GSN	7/12/2022
AWP	TWHG	Santoro	GU	GUM	7/13/2022
AWP	TWHG	Santoro	HI	ITO	4/5/2022

AWP	TWHG	Santoro	HI	OGG	6/16/2022
AWP	TWHG	Santoro	HI	MKK	
AWP	TWHG	Santoro	HI	LIH	
AWP	TWHG	Santoro	HI	KOA	
AWP	TWHG	Santoro	HI	HNL	
AWP	TWLA	Panahi	NV	HND	3/1/2022
AWP	TWLA	Santoro	NV	LAS	6/7/2022
AWP	TWOA	Panahi	NV	RNO	6/9/2022
AWP	TWLA	Panahi	NV	VGT	7/19/2022

**AWP Regional Runway Safety Program Managers**

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<a href="mailto:fernando.morales@faa.gov">fernando.morales@faa.gov</a>	TWLA
<a href="mailto:ramin.panahi@faa.gov">ramin.panahi@faa.gov</a>	TWOA



**Cactus Fly-In**, March 5 at Casa Grande. See <http://www.cactusflyin.org/>

**AFTW and DPE Meeting dates.** DPE meeting follows immediately after AFTW. See SPANS for ZOOM link and registration.

**AFTW Meetings:**

- **March 8, 2022, 1:00 pm, Arizona time.**
- **May 10, 2022, 1:00 pm, Arizona time**
- **July 12, 2022, 1:00 pm, Arizona time**

**Greater Southwest Maintenance Symposium – TBD**

**Bob Katz Seminar:** How to navigate a straight line.

“The shortest distance between two points - - is ALWAYS a straight line”

TRACKING a BEARING to a waypoint ... Old-School style.

February 25, (Friday) @ 7:00 pm MST

[https://www.faasafety.gov/SPANS/event\\_details.aspx?eid=110201&caller=/SPANS/events/EventList.aspx](https://www.faasafety.gov/SPANS/event_details.aspx?eid=110201&caller=/SPANS/events/EventList.aspx)

Encourage and promote From the Flight Deck Video Series and Runway Simulators.

**Meeting adjourned at 2:17**

Minutes recorded and submitted by Jim Price, ASAG Secretary  
**ASAG OFFICERS:**  
 PRESIDENT, Cary Grant  
 VICE PRESIDENT, Brian Schultz  
 SECRETARY, Jim Price  
 TREASURER, Jim Anderson