

Aviation Safety Advisory Group of Arizona

Meeting Minutes: Wednesday, November 17, 2021

Via Zoom – Virtual Meeting

Meeting called to order at 12:02 PM MST by Cary Grant.

Attendance (34)

Jim Price, Craig Tompkins (SDL FSDO / Host), James Timm, Barbara Harper, Bot Katz, Bob Mittelstaedt, Brian Roggow, Brian Stamper, Cary Grant, Don Von Flue, Davit Kitts, Edward Daror, Ernest Copeland (SDL FSDO), Frank Winger, Galen Beem (Marana Airport), *iPhone*, Jacob Little, James Manzo, Jim Anderson, Landen Jennings, Larry Steck, Lee Unger, Mike Jesch (SoCal), Paul Wegeman, Peter Troccoli, Rich Lee, Robert Petranovich, Rod Kennan, Ron Dziagwa, Scot Neville, Scott Woodworth, Sonny Durante, Tyson Howard (DVT ATM), and Alex Peña.

Business

Secretary's Report – Jim Price

Cary Grant motioned to accept the October ASAG meeting minutes (Secretary Report). There was unanimous approval. Jim will email the November 2021 minutes to the members.

Treasurers Report – Cary Grant / Jim Anderson

No financial activity in the past month. The ASAG of Arizona Balance: \$11,181.31. If interested in donating to the silent auction, or donating door prizes, please contact Jim Anderson via the ASAG website <https://asagaz.org/>. ASAG is a 501c3 organization, so all donations are tax deductible. In the past, we have had the following donations: Acrobatic flights from Chandler Air Service, balloon rides, free Flight Reviews, etc. Cary Grant motioned to accept the Treasurer Report. There was unanimous approval.

Accidents/Incident Report – Jim Timm

The following are the reports of aviation accidents, and incidents that have occurred in Arizona from mid-October thru mid-November. 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 of others and take the action necessary to prevent them from having similar accidents. This reporting period, aviation safety report is again a bit unusual in that the number of reported accidents/incidents was again down, which is good. However, the severity of one of the accidents this period was certainly not good. I hope pilots will continue to fly, and be more careful, and continue to keep the number of accidents down, and less severe. 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.

This first accident was a midair collision that was previously reported at the end of last month's report, with very minimal information. Since then, a very detailed NTSB report was released, and a summary of the report is presented.

MID-AIR COLLISION

Date: October 1, 2021

Info. Source: ASN, NTSB, APA member

Location: Chandler (CHD)

Type: Piper PA28-181 Robinson R22 Beta II

Injuries: 2 Fatal, 2 Uninjured

On October 1, 2021, about 0740 MST, a Piper PA-28-181 airplane, and a Robinson R22 helicopter, were involved in a mid-air collision near Chandler. The airplane sustained minor damage, and the helicopter was destroyed. The flight instructor, and student pilot of the Piper aircraft, were not injured. The flight instructor, and student pilot of the helicopter, were fatally injured. Both aircraft were operated as FAR Part 91 instructional flights.

Both aircraft were in parallel traffic patterns at Chandler Municipal Airport (CHD), and a review of recorded communications revealed that both aircraft were in contact with air traffic control tower personnel. The airplane was operating in a closed right traffic pattern for runway 4R and had been cleared to land. The helicopter was operating in a closed right traffic pattern for Taxiway C and had been "cleared for the option." Shortly after the airplane turned final for Runway 4R, the airplane flight instructor radioed the tower, and reported that they felt and heard a loud bang. The flight instructor believed they might have struck birds, advised the tower, and declared an emergency. He requested that tower look at the landing gear. Tower personnel confirmed they had 3 landing gear extended and again cleared them to land. During the landing flare, the flight instructor noticed the left wing continued to descend. He utilized aileron inputs to keep the wing up. After the airplane touched down, it veered left and exited the runway before it came to rest in the infield between runway 04R, and 04L.

During the same timeframe, witnesses reported a downed helicopter in the vicinity of the Chandler Airport. Shortly after, first responders identified the wreckage of the helicopter. The helicopter impacted terrain about .5 mile southwest of the approach end of runway 04R, and a post-crash fire ensued.

Recorded Automatic Dependent Surveillance-Broadcast (ADS-B) data provided by the Federal Aviation Administration (FAA), showed that the accident aircraft were operating in VFR traffic patterns at CHD. Both aircraft appeared to be on a base to final turn with the airplane making an approach to runway 04R, and the helicopter making an approach to taxiway C (parallel to and to the right of runway 04R). The data showed both aircrafts' flight paths intersected about 0740:15 at an altitude of about 1,400 ft mean sea level (MSL). A CFI and student pilot were in each aircraft. No additional pilot information was available.



LANDING ACCIDENT

Date: October 16, 2021

Info. Source: NTSB, FAA

Location: Tucson Medical Center (A37)

Type: Eurocopter AS350 B3

Injuries: 4 uninjured

The NTSB report only stated it was a Part 135 Air Medical flight, and 3 crew were uninjured, and 1 passenger was uninjured. The aircraft damage was determined to be substantial.

The FAA report stated the helicopter was landing at the Tucson Medical Center (A37), and experienced a tail rotor strike during landing, resulting in substantial damage.

No pilot information was available.



CONTROLLED FLIGHT INTO TERRAIN

Date: October 17, 2021

Info. Source: NTSB, FAA, ASN, APA Member

Location: Arivaca, AZ

Type: Rockwell 112B

Injuries: 1 Fatal

On October 17, 2021, about 1402 MST, a Rockwell International, 112B airplane was destroyed when it was involved in an accident near Three Points, Arizona. The pilot was fatally injured. The airplane was operated by the pilot as a Part 91 personal flight.

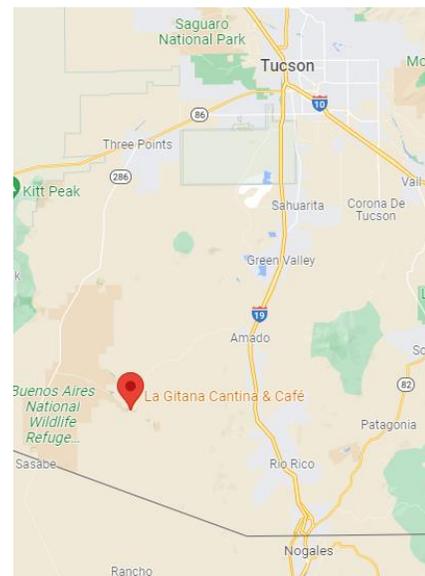
Recorded Automatic Dependent Surveillance-Broadcast (ADS-B) data provided by the Federal Aviation Administration (FAA) showed that the airplane departed from runway 24L at Ryan Field (RYN), Tucson, Arizona, about 1339 MST, ascended to 4,500 ft mean sea level (msl) and traveled southwest for about 5 minutes before conducting multiple 180 degree turns over a road. The data showed the airplane continue to the southwest before making a wide right turn followed by a left turn. The data showed 2 lazy-eight type maneuvers before heading southwest. The data showed that the airplane's airspeed slowed to about 50 mph and entered a descending left turn. The airplane continued in a descending left turn until ADS-B contact was lost at 1402 MST, at an altitude of 3,250 ft msl (250 ft AGL).

Concerned friends of the pilot contacted local authorities after the airplane was overdue at its planned destination. Later that evening, the airplane wreckage was found by local law enforcement.

A friend of the pilot reported that the pilot was preparing for an upcoming biannual flight review scheduled for the following week.

A post-accident examination of the accident site revealed that the airplane impacted terrain in a flat, wings level attitude. The airplane remained mostly intact but was consumed by postimpact fire. Broken plexiglass surrounded the main wreckage. All of the airplane's flight controls were found at the accident site and flight control cable continuity was established to the cabin area.

The pilot held a Private Pilot certificate, and no other pilot information was available.



INFLIGHT ENGINE FAILURE

Date: October 22, 2021

Info. Source: FAA

Location: Gila River Indian Reservation

Type: CESSNA 206

Injuries: 1 Uninjured

Subsequent to an inflight engine failure, the pilot made a landing on a road on the Gila River Indian Reservation. Any damage incurred was unavailable.

The pilot held a Private Pilot certificate, and no other pilot information was available.



GEAR UP LANDING

Date: October 27, 2021

Info. Source: FAA

Location: Springerville (JTC)

Type: Rockwell 112TC

Injuries: 1 Uninjured

The Rockwell 112TC made a gear up landing on runway 3, Springerville Airport.

The extent of damage was unknown.

The pilot held a Private Pilot certificate, and no other pilot information was available.



TETHER CAUGHT IN ROTOR

Date: November 10, 2021

Info. Source: FAA

Location: Eloy (E60)

Type: Bell B-407 Helicopter

Injuries: 1 Uninjured

The Bell B-407 skid caught a paraglider tether, which then got wound up on the rotor. The helicopter made a forced landing in the desert, eight miles east-southeast of E60. There was minor damage to the skid. No pilot information was available.



Pilot Deviation Report – Jim Timm

BRAVO AIRSPACE DEVIATION & DEER VALLEY (DVT) RUNWAY INCURSION

10/27. Entered Bravo Airspace Without Authorization, and Other Deviations

Private Pilot.

Location: Phoenix Area and DVT **BRASHER**

Air Traffic Control indicated the pilot may have violated the Luke Air Force Base SATR, the Phoenix Class Bravo Airspace, and a hold short instruction at Deer Valley (DVT). The Piper aircraft had landed on runway 25L, and the controller instructed a Cessna to line up and wait on runway 25L at taxiway Charlie 11 for an intersection takeoff. The controller instructed the Piper to turn Left and contact Ground control as it approached taxiway Charlie 7. The read back was correct and the Piper turned off at Taxiway Charlie 7 and the controller issued a takeoff clearance to the Cessna that was holding. The Piper then stopped approximately 100 feet from the runway edge, and about 50 feet short of the runway hold short line. Ground Control attempted to contact the Piper twice without success and the tower controller again told the Piper to contact Ground Control. The Piper then contacted Ground Control and Ground Control instructed the Piper to taxi straight into the ramp and advised them of a possible pilot deviation.

CHARLIE AIRSPACE, RUNWAY INCURSION & OTHER DEVIATIONS

10/14. Private Pilot

Location: Tucson Area and TUS **BRASHER**

Initially the Cessna had only a primary RADAR tag, and it was becoming a conflict with an inbound Regional Jet on an extended final for runway 29R at Tucson International Airport (TUS). The TUS TRACON was able to contact the Cessna and got a callsign on the RADAR primary tag. The TRACON stated the pilot was very disoriented and was looking for the area of San Manuel. The TRACON asked if they could keep the pilot on their frequency and issue a landing clearance relayed from the TUS Tower, due to the pilot having

complications. The request was approved.

As the Cessna was on short final for runway 29R, an aircraft on taxiway A17 asked the tower what runway the Cessna was lined up for, because it appeared that he was lined up for taxiway Alpha. About the same time, the TRACON had zoomed in their RADAR scope and noticed that the Cessna appeared to be north of 29R and asked if he was lined up ok. The tower controller had binoculars and the light gun out and said the Cessna was too high to tell what surface he was landing on until he was near taxiway A15. Upon recognizing that the Cessna was lined up for the wrong surface, the controller called Approach via the intercom and instructed them to send the aircraft around. The Cessna went around, and didn't overfly any aircraft. The Cessna was less than 50 feet from landing on Taxiway Alpha before he complied. The closest taxiing aircraft to the Cessna on Alpha was a Commuter Aircraft about 2,500 feet down the taxiway followed by a B-737 Air Carrier. Less than an hour later, the Cessna called TUS Ground Control for taxi instructions outbound. He was asked to call the Tower for **Brasher** information. The pilot stated he did not have a working phone nor access to his pilot certificate number, however, he did give his name, phone number and address over the frequency. The Cessna pilot then struggled with his taxi route enough that instructor pilots from local flight schools were calling the tower with concern. A tower controller called the Tucson Airport Authority and asked for an escort to the runway.

After further discussion, the Tower determined it wanted to validate the pilot's information, and asked him to turn off his aircraft and provide his pilot's license to the Airport Authority vehicle that was escorting him. The Tower also called dispatch and asked for Airport Police to check on the pilot's health and wellness.

At 7:15 pm, the Airport Police called and provided the pilot's pilot certificate number, and the officer also stated they were "on the fence" on his health and wellness. The pilot had told the officer that he was not comfortable flying at night, and he was considering parking the aircraft for the night. The tower told the officer that they thought it was a better if the pilot did not leave that night. The officer was going to call the tower back when they had completed their assessment. Later the police called the tower and stated the pilot did not want to depart that night, and the tower arranged for the Cessna to be escorted to parking.

DELTA AIRSPACE DEVIATIONS

10/10. Entering Delta Airspace without First Establishing Radio Communications.

Commercial/CFI Pilot

Location: Deer Valley (DVT) BRASHER

The aircraft entered the Deer Valley Airport (DVT) Class Delta Airspace from the southwest at an indicated altitude of 2400 MSL in a continued climb northbound, and the pilot did not establish communication with DVT. The DVT south controller attempted to establish communication without success. The aircraft was tagged on radar by the PHX TRACON.

The DVT south controller called the TRACON to verify that communication with them was established and advised the TRACON to issue a **Brasher** warning, due to the class delta violation. There were no conflicts with other aircraft or loss of separation.

10/15. Entering Delta Airspace Without First Establishing Radio Communications.

Private Pilot

Location: Deer Valley (DVT) BRASHER

The aircraft was observed entering the Deer Valley Airport (DVT) Class Delta Airspace from the northwest along the I-17 freeway southbound. The DVT south controller attempted contact on all control positions, and the aircraft did not provide a transponder ident. When prompted. At 2-3 miles west of the DVT airspace, the aircraft was observed turning southwest towards Glendale Airport (GEU). PHX and GEU were informed, and GEU notified DVT that they were in contact with the aircraft, and they would issue a **Brasher**.

The pilot called the DVT tower and provided a name and phone number.

10/29. Entering Delta Airspace Without First Establishing Radio Communications.

Private Pilot

Location: Chandler (CHD) BRASHER

The westbound aircraft was overflying the US60 highway along the edge of the Chandler Airport (CHD) airspace and then began a southwesterly heading, entering the CHD Delta Airspace by two miles. Multiple aircraft in the CHD downwind had to be given instructions to avoid the aircraft. A **Brasher** was issued to the pilot by the CHD tower.

RUNWAY INCURSION

10/14. Departing Without a Clearance

Commercial/CFI Pilot

Location: Prescott (PRC) BRASHER

The helicopter was instructed by ground control to hold on runway 12 for an aircraft departure to the east. The helicopter departed runway 12 without a clearance. The helicopter contacted the tower approximately 2 miles east of the field and requested a climb. The tower asked the helicopter to state their position. After the helicopter informed the controller of their position the tower controller realized what happened and issued a **Brasher** warning.

RESTRICTED AIRSPACE INCURSION

10/22. Flew into Restricted Airspace Without Approval

Private Pilot

Location: Southern Arizona BRASHER

The aircraft was westbound at 6,500 feet, VFR. At 2307Z. Albuquerque Center asked the aircraft if he was aware of the restricted area at his 12 o'clock and 25 miles. The pilot responded, "We are aware, and we will go around it."

At 2318Z, Albuquerque Center observed the aircraft entering the restricted area R2308B and attempted to vector the aircraft away. The aircraft had violated active restricted areas R2308B R2308C and a **Brasher** was issued. When the pilot called the facility, he stated that he was well aware of the restricted airspace and believed that he had programmed the autopilot to miss the area.

OLD BUSINESS

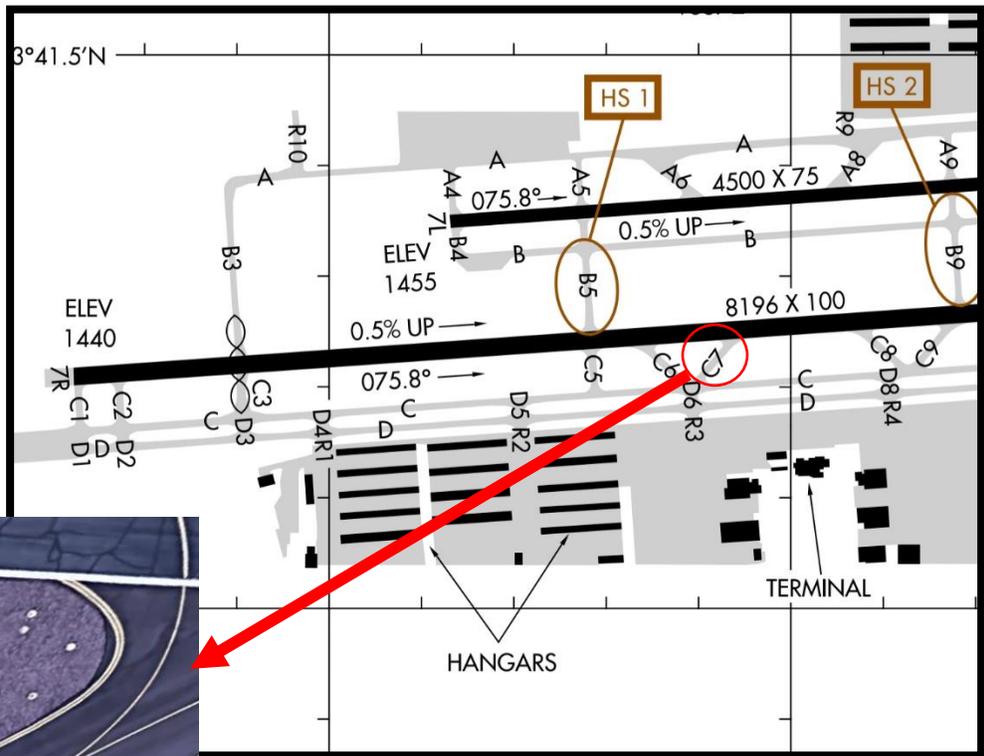
DVT Deviation Mitigation – Tyler Howard, Rob Petranovich, Bob Mittelstaedt, and Cary Grant

Ty Howard (DVT ATM): What is a Brasher? It depends on the culture. If an enroute controller notices a loss of separation or altitude deviation, the decision of whether to issue a Brasher can be managed internally.

However, if a pilot violates a Class Delta, even if there is NO conflict with another aircraft, the tower controller no latitude. A Brasher will always be issued.

Robert Petranovich (DVT Tower): When safety is compromised, that's when we need to take that next step and issue a Brasher. Once we do that, we are hoping that Education will take hold and the pilot can understand what took place.

Cary Grant: Many of our deviations happen to out-of-area pilots; pilots unfamiliar with DVT. One pilot cleared the runway but failed to cross the dashed line (clear the runway) at Charlie 7 onto taxiway Charlie. There is a similar problem at Charlie 3.



Grant, continued: When SDL was closed, we had rash of DVT1 departure deviations. Where and how can we help the pilots understand?

Mike Jesch: In SoCal we had a pilot who busted the Class Delta and argued with the controller on the radio. He received a Brasher warning. The pilot called the given number. A recording of the on-radio argument ended up on the internet. Now, it's public.

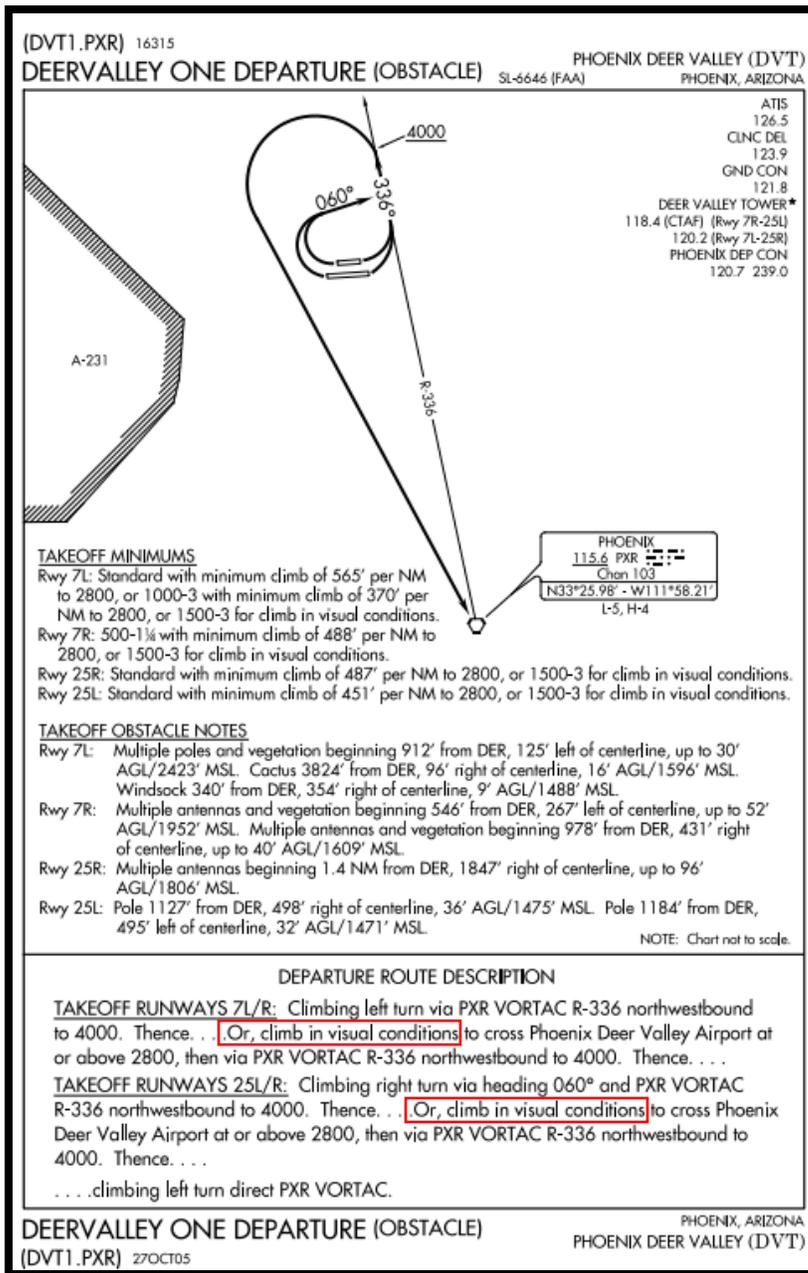
Ty Howard: When people are caught, they get defensive. All we are doing is collecting information and hoping that [the remedial training] will be a

learning situation. The Class D violation is a mandatory report. If we don't report, we get in trouble. What is happening to the pilots? We don't know. It goes to the FSDO and they determine what will happen. Call the tower and it's a simple conversation.

Mike Jesch: I have done remedial training. I taught the pilot using the Wings lesson on airport operations. He completed the remedial training, and I entered the training in his logbook. He showed the FSDO inspector his logbook and because the education was accomplished, the inspector was happy. He was free to go about his life as a pilot.

Cary Grant: We're getting into compliance policy. FSDO prefers education rather than a litigation path.

Mike Jesch: Get in touch with AOPA and or EAA. They have great programs. We need to educate all pilots rather than just the locals.



Bob Mittelstaedt: Reference the DVT1 Departure (OBSTACLE), the procedure verbiage is confusing. If you follow the diagram, it is easy. This is a charting problem. You have to take out the place where it reads, "Or, climb in visual conditions . . ." The Deer Valley Pilots Association has a video at <https://www.dvtpilot.com/>. We need to get Flying Magazine or AOPA to highlight this procedure because it is a confusing departure. The diagram and your actions need to agree with the words. The Charlie 3 hold line is another matter. We need to locally promote this safety issue.

The Deer Valley Pilots Association had a semiannual pancake breakfast and Ty Howard did a great job educating the group about the tower and separation. The FAA needs to talk with the pilots more frequently.

Ty Howard: You just cannot fly the "Or, climb in visual conditions" (VCOA) unless you ask DVT tower for approval. Otherwise, you must fly the DVT1, (a lousy procedure). You can't just fly south towards the Bravo. The DVT1 requires a left turn when you are 400' AGL. That is difficult in a high-performance aircraft. With proximity tools and new forms of data that we are collecting, we can take this ammunition go to the people that can help us. We need a new SID. They can start the process to change the DVT1. Because of environmental issues, it is probably a 2-year process. The Charlie 3 issue is over a year old.

Mike Jesch: We need to start the education process with the Flight Instructor Refresher Course (FIRC) and CFI training.

Lee Unger: We need a link to the DVT airport website in the Chart Supplement. Status? Both Deer Valley managers thought that the link was in the Chart Supplement. They will follow up.

Cary Grant: Generally, pilots will contact or visit the FBO before heading out, especially if they are out-of-valley pilots. Posters with DVT1 information on the wall could be helpful. We'll work on getting this done.

SCAUWG (Southern California Airspace Users Working Group) <https://scauwg.org/> – Lee Unger

Lee Unger: SCAUWG meets the 2nd Tues of the month. Often, before the meeting, a presentation is open to the public.

Mike Jesch: For those who fly IFR in SoCal, if you have Tower Enroute Control or "Tech Routes" that you can't figure out, contact me. None were designed with RNAV fixes and they are out of date. If you or your students, go to the SCAUWG.org website, you will find a lot of good information.

Cary Grant: The SCAUWG.org link is on the ASAG website, <https://asagaz.org/>. Ron Berinstein CFII is the SCAUWG Director / Webmaster.

Laser / UAS Mitigation – Cary Grant

Phoenix PD Officer Tim Clark has retired. Currently, he is getting some Part 135 Medivac experience in Springerville, AZ. Cary has sent a message to Phoenix PD, asking for a replacement. So far, Phoenix PD has not responded.

If you experience a Laser strike, report it right away to ATC and ASAP to FAA.gov at <https://www.faa.gov/aircraft/safety/report/laserinfo/>.

UAS violations are still a problem. If you experience a UAS problem/conflict, report it right away.

Video Project Update – Video Working Group – Jim Anderson

One video is complete (AVQ) and we are wrapping up the next project. The next working group meeting is scheduled for Feb 23, 2022.

Practice Area Frequency – Lee Unger, Cary Grant and Craig Tompkins

Lee Unger: Practice area frequency project is progressing smoothly. Our workgroup, consisting of Cary Grant, Jim Anderson, Brian Stamper and Lee Unger, is moving toward requesting the waiver.

Craig Tompkins: The draft is coming soon.

Cary Grant: Submitting a waiver to the FCC for four frequencies. It is based off PHX's extended centerlines. (4 quadrants instead of 2 quadrants). These frequencies will not be altitude restricted.

Banquet Update

Cary Grant: Brian Schultz, ASAG Vice President, is working on the Banquet menu.

We need to decide on a guest speaker.

Barbara Harper – has been working on a guest speaker from Pima Air Museum. Additionally, Rich Lee has offered to speak. Here is Rich's story:

Super Bowl XXX (1996) was played at Arizona State Stadium. During the half time show, flying a helicopter, Rich picked up singer Diana Ross on the 50-yard line. His presentation is about Risk Mitigation, coordination and planning; most of all, safety. Despite all the planning, there were things that went right and things that went wrong. Scottsdale FSDO, Washington D.C. and OKC FAA were involved in planning. Super Bowl XXX half time show is on YouTube. <https://www.youtube.com/watch?v=AHohGSKfgQ0> (Helicopter appearance starts at 1:36).

Jim Anderson: Rich's story is unique and interesting. He has a video of the Super Bowl landing and a slide presentation (PowerPoint). Rich's story may appeal to a wide audience.

Cary Grant: The ASU Polytechnic Cooley Ballroom is a great venue for this presentation.

Group vote: Jim Anderson proposed that Rich Lee be the Banquet speaker. The proposal was seconded. ASAG will accept Rich Lee's offer to speak at the 29 January ASAG Banquet. Rich will provide a bio and picture to Jim Anderson.

Balloon Pilot Updates – Cary Grant

A Balloon seminar was held on November 16. Chandler and Falcon tower controllers talked about their operations. Pilots were urged to communicate with tower before launching. Most balloon flight durations are 1 hour. Balloon activity increases in winter.

General Aviation Awards – Cary Grant & Ernie Copeland

Cary Grant: We have nominations for some awards.

Ernie Copeland: Tucson has submitted nominations for FAA Safety Rep and A&P. Tucson will submit a nomination for Brian Stamper, FAAS Team Representative of the Year.

Cary Grant: Still un-nominated are CFI of the Year, FAAS Team Rep of the year, and Maintenance Technician, (includes both mechanics and avionics) – The deadline for nominations is Nov 30. Nominations must be Submitted via <http://www.generalaviationawards.com/> After nominating, notify Ernie Copeland, Ernest.R.Copeland@faa.gov and Craig Tompkins, Craig.Tompkins@faa.gov that a nomination has been submitted.

Nominations for Airport of the year and ATC Communicator of the Year can be sent to Crag Tompkins, SDL FSDO. The deadline for submission is 31 Dec 2021.

Future Meetings

CFI Open Forum – Virtual - Wed. Nov.17, 2021, 6:00 PM Arizona (01:00 GMT)

https://www.faasafety.gov/SPANS/event_details.aspx?eid=108797&caller=/SPANS/events/EventList.aspx

Speakers are Cary Grant and Jim Anderson

Agenda - *TSA Recurrent Training - Certificate of Completion will be provided.

Next ASAG, Wednesday, 15 December at 12:00 pm

Below are the upcoming Runway Safety Action Team (RSAT) dates. There will be a Pilot controller forum 30 – 45 days prior to the RSAT meeting.

Region	District	RSPM Assigned	Fac ID	Facility	State	FY 2022 RSAT DATE	COMMENTS
AWP	TCAB	Santoro	GYR	Goodyear ATCT	AZ	3/23/2022	
AWP	TWLA	Morales	IFP	Bullhead City FCT	AZ	5/11/2022	
AWP	TCAB	Santoro	RYN	Ryan ATCT	AZ	6/1/2022	
AWP	TCAB	Santoro	IWA	Phoenix-Mesa Gateway ATCT	AZ	6/7/2022	
AWP	TCAB	Santoro	CHD	Chandler ATCT	AZ	6/17/2022	
AWP	TCAB	Santoro	DVT	Deer Valley Tower	AZ	7/7/2022	

The next AFTW meeting will be Jan 11, 2022, at 11:00 am. A DPE meeting will follow.

AFTW / DPE Meeting Date & Time:

- Nov 9, 2021, 01:00 PM (Arizona) – DPE meeting follows immediately
- Jan 11, 2022, 01:00 PM (Arizona) – DPE meeting follows immediately
- Mar 8, 2022, 01:00 PM (Arizona) – DPE meeting follows immediately
- May 10, 2022, 01:00 PM (Arizona) – DPE meeting follows immediately
- Jul 12, 2022, 01:00 PM (Arizona) – DPE meeting follows immediately

Bob KATZ: CFIT – Nov 22 (Monday) at 6:00 pm MST. “The Greatest Scourge in Aviation

Controlled Flight into Terrain -- How, Why and What to do to prevent it from ever happening again.”

Monday, November 22nd @ 6 pm MST.

This meeting will review the Thanksgiving Superstition Mountain accident that happened 10 years ago on Thanksgiving eve, (November 23, 2011). They will plan the entire flight as if everyone in the audience is PIC of the airplane. Hopefully, we can come up with different aeronautical decisions. Here is the SPANS link:

https://www.faasafety.gov/SPANS/event_details.aspx?eid=108398&caller=/SPANS/events/EventList.aspx



Meeting Adjourned at 2:01 pm

Minutes recorded and submitted by Jim Price, ASAG Secretary

ASAG OFFICERS:

PRESIDENT, Cary Grant

VICE PRESIDENT, Brian Schultz

SECRETARY, Jim Price

TREASURER, Jim Anderson