

Aviation Safety Advisory Group of Arizona

Meeting Minutes: October 20, 2021

Via Zoom – Virtual Meeting

Meeting called to order at 12:00 PM MST by Cary Grant.

Attendance (37)

James Price, Craig Tompkins (Scottsdale FSDO), Cary Grant, Ed Daror, James Timm, Alexander Kocksch, Barbara Harper, Barbara Hempel, Bob Katz, Brian Stamper, Charles Folk, Chris Henrichsen, David Kitts, Frank Winger, Garrett Demshar, Hannah Rooney, Henry Skinner, James Manzo, Joe Husband, John Winger, Landen Jennings, Larry Steck, Lee Unger, Matt Lehti, Mike Jesch, Neil Vien, Paul Rowley, Paul Wegeman, Phillip Jossi, Rick Whitaker, Scott Appleman, Scott Woodworth (Pima County Sheriff's Dept), Sonny Durante, Terri Wolcott (Las Vegas FSD), Thomas Palen, Thomas Chauncey, and Tony Gilbert.

Business

Secretary's Report – Jim Price

Cary Grant made a motion to accept the Secretary Report. There was unanimous approval. Jim will email October 2021 minutes to the members.

Treasurers Report – Cary Grant for Jim Anderson

No financial activity in the past month. The **ASAG of Arizona Balance is still: \$11,181.31**

Cary Grant made a motion to accept the Treasurer Report. There was unanimous approval.

Accidents/Incident Report – Jim Timm

Accidents

The following are the reports of aviation accidents, and incidents that have occurred in Arizona from mid-September thru mid-October. 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 is still significantly down, which is good. However, the nature, and severity of some of the accidents that had occurred this period was certainly not good. I hope pilots are still continuing to fly, but are going to 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 reported at the end of last month's report with very minimal information. Since then, a very detailed NTSB report was released, and a synopsis of the report is presented. Also, more detailed information will be provided next month on the last accident in this report. At the time this report was prepared, few accurate details were available.

Date: September 12, 2021. CRASHED SHORTLY AFTER TAKEOFF

Info. Source: ASN, FAA, NTSB

Location: Lake Havasu

Type: Cessna 177RG

Injuries: 1 Fatality



The pilot was planning on making a long cross-country to Reno, Nevada in the next several days and the purpose of the accident trip was for him to get fuel at Lake Havasu for the flight to Reno. The airplane was based at Eagle Airpark in Bullhead City. The pilot landed at Lake Havasu about 1545 and purchased 24.8 gallons of fuel at the self-serve fuel tank which presumably topped-off the fuel tanks to full fuel onboard as he had intended for the anticipated trip. Based on video, and audio recordings, flight track info, ADS-B data, and witnesses reports, the airplane was observed to takeoff down the runway at a slow groundspeed and noted that the engine sounded rough as though it was only making partial power. The airplane did not climb as expected and veered to the right of the centerline reaching 100-150 feet AGL. The ADS-B data shows the airplane accelerating down the runway up to a derived airspeed of 65 kts. The airplane then pitched up to a nose-high attitude and made an aggressive left bank consistent with the pilot attempting to make a 180-degree turn back to the runway. Witnesses observed the airplane's wingspan turn nearly perpendicular to the horizon and then stall with the left wing dropping toward the terrain. At an undetermined time during the takeoff, the pilot made a transmission on the airport common frequency where he stated, "Lake Havasu traffic, Cardinal 2085Q making a uh..." The next transmission was less than a second and all that could be heard is a high-pitch tone akin to a stall-warning horn. The accident site was located in the desert terrain about 830 ft from the end of runway 14 at an elevation of 790 feet msl. In character, the terrain was composed of dry, soft dirt with sparse brush, and the wreckage was found distributed over a 200 ft distance. The main wreckage consisted of a majority of the airframe and engine, which had been consumed by fire with the exception of the right wing. As part of the post-accident examination, a majority of the engine and its respective components were completely disassembled, and significant wear, broken piston rings, scuffing, spalling, pitting, and galling of parts was noted. Pilot held a Private Pilots certificate. No other pilot information was available.

Date: September 21, 2021. **TYPE OF ACCIDENT UNSPECIFIED**

Info. Source: FAA

Location: Ak Chin

Type: Swearingen SX300 Experimental

Injuries: 1 Serious Injury

Very little information was available for the accident except for the date and location. The extent of damage was termed "unknown". No pilot information was available.



Date: September 22, 2021. **CONTROLLED FLIGHT INTO TERRAIN**

Info. Source: ASN, NTSB

Location: Page

Type: Piper PA28R-200

Injuries: 1 Fatal, 1 Serious Injury

Automatic Dependent Surveillance Broadcast (ADS-B) data obtained from the Federal Aviation Administration (FAA) captured the airplane's climb out of its departure airport in San Martin, California to a cruise altitude of about 12,000 ft msl, and a subsequent turn to the south. Later, at about 30 nm west of Page Municipal Airport (PGA), the final ADS-B data point was captured when the airplane was 200 ft AGL and about 0.5 nm northwest of the accident site. The airplane was located about 11 nm west of PGA on a mesa at an elevation of about 6,150 ft msl. The airplane came to rest at a level attitude, and the first point of impact (FPI) was identified by a 12-foot-tall Juniper tree and several broken tree branches. A debris path was marked by parallel ground scars that began about 20 ft forward of the FPI. The outboard right stabilator was located on the left side of the debris path. The main wreckage marked the end of the debris path and was located 62 ft beyond the FPI. The nose and main landing gear had collapsed, and the fuselage was flush with the ground. Both wings remained attached to the fuselage; the left wing displayed a large compression wrinkle about midspan at the leading edge and the top skin. The inboard section of the right wing exhibited compression wrinkles about midspan. Both wings were punctured inboard above the right and left main landing gear. The cowling and engine were displaced slightly downward, and the engine had separated from the upper mounts. The three propeller blades were damaged and remained attached to the engine at the propeller hub. All major structures were accounted for at the accident site. No pilot information was available.



Date: September 22, 2021. **ENGINE FAILURE**

Info. Source: FAA

Location: Benson (E95)

Type: Piper PA28-140

Injuries: 1 Uninjured

While doing solo student flight training, the pilot reported the aircraft took longer to takeoff and was feeling ‘sluggish’. The pilot attempted to return to the airport but was forced to make an off-airport landing in desert brush one mile north of E95 airport. The aircraft sustained a flat tire, prop strike, dented leading edge of the left wing, and was leaking fuel from the engine compartment. Student Pilot, no additional pilot information available.



Date: September 24, 2021. **ENGINE ISSUE**

Info. Source: FAA

Location: Prescott

Type: Robinson R44

Injuries: Number Unknown, And Were Uninjured

Due to an engine issue, the helicopter made an emergency landing on a local golf course without incident or damage. No pilot information was available.



Date: September 30, 2021. **UNKNOWN CIRCUMSTANCES**

Info. Source: NTSB, FAA

Location: Phoenix (DVT)

Type: Robinson R44 II

Injuries: 1 Minor Injury

The NTSB only indicated the date, and time, and location of the accident, number of persons, and injuries, and that substantial damage to the helicopter had occurred. The FAA also indicated the helicopter had departed from Scottsdale. The FAA report indicated the R44 had crashed under unknown circumstances in a desert training area northeast of DVT. No pilot information was available.



Date: October 1, 2021. **MID AIR COLLISION**

Info. Source: ASN, NTSB, APA member

Location: Chandler

Type: Piper PA28-181 Robinson R22 Beta II

Injuries: 2 Fatal, 2 Uninjured

A Piper PA-28-181 Archer II experienced a midair collision with a Robinson R22 Beta II over Chandler Municipal Airport (CHD). The two people onboard the helicopter were fatally injured and the Robinson R22 was destroyed in the midair collision and post impact fire. The Piper made a successful emergency landing without the left main landing gear, which was located next to the helicopter's wreckage. The instructor, and student in the Piper aircraft were uninjured. The Piper landed on RWY 4R & the helicopter was landing on the Taxiway south of the RWY. No pilot information was available.



Pilot Deviation Report – Jim Timm

Note: The “Brasher Warning or Notification,” is intended to provide the involved flight crew with an opportunity to make note of the occurrence and collect their thoughts for future coordination with Flight Standards regarding enforcement actions or operator training. It is issued when further FAA action is needed.

From September 10 thru October 14, 2021, there were twelve general aviation pilot deviations recorded by the FAA SDL FSDO. These deviations were committed by Military, private, commercial, CFIs, and ATPs. Of the twelve deviations made, there was a need to issue four Brashers. Note: A Brasher is a notice that is issued when further FAA action will be taken.

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

- One Military IFR - Route Deviation,
- One IFR Operational Deviation,
- Three Class Delta Airspace Deviations,
- Seven Runway Incursion Deviations.

Unfortunately, there appeared to be an excessive number of runway incursions committed this month. In several cases, the pilots didn't seem to understand what the runway hold short lines meant. The details of the deviations this month are as follows:

IFR MILITARY (1)

9/20 IFR - Route

Military Pilot

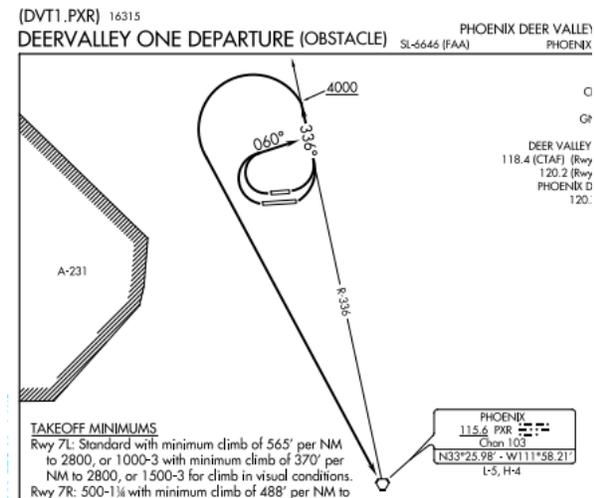
A flight of three F-16's were northwest bound and climbing to 16,000 feet. At 2230z, Albuquerque Center cleared the flight of F-16's to turn right 30 degrees for traffic. The lead aircraft read back the clearance correctly. At 2231Z, Center had not seen a turn yet, and cleared the flight of F-16's to fly a heading of 350° and expedite the turn. At 2232Z, the flight of F-16's had still not started a turn, so Center issued a 010-degree heading, but not before a loss of separation had resulted with an air carrier who was descending into Tucson. The flight of three F-16's did not comply with ATC instructions, and a **Brasher was issued**. The flight Lead called the facility later and stated that he was offline and had number 3 listening. Number 3 was trying to contact the Lead on the second radio, but it was not coming through clearly.

IFR OPERATIONS (1)

9/24 IFR Route

Commercial Pilot Deer Valley (DVT)

An aircraft departing DVT was cleared for the DVT1 Departure. The aircraft should have departed and turned north to join the PXR 336 radial, but instead, turned southbound direct to the PXR VOR. The Aircraft was **issued a Brasher warning** by the PHX TRACON.



DELTA AIRSPACE DEVIATIONS (3)

9/10 Entering Delta Airspace Without First Establishing Radio Communications.

Commercial/CFI Pilot, Deer Valley (DVT)

The pilot deviation was reported by the DVT Tower when the aircraft entered the DVT Class Delta Airspace prior to establishing two-way radio communications.

9/29 Entering Delta Airspace Without First Establishing Radio Communications.

Private Pilot, Falcon Field (FFZ)/Chandler Muni (CHD)

The aircraft appeared to come from Chandler (CHD) and transitioned the Falcon Field (FFZ) Class Delta Airspace in the vicinity of Wagon Wheel, and to the northeast. The Falcon Tower called the Chandler Tower, and the Chandler controller said they were familiar with the aircraft, but they were not talking to the aircraft. The aircraft later called Falcon Tower from the north for a touch, and go, and return to Chandler CHD. A **Brasher was given on its departure to CHD**.

9/30 Entering Delta Airspace Without First Establishing Radio Communications.

Commercial Pilot, Deer Valley (DVT) (The pilot had a history of several interactions with the FSDO, including an enforcement action.)

The King Air was flying IFR, and receiving ATC services from the PHX TRACON, and was observed to be entering the DVT Class Delta Airspace without having first established two-way radio communication with DVT. The DVT north, and south controllers both attempted to contact the aircraft multiple times without success. Once the aircraft turned final, the tower personnel directed a green light gun signal to the aircraft to signal, cleared to land. The aircraft landed, and upon exiting the runway, contacted Ground Control, who then **issued the Brasher notice**. No other aircraft were impacted during this event.

RUNWAY INCURSIONS (7)

9/16 Attempting to Takeoff Without Instructions

Commercial/CFI Pilot, Falcon Field (FFZ)

An aircraft attempted to depart without a takeoff clearance while another aircraft was cleared to cross the same runway. The tower controller had instructed Aircraft #1 to line up and wait on the runway and the pilot read the instruction back correctly. The tower then instructed aircraft #2 to cross the runway mid field, and when the controller scanned the runway, he noticed aircraft #1 had started a departure roll, and the controller immediately instructed aircraft #1 to hold position, and the controller then also instructed aircraft #2 to hold position. Aircraft #2 stopped but was approximately 10 feet past the hold short line. Aircraft #1 was then instructed to exit the runway.

9/18 Aircraft Entered the Runway Without ATC Authorization

Private Pilot, Deer Valley (DVT)

A Cessna entered the runway without ATC authorization while a Piper was on short final. The Cessna was instructed by Ground Control to hold short of the runway at a specific taxiway, and the read back of the instruction was correct. The Cessna was observed to be moving towards the runway and did not look as though they would stop short of the hold lines. Ground Control instructed the Cessna to hold position and instructed them to stop. The Cessna stopped but was across the hold short markings. The Controller issued a go around to the Piper inside a 1/4 mile final. The go around was executed prior to the threshold and the Piper did not overfly the Cessna.

9/23 Aircraft Entered the Runway Without Authorization

Private Pilot, Falcon Field (FFZ)

The aircraft crossed the hold short line of the runway without ATC authorization. The aircraft was holding in the run-up area, and advised Ground Control that their run-up was complete, and Ground Control instructed the aircraft to taxi via a specific taxiway to the active runway, and the read back was correct. The aircraft taxied to the runway and taxied across the hold short line of the runway. Ground Control instructed them to hold position and contact the Tower. The Tower asked the aircraft if they were ready for departure and cleared them for takeoff. No other traffic was involved.

9/25 Aircraft Entered the Runway Without Authorization

Commercial Pilot, Deer Valley (DVT)

The Beechcraft had crossed the hold short line for the runway without ATC authorization while a Cessna was short final. Ground Control had taxied the Beech to the runway for an intersection departure and the pilot read back was correct. The Beech advised Ground Control that they had gone approximately 4 feet past the runway hold short line at the runway intersection due to a brake issue. Ground Control instructed the Beechcraft to hold position and contact the Tower. The Tower issued a go around to the Cessna who was on short final. The go around was issued and acknowledged prior to the threshold.

10/3 Aircraft Entered the Runway Without Authorization

ATP, Falcon Field (FFZ)

The Piper crossed the hold short line of runway without ATC authorization while another aircraft was landing. The Piper called the Tower and advised they were holding short of the runway and were awaiting release. The Tower instructed the Piper to hold short. The Piper asked the Tower if they would be going before a Challenger that was also holding short of the runway, and the Tower advised that they would be going first unless approach control wanted it different. The Piper advised the Tower that they were going to go over to an adjacent parallel taxiway so they wouldn't get blown away by the Challenger. As the landing aircraft was crossing the threshold, the Piper called the tower, and said they were holding short of the runway. The Piper had crossed the hold short line of the runway on the adjacent taxiway as the landing aircraft was crossing past the taxiway. The Tower advised the Piper that they had just gone on the runway and issued instructions for the Piper to clear the runway.

10/3 Aircraft Entered the Runway Without Authorization

Private Pilot, Deer Valley (DVT)

The aircraft landed on an incorrect runway without ATC authorization while another aircraft was on short final for the same runway. The offending aircraft was cleared to land on Runway Left, and the pilot did not read back the runway assignment. The offending aircraft, instead of lining up on Runway Left as directed, lined up for Runway Right in front of an aircraft that was approaching on final for Runway Right. The offending aircraft landed on Runway Right and the other aircraft on an approximate 1/4-mile final advised the Tower that they were going around for traffic on the runway.

10/4 Aircraft Entered the Runway Without Authorization

Commercial Pilot, Prescott (PRC)

An aircraft landed on a runway without ATC authorization while another aircraft was on short final for the same runway. The aircraft had departed Runway 21L without a transponder and advised the Tower that they wanted a straight-out departure. Later, the Tower heard some unintelligible transmissions on the frequency but could not determine who was making the transmissions. As the Tower was working their traffic pattern, they scanned Runway 21L and saw that an airplane had just landed on the runway, and they were not in communication with it. A Cessna was inside a 1/4 mile final for the runway, and the Tower issued a go around to them. The Tower then asked who the aircraft was on the runway, and the aircraft advised that it was them, the aircraft that had departed straight out earlier. Later, on the phone, the pilot said that they did what the AIM told them to do, and entered a downwind, flashed their lights and rocked their wings. ATC advised the pilot that they did not see them until after they had landed on Runway 21L.

Discussion – DVT1.PHX Departure:

Cary Grant proposed DVT 1 Departure education on the transitions.

It was proposed that a DVT1 Departure link be placed in the Chart Supplement and in the [From the Flight Deck](#) video.

OLD BUSINESS

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

Good communication is important between pilots, airport and tower managers. This allows pilots to stay up to date on LTAs Letters to Airmen, and make sure they are published in NOTAMS.

Including helicopter operators in our safety discussions is of great value. This helps prevent occurrences such as the tragic accident at Chandler.

It was great to have Charles Folk (Army Heli-Pinal) and other helicopter operators in attendance at the October ASAG meeting.

FAA Spectrum and FCC air-to-air frequency – Lee Unger

The FAA Spectrum and FCC air-to-air frequency project for fight training areas in the Phoenix, Arizona airspace continues to progress. We are learning more about the FCC rules and the proper wording for our request for waiver for the four air-to-air frequencies.

Sydney Bradfield of FAA Spectrum Engineering, and Pat Carey, Co-Founder and Co-Chairman of SCAUWG, are key in our efforts to request a waiver from the FCC.

The FCC continues to be very helpful and, while we do not know if our request will be approved, we are hopeful.

Airport and Runway Safety – Lee Unger

Lee discussed efforts to continue to include airport and runway safety information on easy to find airport websites, then publish that airport website in the Chart Supplement. The main page can include well labeled links to other pages if needed, with the objective of eliminating the need to having to hunt for safety information.

Deer Valley's RSAT resulted in an Action Item to include [the KDVT From the Flight Deck video](#) on their website main safety page and have the link to that page in the Chart Supplement. Airport links are published, YouTube links are not, so YouTube videos must be on the airport website for publication in the Chart Supplement.

Video Project Update – Barbara Hempel

Barbara Hempel, Marana Regional Airport Director, announced she is working on including a link to the [ASAG KAVQ Safety Video](#) on the [KAVQ website](#). The next step is to have the link to the KAVQ website published in the Chart Supplement.

Laser & UAS Mitigation – Cary Grant read an email from Officer Tim Clark, Phoenix PD

Officer Clark indicated that the Phoenix PD is working with the “feds” concerning a drone near miss. Drone and Laser issues remain a problem in the Phoenix area.

Laser & UAS Mitigation – Scott Woodworth, Pima County Sherriff Deputy

Deputy Woodworth indicated that Pima County hasn't seen much activity in the past month. Typically, Pima County isn't very far behind Phoenix. Pilots are reminded to immediately report Laser strikes to ATC.

If you are “struck”, notify ATC right away. After you land, fill out the laser exposure form, found at https://www.faa.gov/aircraft/safety/report/laserinfo/media/pilot_laser_report.pdf (Search/Google for Pilot Laser Exposure form).

Banquet Update – Cary Grant

Brian Shultz has been working on the banquet. Thanks to Jimmy Kimmel at ASU Polytechnical, we have an ASU sponsor. This will allow us to cut our banquet cost at the Cooley Ballroom in half (from \$1,500 to \$800). The ballroom has been reserved for Jan 29, 2022. 6:00 pm to 9:00 pm. Put it on your calendar, please.

We still need a Guest Speaker. Suggestions are:

- Chris Beer, Air Force One pilot. (Chris would be an encore speaker).
- The Pima Air Museum director – discussing their mission. **Barbara Harper** will contact the Director.

Balloon

The balloon community is emphasizing the Wings Program. There are no CFIs in the balloon community. Instead, Commercial Balloon pilots will provide FAA Wings flight certifications.

Neil Davison believes the time is appropriate to hold a Balloon Pilot/Controller Forum for the central part of the Valley's airspace. Cary Grant and Neil Davison will work on scheduling and organizing the event.

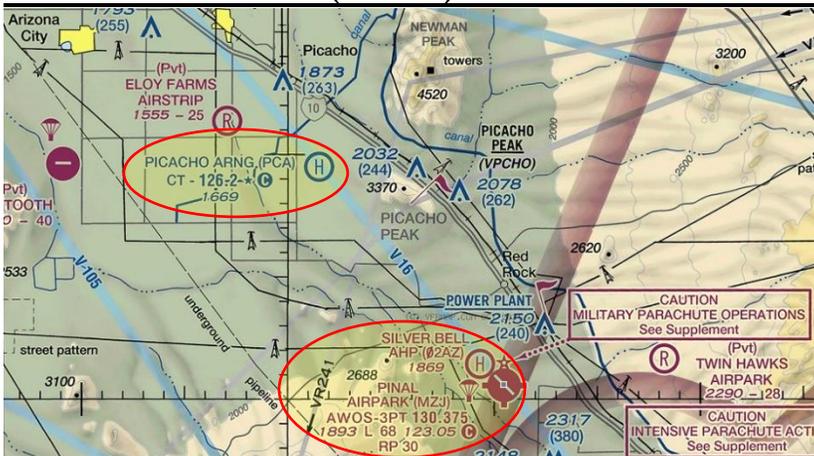
NEW BUSINESS

Luke Approach handoff to Glendale Tower Issues – Paul Wegeman

Twice, while flying to Glendale (GEU), Paul has had problems with Luke approach. The Luke approach controller simply saying says, "Squawk VFR and have a nice day." Glendale tower does not receive a handoff, and this has caused problems.

Cary Grant with talk with the Luke Controllers to see if coordination can improve.

Picacho ARNG (PCA) – CWO Charles Folk (Arizona National Guard, Aviation)



The Arizona National Guard has a tower at PCA, but they do not have a Class D airspace. They are working on establishing a Class D for the PCA tower. One of the stumbling blocks is that PCA does not have Weather Reporting.

Silver Bell Army Heliport (02AZ) is located NW of Pinal Air Park (MZJ). Both 02AZ and MZJ are used by the Arizona National Guard, (joint use and long term).

In the morning there is a great deal of sky diving in this area. The Arizona National Guard trains at Pinal, Marana and Ryan.

The Arizona Flight Training Workgroup (AFTW) has maps that on their web site, <https://aftw.org/> Please stay away from Eloy and only fly on the west side. (Parachute Drop area is on the East side). Please work with Albuquerque Center when flying in the drop areas.



In the area east of Florence, known as 96 Hills, they have had problems with an L-39 flying at low level (300 feet). They have been trying to contact the L-39 pilot. Craig Tompkins will help with the contact.



Future Runway Safety Action Team (RSAT) Meetings, 2022

Region	District	RSPM Assigned	Fac ID	Facility	State	FY 2022 RSAT DATE
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



Meeting Adjourned at 2:05 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