



MEETING MINUTES

President Cary Grant Called the Meeting to order at **12:01 pm**

Oct 16, 2024



80 attended:

Dr. Abraham Blattstein, **Aidan Lally**, Alexander Kocksch, Alexander Peña, Andrew Taussig, Bob Katz, Bob Holliday, Bob Mittelstaedt, Brad Crowe, Brett Richardson, Carter Teeters, Cary Grant, Chris Nugent, Craig Tompkins, Daniel Weimer, David Day, David Horvath, David Kitts, David Lee, DeWitt Gibson, Ed Faron, Edward Daror, Ernest R Copeland, Ethan McQuown, George Hamaty, Greg Blunk, Gull Saarup, Henry Skinner, Hugh Funk, James Price, James Quinn, James Timm, Jason Gauer, **Jeff Bowen**, Jill Gallo, Jim Anderson, Jim McClay, Jim Ogletree, John Cirino, John Keith, John Varljen, Julian Fruhling, Ken Enger, Lance Leighnor, Larry Erdman, Lawrence Wippman, Lee Unger, Mark Giannini, Mathew Corrigan, Matt Schorman, Michael Juilfs, Mike Mohle, Mitchell Raab, **Pamela Stephan**, Paul Rowley, Peter Hermes, Peter Troccoli, Phil Corbell, Phillip Jossi, Randell Meyer, **Raul Perez**, Richard Lee, Robbert Bullock, Robert Welfare, Robert Fletcher, **Roger Fox**, Rolf Dammrau, Ron Dziagwa, Russ Jones, Scott Tinnasand, Sonny Durante, Steven Brimmer, Stu Smith, Terri Wolcott, Timothy Burgoyne, **Timothy Carlson**, Tito Sanchez, **Tyler Sepp**, & **Yiming Liu**

**Welcome
to our
first time
attendees!**

Welcome – Cary Grant, ASAG President:

Cary welcomed the members. He explained that Loretta Webb is the new Chairman of General Aviation Awards and is in charge of the nomination process.

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 TREASURER'S REPORT

Jim Anderson: Things are going well.

Bob Holliday moved to accept the October Treasurer's Report.

Jim Timm seconded the move.

Jim Anderson, ASAG Treasurer:



Treasurer's Report

Aviation Safety Advisory Group of Arizona
General Membership Meeting
For the period September 1st, 2024 to September 30th, 2024

Income		
Total Income		\$0.00
Expenditures		
Administrative and Operations		
Website Expenses	\$23.17	
Total Expenditures		\$23.17 (\$23.17)
Opening balance as of September 1st, 2024:		\$16,452.31
Balance on hand as of September 30th, 2024:		\$16,429.14
Aviation Safety Advisory Group of Arizona		\$16,429.14

James B Anderson

Treasurer's Signature

PREVIOUS ASAG MEETING MINUTES



[Jim Price, ASAG Secretary](#)

Bob Holliday moved to accept the September minutes.

Ed Daror seconded the move.



Updates from Community Representatives

LASER & UAS MITIGATION



[LASER & UAS Mitigation – Cary Grant & Ernie Copeland:](#)

Ernie Copeland: The Scottsdale FSDO district has recorded 842 Laser strikes as of the end of the fiscal year. There have been 25 Laser Strikes in October (mostly Phoenix and Tucson). No arrests have been made lately.

Channels 3 & 5 + Tucson's Channel 13 have presented investigative reporter Morgan Loew's Laser Strike video.

[Ways for Pilots to Report Laser Incidents – Cary Grant:](#)

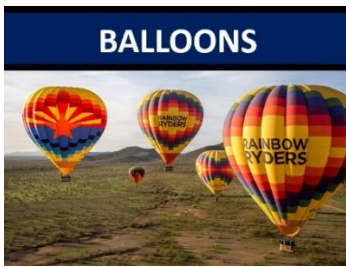
Tell us where the Laser event happened. Was it at a gas station, intersection, etc.?

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.



Balloons – Neil Davison: (Not available)



AZARNG/Picacho - CW4 Hammond, Gary Jones (Not available)



Phoenix Approach/Airspace issues and PAUWG – P50 – Matthew Schorman & Brandon Esquer, Luke: LTC Palik, 56 FW Safety.

Matt Schorman: Traffic volume is picking up because of the Barrett Jackson Car Show in Scottsdale. The number of aircraft north of Deer Valley and Scottsdale has increased exponentially. Because of the posters that ASAG has produced, the Flight Schools are not using the Carefree Corridor. However, non-school aircraft are still using the Carefree Corridor for maneuvers, such as spins, chandelles, lazy eights, etc. Matt is working with Operation Raincheck and trying to get this information out to everybody.

Use caution when transitioning between FFZ and CHD. Hundreds of flights transition every day below 4,000 MSL.

[VIP TFRs](#) have expanded, so be aware. VIP TFRs will now extend out to 5 nm and up to 4,999 feet AGL. Because of the presidential election in November, we can expect an increase in VIP TRFs.

The next General Aviation Operation Raincheck should be in December.



Jump Operations at P08 (Coolidge) and Bishop – Hugh Funk & Tom Cowan

Hugh Funk: It has been quiet. Daily ops at P08 (Coolidge) and 1AZO (Bishop). We will be operating daily at all hours. I have two NOTAMs in place, one for each location. These are 90-day NOTAMs that I update as needed. Bishop Airfield will also have a daily NOTAM filed on top of its 90-day NOTAM for extra awareness. Please use caution if you are transiting those areas.

In November, UK jumpers arrive and will be here through mid-December. October 17th, Hugh Funk and Cary Grant will plan where the next seminar will be held.

RED STAR FORMATION – Mark Giannini



October 10 - 13 Red Star will have a Formation Clinic in Kingman.

Our Kingman Formation Clinic was successful. We had 18 aircraft from around the country.

Red Star's next event/clinic will be Desert Thunder. This will be for the advanced pilots.

It will be held at Lake Havasu on 14 – 17 November.

We have a missing man fly by on October 28 at the National Memorial Cemetery of Arizona in northern Phoenix about 10:30 am.

No flyovers are scheduled for Veteran's Day.



[Superior Glider Operations – Fairfax O’Riley](#) (Not Present)



[Ag and Fire Support Ops - Michael Rutledge](#) (Not present)



[Arizona Pilots Association \(APA\) - Chris Nugent, President](#)

The movement to capture N numbers using ADS-B so the airport can charge landing fees, is growing in the state. It would be helpful for the FAA to publish their opinion on the legality of these fees when viewed on a [Grant Assurances](#) perspective.

Chris met with the Safford (KSAD) airport manager. They have just implemented ADS-B based landing fees using the [Vector Airport System](#). Safford operates at a deficit, and they have a lot of flight school traffic that doesn’t stop to buy fuel. So, they are trying to make ends meet.

Ernie Copeland: I heard that someone said the FSDOs to the North of us were stopping this trend. The flight schools are going to pass these charges on to their students, or just quit using the airport. The FAA does not yet have an opinion or position on the matter. The FAA said there is nothing they can do unless the airport violates a rule. One of Vector Airport System’s talking points is that AOPA and associations like APA, see landing fees as a viable option to obtain revenue.



As for APA, and others, we believe that these fees violate FAA Grant Assurances. Chris believes that there needs to be an FAA (Headquarters) policy statement to clarify that.

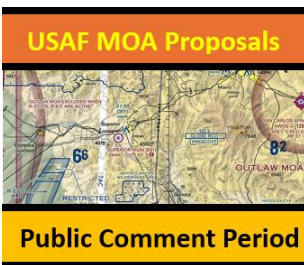


The Arizona State Legislature has been sweeping money from the State Aviation funds; \$20 million last year and probably \$20 million this year. These are funds that came from our Aviation fuel tax. This puts the airports in a bind and drives their Landing Fee quest.

John Keith has reached out to one of our State Senators. Chris and John will discuss the matter.

Cary: Will there be an Aviation Day at the Arizona State Capitol the beginning of 2025?

Jim Timm: APA has discontinued Aviation Day. It wasn’t working. They are now putting together small groups that will visit with the legislators in their offices.



[MOA Expansion Movement – Cary Grant, Lee Unger, Jim Timm, & Chris Nugent](#)

Jim Timm: MOA expansion comment period has been extended through Nov 12. It behooves us to reach out the aviation communities and encourage them to submit their comments.

Cary Grant: ASAG has submitted our comments. We cannot support the MOA changes. Aviation Safety Advisory Group of Arizona (ASAG) Cary Grant, Pres., Response for Public Comment regarding the changes proposed by the USAF for MOAs in AZ is here:

https://drive.google.com/file/d/1zvwo1TRpTKSLvDtYy0xbTrnts_IR7FWN/view?usp=sharing

Lee Unger: Please submit comments by Nov 12, 2024. Comments may be made online here: <https://www.arizonaregionalairspaceis.com/comments/>

Items to consider as you review the proposed changes for a particular MOA/s:

1. Airport arrivals and departures
2. Instrument approach procedures at airports in or near the MOAs

Chris Nugent: APA’s comments regarding the MOA proposal are the same as ASAG’s.



[Jim Timm & Craig Tompkins](#)

ACCIDENT/INCIDENT DEVIATION REPORT

Mid-September through Mid-October 2024

Accident Report & Pilot Deviation Summary



Some photos show the actual accident / incident. Most of the photos simply represent the aircraft type, make and model.

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

The number of accidents/Incidents are still down, and the really good news is there weren't any fatalities reported. We all need to continue to prevent accidents, and I'm certain these high temperatures we have been experiencing may have kept a lot of people from flying.

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 suits our purpose of trying to get an idea of what is happening out there so we can help make flying safer.

INFLIGHT ENGINE FAILURE, Sep 18, 2024



Source: FAA Incident | Location: Near AZ09 (Paulden AZ) | Type: Cessna 172 | Injuries: 2 Uninjured | Pilot Certification: UKN

Due to an inflight engine failure, the Cessna 172 made a safe emergency landing in a field near the Big Chino Airstrip (AZ09). There was no reported damage.

EMERGENCY LANDING (LOSS OF BACK DOOR IN FLIGHT), Sep 23, 2024



Source: FAA Incident | **Location:** NE of Benson | **Type:** Diamond DA42 NG Twin Star | **Injuries:** 2 Uninjured | **Pilot Certification:** UKN

The aircraft departed Tucson International, and the pilot declared an emergency when they lost the back door while in flight. They were en route to San Angelo, Texas and were

northeast of Benson at 11,100 MSL when they lost the door. The pilot immediately diverted to the Benson Municipal Airport (E95) and made a safe landing.

GEAR UP LANDING, Sep 26, 2024



Source: FAA Incident | **Location:** Tucson Ryan Field (RYN) | **Type:** Cessna 182TR | **Injuries:** 2 Uninjured | **Pilot Certification:** Private Pilot

The pilot reported an issue with the nose gear prior to landing and flew a low approach for a landing gear position verification from ATC. They then made a gear up landing. The extent of damage was minor.

INFLIGHT ENGINE FAILURE, Sep 28, 2024



Source: FAA Incident | **Location:** 18 NM East of Phoenix Sky Harbor (PHX) | **Type:** Piper PA-28-180 | **Injuries:** 2 Uninjured | **Pilot Certification:** UKN

Approximately 18 NM northeast of Phoenix Sky Harbor Airport, the Piper lost oil pressure, and engine power, and made a landing in an Alfalfa field in the vicinity of Fort McDowell. It was an instructional flight out of Mesa Falcon Field.

LOSS OF POWER ON TAKEOFF, Oct 1, 2024



Source: ASN | **Location:** Laughlin/Bullhead International Airport (IFP) | **Type:** Eurocopter AS350B2 | **Injuries:** 3 Uninjured | **Pilot Certification:** UKN

A Eurocopter Ecureuil experienced a loss of engine power and made a forced landing after takeoff from Laughlin/Bullhead International Airport.

HARD LANDING, Oct 2, 2024



Source: ASN, FAA | **Location:** Mesa Falcon Field (FFZ) | **Type:** Diamond DA20-C2 Eclipse | **Injuries:** 2 Uninjured | **Pilot Certification:** Commercial / CFI

The aircraft made a hard landing and suffered a nose gear collapse while landing at Falcon Field.

PROP STRIKE, Oct 3, 2024



Source: FAA Incident | **Location:** Mesa Falcon Field (FFZ) | **Pipistrel Alpha** | **Injuries:** 2 Uninjured | **Pilot Certification:** UKN
The Pipistrel had a prop strike during landing. The extent of the damage, other than the prop, was unknown.

LOSS OF BRAKES, Oct 3, 2024

Source: FAA Incident | **Location:** Tucson International (TUS) | **Type:** Amateur Built Experimental | **Injuries:** 1 Uninjured | **Pilot Certification:** UKN
The airplane landed, had a brake failure, and rolled through the runway overrun, and into the grass. There was no damage to the airport or aircraft reported.

LOSS OF POWER, Oct 8, 2024



Source: APA, ASN, FAA, NTSB | **Location:** Near Marana | **Type:** Piper PA-36-285 Pawnee | **Injuries:** 1 Uninjured | **Pilot Certification:** Commercial
The single-engine, aerial application Piper Pawnee lost power and sustained substantial damage subsequent to impact with residential structures, and terrain in Marana.



LOSS OF CONTROL LANDNG, Oct 8, 2024



Source: FAA Incident | **Location:** Glendale Airport (GEU) | **Type:** Carbon Cub CCK-1865 | **Injuries:** 1 Uninjured | **Pilot Certification:** Commercial
While landing, the aircraft veered off the runway, and into the grass. The damage to the aircraft was reported to be minor.

LOSS OF CONTROL LANDNG, Oct 10, 2024



Source: FAA | **Location:** Buckeye Airport (BXK) | **Type:** Bellanca 17-30A | **Injuries:** 2 Uninjured | **Pilot Certification:** Commercial
During landing, the aircraft had a landing gear failure and went off the runway causing damage to the left wing, left landing gear, and aileron. The full extent of the damage was unknown.



Near Mid-Air Collision - NMAC (1) Sep 13 – Oct 10

9/28 3.15 NM South of Mesa Falcon Field (FFZ)

The NMAC was reported between a Piper PA-44 Seminole, and a Cessna 206. The Piper Seminole was north bound at 3,200 feet, and the Cessna was circling at 3,100 feet MSL, and when the Piper was 3.15 NM south of FFZ, ATC issued the Cessna a traffic advisory. The Cessna reported the Piper was in sight. As the aircraft converged, the Piper climbed to 3,500 feet. As the aircraft passed, the closest proximity was 0.18 NM, and 400 feet vertical. Note: The Cessna skydive operation was NOTAMed.

September 13 – October 10, 2024 – PILOT DEVIATIONS (11)

2 BRASHERS, 1 Out of State Pilot & 1 Foreign Pilots



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

In the reporting period from Sep 13 through Oct 10, 2024 there were **eleven pilot deviations** reported by the FAA SDL FSDO. These deviations were committed by pilots with certificates ranging from Private Pilot through ATP, and there was only **one out of state pilot, and one foreign pilot** that committed these deviations. Of the **eleven** deviations reported, there was a need to issue **two Brashers**.

“The Brasher” – A Brief History



Maj Gen Jack Brasher

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 flight, with the First Officer at the controls during a climb, 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. In fact, Captain Brasher was unaware that the FAA had any concern regarding altitude non-compliance. It was not until almost six months and 150 flights later, Captain Brasher received notification from the FAA of a

Notice of Proposed Certificate Action. During the investigation, when asked about the flight, Captain Brasher replied that he had no recollection of the flight, or any events associated with the flight. This event, and the subsequent investigation, served as the catalyst for the current FAA Order JO 7110.65, Air Traffic Control, paragraph 2-1-27, Pilot Deviation Notification, also known as the "Brasher Notification."

When ATC issues the Brasher Notification, they are giving the airman the opportunity "...to make note of the occurrence and collect their thoughts for future coordination with Flight Standards regarding enforcement actions or operator training." (Ref. FAA Order JO 7210.632, Air Traffic Organization Occurrence Reporting, Paragraph 3-1 Note). The ability of the airmen to review the circumstances while still fresh in their minds enables them and Flight Standards to identify and mitigate risk that would otherwise remain hidden and possibly cause further problems in the NAS.

D'oh!



11 GA Deviations, Sep 13 – Oct 10

# Deviations	Type of Deviation	BRASHERS
2	IFR Deviations	0
1	Bravo Airspace Deviations	0
1	Charlie Airspace Deviation	0
1	Delta Airspace Deviation	0
2	Runway Incursions	1
2	Air Traffic Instruction	1
1	Surface Incident	0
1	Vehicle Deviation	0



DEVIATIONS (2)

9/26 Route Deviation | Commercial / CFI Pilot | Albuquerque Center (ZAB)

The airplane was cleared to KTUS as filed and given a climb to 7,000 feet, which was read back correctly. The filed routing was P08, PICLI, V16, TUS, KTUS. As the airplane was climbing through 5,300 feet, they made a left turn of approximately 120 degrees without a clearance in a Minimum Instrument Altitude area (MIA) of 6,500 feet. The controller questioned the pilot but did not issue a safety alert. The pilot said they were correcting, and the controller advised that as filed was direct PICLI and asked where the pilot was headed now. The pilot said they were on the victor airway to TUS. The controller advised the pilot that they were 3 miles east of the airway and that they were below the MIA so he couldn't give them vectors until they were above 6,500 feet. Shortly after, the Aircraft was observed above the MIA. Later when the instructor pilot called in, he stated that his student had put the wrong routing into the GPS and that he wanted to see if the student would catch it, but he had waited too long to step in.

10/3 Route Deviation | Private Pilot | Phoenix TRACON (P50)

The pilot deviation was reported by the Phoenix TRACON when the departing Honda Jet turned northbound prior to the SACAT intersection which resulted in a loss of separation with an aircraft inbound to Phoenix Sky Harbor.



CLASS BRAVO AIRSPACE DEVIATIONS (1) [Get an iPad with Foreflight and an ADS-B In Receiver and USE IT!](#)



10/2 Entering Class Bravo Airspace Without Authorization | Commercial / CFI Pilot | Phoenix TRACON (P50)

The airplane entered the Phoenix Class Bravo Airspace without authorization. There was no loss of separation.



CLASS CHARLIE AIRSPACE DEVIATIONS (1) [Get an iPad with Foreflight and an ADS-B In Receiver and USE IT!](#)



10/1 Entering Class Charlie Airspace Without Authorization | Private Pilot | Tucson TRACON (U90)

The pilot deviation was reported by the Tucson TRACON when the airplane was observed heading northbound, crossing the U.S. / Mexico border on a VFR transponder code. The aircraft continued northbound and violated both the inner and outer core of the Tucson Class Charlie Airspace.



CLASS DELTA AIRSPACE DEVIATIONS (1) [Get an iPad with Foreflight and an ADS-B In Receiver and USE IT!](#)



8/30 Entering Class Delta Airspace Without First Establishing Two-Way Radio Communication | Private Pilot **Out of Austria** | Phoenix Deer Valley Airport (DVT)

The deviation was reported by Deer Valley when the Piper entered the Phoenix Deer Valley Class Delta Airspace without first establishing two-way radio communications. There was no loss of separation.



RUNWAY INCURSIONS (2)

Brasher (1)

9/30 Crossing A Runway Without Authorization | Commercial Pilot | Phoenix/Mesa Gateway Airport (IWA)

The controller observed the Piper crossing the hold short line and entering the runway, and the controller had to issue a go-around to another aircraft on an approximate 1/4 mile final. The Piper continued across the runway. The controller reached out to Piper and received a response after the second attempt. The controller issued the **Brasher warning**.

10/3 Entering A Runway Without Authorization | Student Pilot | Tucson Ryan Field (RYN)

The pilot deviation was reported by the Ryan Field controller when the Cessna crossed the Hold Short Line of the runway without ATC authorization.



AIR TRAFFIC CONTROL INSTRUCTIONS (2)

Brasher (1)

9/12 Failure To Follow Air Traffic Control Instructions | ATP/CFI Pilot | Phoenix Deer Valley Airport (DVT)

The pilot deviation was reported by a Deer Valley controller when the Piper didn't fly the departure instructions issued by ATC, and as a result conflicted with local traffic.

10/4 Failure To Follow Air Traffic Control Instructions | Pilot Certification Unknown | Flagstaff Airport (FLG)

The pilot deviation was reported by a Flagstaff controller when a Cessna turned a right base in front of, and below another aircraft, causing that aircraft to respond to a TCAS Resolution Alert. **A Brasher warning was issued.**



SURFACE INCIDENT (1)

9/28 Movement on a Taxiway Without Authorization | ATP Pilot (Montana) | Tucson Ryan Field (RYN)

The pilot deviation was reported by Ryan Field when a Beechcraft Baron entered Taxiway B without ATC authorization. There was no loss of separation reported.



VEHICLE DEVIATION (1)

9/25 Movement of a Vehicle on a Controlled Surface | Pilot - Not Applicable | Prescott Municipal Airport (PRC)

An FBO Vehicle deviation was reported by the Prescott tower when a car entered the active runway without ATC authorization while a Cessna was on a landing roll. The estimated closest proximity was 160 feet.



Cary Grant: [Reference the 9/26 Route Deviation](#), how far do we let the student go before correcting him or her?

Lance Leighnor: [Reference the 9/18 Cessna 172 engine failure](#). The exhaust valve in one of the cylinders jammed closed and effectively blocked the cylinder push rod at about 600 AGL and the pilot had no way to climb out of the situation. This happened to an Instructor and a CFI candidate, and they accomplished a successful emergency landing.

We did a cylinder swap in the field and were able to safely fly the aircraft out a few days later. There is a [Cessna Service Bulletin](#) 388C, published in 2004, concerning the O-360 engine, requiring exhaust valve reaming every 400 hours. We have had discussions with Scottsdale FSDO on this and they are talking to Lycoming about. Perhaps the Service Bulletin [388C] will become an AD. Sadly, this was a brand-new Factory Reman engine with 495 hours on it.

Cary Grant: Was there any impact between leaning and lead build up on the valve?

Lance Leighnor: That may have been part of it. We are instituting some aggressive seminars with our pilots about proper leaning operations. However, we don't think leaning techniques would have had an effect on such a new engine.

Cary Grant: I attended Embry Riddle's Safety Standdown and their mechanic advocated keeping at least 1,000 RPM on the engine in order to have enough temperature to burn that lead; converting it to a gas so it won't deposit on the valve stems.

Phil Jossi: We had a flight school in Nebraska, and our common practice was to ream the exhaust valves every 500 hours.

Ernie Copeland: With application to the Lycoming 360s, 520s and 550s, the exhaust valves should be reamed every 400 hours.

Phil Jossi: We are planning to ream the exhaust valves at the same time that we do the magneto inspections.

Ernie Copeland: I told the owner of a Cessna 182 with a brand-new Lycoming engine, that he needed to have the exhaust valves reamed every 400 hours. He refused to do it and at 600 hours, because of a stuck valve, he bent a rod. He went to Lycoming, looking for warranty relief. Lycoming said, "No, you didn't follow the Service Bulletin."



Cary Grant: [Reference the 10/3 Route Deviation](#), what is it with Honda Jets and the SACATON Departure? It seems like whenever we have the two together, it ends up in a deviation.

Cary Grant: [Reference the 10/1 Entering Class Charlie Airspace Without Authorization](#), coming from Mexico, doesn't the aircraft need to be on an assigned squawk code and squawking 1200 (VFR)?

Paul Rowley: Before you cross the ADIZ, you have to have radio communication and a border crossing code. If they filed a flight plan, they would have been assigned a code.



Phil Jossi: In Payson, runway 6 has a standard Left traffic pattern, while runway 24 traffic uses a Right traffic pattern. Also, the calm winds runway is 24. When you are taking off on Runway 6 and someone is taking off on Runway 24, because of the crown in the runway, you can't see aircraft that are preparing to take off at the other end of the runway. If pilots are not talking on CTAF, we could have an accident. We are going to get this information on PAN's AWOS, 119.325, adding more guidance for incoming

pilots. It is also in the Chart Supplement. We are encouraging pilots when coming the Payson to adhere to the traffic rules.

Jim Timm: The Motor Gliders at Payson are not following the takeoff rules.

Cary Grant: Is there a radio blind spot? **Phil Jossi:** There is NO blind spot. The new AWOS will discuss the calm wind runway (24).

[Payson's Aerofair](#) is Saturday, October 19.



Old Business



AFTW ZOOM Request

Cary Grant asked **Ernie Copeland** if a government Zoom account can record meetings?"

Ernie Copeland: A Government Zoom account can record meetings, if each time you use it, you request permission to record.

Cary Grant: "Let's open a discussion. Would we want an ASAG Zoom account that we would not use for ASAG monthly meetings, but we could use it for [AFTW](#) meetings? We could also use it to support our seminars that we have around the state of Arizona."

Cary Grant: ASAG would not record our meetings. This account would be used to help AFTW.

Lee Unger: Sounds like a great idea.

Jim Timm: How much would the Zoom account cost?

Cary Grant: About \$200 per year.

Chris Nugent: APA pays \$16 per month for our Zoom account (\$192 per year).

Cary Grant: AFTW supports our yearly banquets, so we should support AFTW.

Lee Unger: Money well spent.

Jim Anderson: This year, we dropped our mailbox, which saves us \$200 each year. We have the \$200 and it is an expense we can afford.

John Keith moved that we support AFTW and pay for their Zoom Account. **Bob Mittelstaedt** seconded John Keith's motion.

ASAG will provide AFTW with a Zoom account.



2025 ASAG Banquet

Banquet Guest Speaker and Venue Contract – Cary Grant

Rich Lee will be our speaker at our February 1, 2025 Awards Banquet.

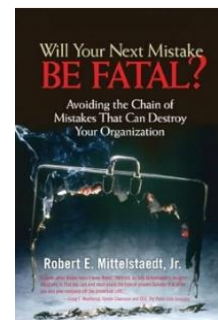
Bob Mittelstaedt has volunteered to be our speaker in 2026. Bob has quite a history and his topic would be about the similarities between submarines and airplanes, since they both go up and down. Bob wrote a book about chains of

mistakes, "[Will Your Next Mistake be Fatal?](#)"

Cary accepted Bob's offer to speak at the 2026 Awards Banquet.

February 1st Awards Banquet – Cary Grant

The contract has been signed for our venue, the Phoenix Airport Hilton, 2435 South 47th Street, Phoenix, AZ, 85034.





NOMINATIONS FOR THE 2025 GENERAL AVIATION AWARDS ARE NOW BEING ACCEPTED
National Flight Instructor, Aviation Maintenance Technician, and FAASTeam Rep



Don't waste a minute!

Submit your nomination or personal application today at

www.generalaviationawards.org/nominate

The Awards nomination deadline has been moved to December 13th.

Submit your nomination or personal application today at

www.generalaviationawards.org/nominate

News. Effective October 1, 2024, Laurretta Webb was named Chair of the General Aviation Awards (GAA) Program.

A lot of the awards are supposed to come through the FSDOs, FAA Safety Team Managers

Last year 18 of 80 FSDOs participated last year.

Cary Grant: I will be collaborating with Laurretta Webb.

Also, the Safety Liaison Teams (SLT) are supposed to have a role in this.

Teri Wolcott added: SLTs are the "regional" upline for the FPMs (FAASTeam Program Managers).

Phil Corbell: With only 18 of 80 FSDOs submitting, this is an Arizona advantage, and our nominees have a greater chance of being recognized.

Cary Grant: Laurretta said they will announce the National Winners in March which will work for our February 1st Banquet.

FREQUENCY PROJECT



Frequency Project Update – Lee Unger, Cary Grant, Jim Anderson, and Brian Stamper, PhD

Lee Unger: We are waiting for data from Luke AFB and AFTW to make a [heat map](#).

Since, as Cary pointed out, Luke AFB current data will be similar to our previous data. Therefore, we will use what we have along with newer data provided by Tyler Howard for FAA and Contract Towers. With this data we will ask Stacy Elliot to compile an updated heat map which is a graphic of traffic data.

As per FCC Counsel, we will provide a copy of our revised and amended request for waivers to Fairfax O'Riley and provide evidence of his receipt to the FCC within our amended request. Fairfax has been supportive of our revisions.

Cary Grant: Let's do it as soon as possible.



SCAUWG Update – Lee Unger

An important point of discussion was how many TCAS notifications are occurring, examples being at the Van Nuys and Burbank airports.

MARANA REGIONAL AIRPORT (AVQ) UPDATE



Safety Issues at Marana

Cary Grant: Jim Price received an email from Discount Tire's Chief Pilot concerning safety issues in the pattern at Marana. Jim Anderson sent the Chief Pilot an email. We will try to arrange a meeting with the Discount Tire pilots some time in November, to discuss the safety issues at Marana.

Marana Airport (AVQ) and Pinal Airpark (MZJ) Updates – Galen Beem & Lee Unger

Cary Grant: Have you had any response from the Marana Airport Manager, Galen Beem concerning the control tower and the environmental study that is delaying the construction of the tower?

Lee Unger: Airport Manager Galen Beem wrote: "A group here at AVQ would like to have a meeting/training/update at Marana Regional Airport. We have a facility to use at the large hangar on the east side of the airfield. I would love some help with the meeting. I was thinking along the lines of having Pat with Skydive Marana to talk about skydiving operations. I will invite Marana Project Manager Greg who has been the main point on the Tower, for an update and I would love to have a FAA Team member go over [ASAG's From the Flight Deck video concerning Marana](#) with the group. I would love your thoughts on this.

The Airport also applied for the FAA BIL ATCT grant (Bipartisan Infrastructure Law) to modernize airport traffic control towers. These funds will allow airports to sustain, construct, repair, improve, rehabilitate, modernize, replace, or relocate non-approach control towers; acquire and install air traffic control. We are hoping to hear from the FAA by the beginning of the year to see if we are awarded the grant. It is a competitive grant program, and we submitted it for the design portion of the ATCT grant.

We are submitting the full completed Environmental document next week for the FAA approval and hoping to have that closed out by the beginning of 2025."

Lee Unger: I have responded to Galen Beem, confirming support from ASAG and FAAS Team. We have done quite a bit to improve safety at Marana, but the bottom line is, WE NEED A TOWER!

Cary Grant: We need the tower, and we need pilots to comply with proper pattern procedures. Recently, I was landing at Marana and a corporate aircraft was broadcasting positions with, "Ten minutes out, five minutes out," etc. Those are not the proper position calls. According to the AIM, they need to be **mileage** calls.

Lee Unger: Next week, the Environmental Document will be sent to the FAA for approval.

Jim Price: What are the environmental concerns?



Tito Sanchez: Galen Beem told me that the reason the environment study is being "held up" is because of some desert lizard, whose environment is about **a mile** from the airport.

Lee Unger: We thank Tito for his dedication to aviation safety in Southern Arizona. While soon to end his tenancy at KAVQ, Tito continues his role as a Mentor with [Southern Arizona Teen Aviation](#) (SATA) is based at Ryan Field.

<https://soazteenaviation.org/mentors> It is a 501c(3) Non-Profit Corporation run by an all-

volunteer group of aircraft owners, builders, flight instructors, certified aircraft mechanics, recreational, military, and airline pilots, engineers, and business people with a desire to share their passion for aviation, including Tito's dedication to mentoring high school students as they build RV-12's!

Rich Lee – Approval Process: <https://www.maranaaz.gov/news/2019/12/19/marana-regional-airport-accepted-into-fct-program-to-build-control-tower> and

<https://www.faa.gov/newsroom/faa-seeks-public-input-new-control-towers-municipal-smaller-airports>



Tucson International Construction Update – Lee Unger

See: <https://www.flytucson.com/about-tus/airfield-safety-enhancements/> and Check NOTAMs.



[Rainbow Valley Training Area & Estrella Area – John Keith](#)

No comments.



[Amazon UAS Delivery Plans – John Keith](#)

AMAZON will be conducting their drone operations just south of Interstate 10. Amazon drones will launch with NOTAMs.

We have had some Fire Fighting TFR violations. Check NOTAMs before you fly.



[IMSAFE – Emotion, Pilot Counseling – Bob Holliday](#)

Please remember that we have lots of resources available and if anyone needs to talk confidentially, my email is pastorbobh@comcast.net or azdocholliday@comcast.net. Don't wait. It is always better to talk, than to let things build up over time.



[AFTW and DPE Update – Cary Grant & Lee Unger](#)

[Approach Guide – Cary Grant](#)

We haven't done anything yet. If you fly instrument approaches around the valley, and you have any input for the guide, please let me know. We are looking for tips, such as, "When flying the RNAV into Deer Valley for runway 25, don't expect to get a clearance from P50. You might be out there holding for quite some time, and it puts you right on the very edge of Scottsdale's Class Delta airspace." This guide will help answer questions such as, "Depending on the time of day, am I going to get an approach clearance in the North Valley?" If you have any of that nice to know information, send it to me, Cary Grant, arizonasag@gmail.com and we can add it to the Approach Guide Informational Handbook.

AFTW find next meeting: <https://aftw.org/next-meeting/> Tuesday Nov 12, 2024 04:00 PM

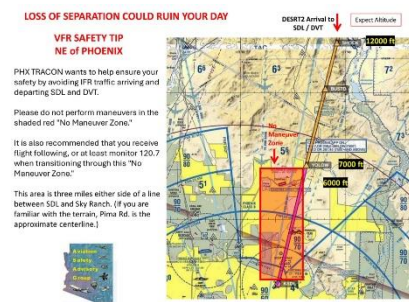
Meeting Minutes: <https://aftw.org/category/meetings/minutes/>



[Video Project Update – Cary Grant](#)

Nothing done yet. We need to start our next project. Hopefully, it will be about Class Bravo Airspace.

Video view counts: [SEZ](#) – 8,552, [AVQ](#) – 1,481, [P52](#) - 339



[Poster Campaign and Brochure to DPE and Training Providers – Bob Mittelstaedt](#)

Cary Grant expressed his thanks to Bob Mittelstaedt for compiling the **Northeast Phoenix No Maneuver Zone** document and getting it posted at the FBOs and the flight schools.

Lee Unger thanked Cary Grant, National FAASTeam Representative of the Year, and Matt Schorman P50 TRACON NATCA, for their contributions in developing this important aviation safety product with Bob Mittelstaedt.

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

https://www.faasafety.gov/files/events/WP/WP07/2024/WP07130353/NE_Phoenix_No_Maneuver_Zone_05-18-24.pdf



Amazon Drone Delivery – Amazon Chief Pilot, Jim Ogletree

Amazon will begin commercial ops at 10601 W Van Buren St, Tolleson, AZ 85353, just east of the Goodyear airport on Nov 4. Jim shared a pilot information card with contact

information. [\(See graphic, next page\)](#). If an aircraft is down around 300 – 400 feet AGL, they have problems that are greater than dealing with drones. Jim has done extensive outreach with the helicopter companies in the area.

Jim assured the ASAG members that there will be no night flights until they receive approval (in about a year).

Jim flew helicopters for 24 years and started with Amazon in April, 2024. The last 20 years, he has flown extensively throughout the Southwest.

Amazon is a Part 135 air carrier. We have a Part 119 management team in place here.

The drones will fly at 0-150 feet AGL in a VTOL configuration. During the Wing Borne phase of flight, up to 344 feet AGL. At this point, the FAA is not sure how to chart the Amazon port. Additionally, the FAA is afraid that if Amazon has ADS-B, Amazon drones will overwhelm the system. We are trying to produce a solution. We must broadcast a remote ID which is used mostly by law enforcement drones. We are trying to develop a way that the remote ID will display on ForeFlight, etc.

The NOTAM will be centered over our base in Tolleson. It will be the size of the yellow arc displayed below.

We have authorization to operate in Goodyear's Class D airspace, however, we are required to maintain 1 nm off either side of the GYR runways and 2 nm off each end of the GYR runways.

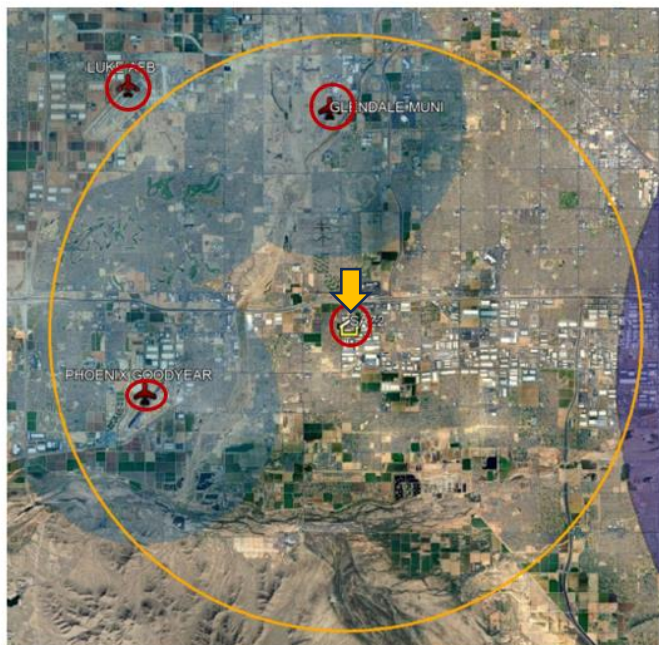
Amazon flight department has been meeting with the airspace users since July, 2024.

The drone's max gross weight is 88 pounds. Amazon drones have been operating in College Station, TX since 2022 utilizing collision avoidance technology. Initially, Tolleson will have 70 flights per day. That will increase over time depending on demand.



Amazon Chief Pilot Jim Ogletree

Amazon Prime Air Pilot Reference Card



Tolleson, AZ Service Area – Class D & G

Amazon Prime Air Contact Information:

- Site Address: 10601 W Van Buren St, Tolleson, AZ 85353
- Frequency - 123.025
- Site Lead: m 209.454.6298

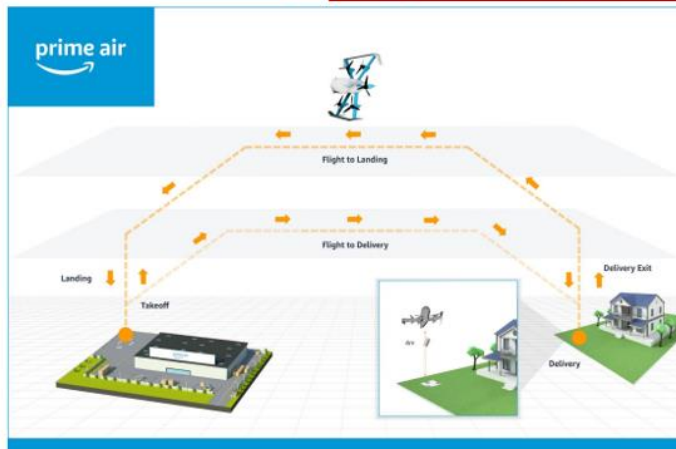
For visual reference only – Not to be use for flight planning / flight purposes



MK30 Drone Silhouette

Drone Characteristics

- Range: 6.5nm / 12 km
- Transit Speed: 58 kts
- Nominal VTOL Alt.: 0'-115' AGL
- Nominal Fixed Wing Alt: 200'-344' AGL
- Flight Profile: VTOL – Wing Borne Flt - VTOL



Ernie Copeland: Arizona has the highest number of [runway incursions](#) (80) and the 2nd highest number of [deviations](#) (164).

[FAA Team Rep Training \(November\)](#)

Saturday November 2nd (10:00am to 12:00pm), either online or at the SDL FSDO and Monday November 4th (1:00 to 3:00pm) either online or at the SDL FSDO. If you are flying to Scottsdale, send us a message and we'll pick you up.



[Runway construction at Phoenix Mesa Gateway \(IWA\), 12R and 30L – Greg Blunk](#)



Check NOTAMs.

The project will take 18 months.

RWY IWA RUNWAY 12R/30L SE 7201FT CLOSED.
DECLARED DISTANCE:
 RUNWAY 12R TORA 0FT TODA 0FT ASDA 3200FT
 LDA 3200FT.
 RUNWAY 30L TORA 3200FT TODA 3200FT ASDA 0FT LDA
 0FT. IWA 10/029

Effective Oct 14, 6:14 PM MST (Active)

Expires Aug 1, 2025, 6:00 PM MST (in 288 days)



[For Monthly Meeting WINGS Credit – Lee Unger](#)

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!



[Arizona Pilots Association monthly newsletter](#)

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



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Our next meeting will be Wednesday, **November 20**, at **12:00 noon, MST, (Arizona time)**.

Register in advance for the November 20 ASAG meeting with this link:

https://faavideo.zoomgov.com/meeting/register/vJlsfuChpjkuGi8dVJdUENpnsXoj9oS3B_g



Motion to adjourn, Phil Corbell.
Ernie Copeland seconded Phil's motion.
The meeting ended at **2:25 pm**.

ASAG's email arizonasag@gmail.com



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