



MEETING MINUTES

Wednesday, June 15, 2022

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

Attendance (44):

Jim Anderson, Tim Clark, Ernest Copeland, (SDL FSDO), Edward Daror, Garrett Dauphars, Ron Dziagwa, Raymond Eastlack, Theresa Farley, Patrick Frazee, Janie Goh, Cary Grant, CW4 Chris Hammond, Barbara Harper, David Horvath, Philip Josi, Bob Katz, David Kitts (CAU), Brian Koeneke, Rich Lee, Griffith Massey, Randell Meyer, Michael Nolan, Fairfax O'Riley, James Price, Brian Roggo, Paul Rowley, Tito Sanchez, John Santarossa, Larry Steck, Brian Stamper, Jim Timm, Craig Tompkins, Jeff Tripp, Peter Troccoli, Lee Unger, John Varljen, Dan Von Flue, Wesley Waddle, Paul Wegeman, Florian Wege, Rick Whitaker, Cheryl Wiley, Terri Wolcott, & Scott Woodworth

MAY MEETING MINUTES – JIM PRICE

The May Meeting Minutes were unanimously accepted.

TREASURER REPORT – JIM ANDERSON

One Transaction, a \$350 donation. Balance: \$12,357.98.

The June report was unanimously accepted.

Accident Report and Pilot Deviation Summary – Jim Timm & Craig Tompkins



NOTE: All aircraft photos are representative of the accident/incident Make and Model. They are not photos of the aircraft involved.

ACCIDENTS & INCIDENTS

Date: May 13, 2022 – LOSS OF CONTROL LANDING

Location: Prescott (PRC)

Type: Cessna 170

Injuries: 1 SOB, Uninjured

The Cessna 170 landed on runway 3R, and shortly after landing the aircraft ground looped, exited the runway, and came to a stop. The pilot reported no damage or injuries and taxied to taxiway Echo. The pilot was instructed to contact ground control.

Airport and Emergency vehicles were dispatched, and the runway was then reopened for use.

Pilot Information: ATP/CFI Pilot. Info. Source: FAA



Date: May 20, 2022 – STRUCK AN OBSTRUCTION WHILE TAXING

Location: Flagstaff (FLG)

Type: Cessna 208 Caravan

Injuries: 1 SOB, Uninjured

The Cessna 208 Caravan struck a fence pole with the leading edge of the left wing while taxiing. The extent of the damage was determined to be minor.

Pilot Information: None. Info. Source: FAA



Date: May 22, 2022 – INFLIGHT POWER FAILURE

Location: Prescott (PRC)

Type: Cessna 172

Injuries: 1 SOB, Minor Injuries

A Cessna P172D airplane was substantially damaged when it was involved in an accident near Prescott. The pilot sustained minor injuries. The airplane was operated as a FAR Part 91 personal flight. The pilot reported that shortly after takeoff from Prescott Regional Airport, while climbing over the airport perimeter

fence, the airplane's engine lost power and suddenly stopped. He immediately cycled the magnetos, pushed the mixture to full rich, and pushed the nose down. Despite his efforts, the engine did not restart. Subsequently, the pilot initiated a forced landing in a field about 1 mile from the runway threshold. During the landing roll, the airplane impacted a tree stump, nosed over, and came to rest inverted.

Pilot Information: Private Pilot. Info. Source: ASN, NTSB



Date: May 25, 2022 – IN FLIGHT LOSS OF POWER

Location: Show Low (SOW)

Type: Cessna 172

Injuries: 2 SOB, 2 Fatalities

A Cessna C-172F airplane was substantially damaged when it was involved in an accident near Show Low. The pilot and passenger were fatally injured. Witnesses at Show Low Regional Airport (SOW) observed the airplane attempt a takeoff from runway 25. They stated the airplane became airborne two or three times but did not

climb out of ground effect. The airplane touched down as it approached the end of the runway and was observed as "getting squirrely" and sliding sideways. The pilot then taxied back to the approach end of runway 25 and performed a run-up before attempting a second takeoff. Two of the witnesses stated the engine was "sputtering" and did not sound right on the first takeoff, and when it taxied back to the run-up area. The pilot then attempted a second takeoff. A pilot witness said the pilot "milked it off the runway, set it back down, and milked it off the runway again." The airplane remained at a low altitude and began a left turn towards downwind. When the airplane reached a downwind heading, the airplane sank out of sight behind terrain. The pilot witness said that during the second takeoff, the engine "sounded rich, like it was bogged down,." The airplane impacted a stream in an open field about 1 mile southwest of the departure end of runway 25. The airplane was substantially damaged. A post-accident examination of the airplane's engine revealed that the No. 4 cylinder exhaust valve was seized, in the open position. The engine and No. 4 cylinder were retained for further examination.

Pilot Information: Student Pilot. Info. Source: ASN, NTSB



Date: May 30, 2022 – LOSS OF CONTROL LANDING

Location: Sedona (SEZ)

Type: Cirrus SR20

Injuries: 2 SOB, uninjured

The Cirrus aircraft exited the east side of runway 21 during the landing roll.

No damage to the aircraft was reported.

Pilot Information: Commercial Pilot. Info. Source: FAA



Date: June 6, 2022 – LOSS OF CONTROL LANDING

Location: Holbrook (P14)

Type: AviPro Bearhawk

Injuries: 1 SOB, Minor Injury

While landing on Runway 21, the Bearhawk bounced, veered off the right side of the runway, traversed through about 700 feet of brush/sand, and hit a berm. All of the landing gear sustained damage with the one gear being

separated, and the left wing was also damaged. Damage was determined to be

substantial. Pilot Information: Private Pilot. Info. Source: ASN, FAA



PILOT DEVIATIONS

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

In the time period from May 13 thru June 9 there were eighteen pilot deviations recorded by the FAA SDL FSDO. These deviations were committed by all pilot certificate levels, from student to ATP, and of the eighteen deviations made, there was a need to issue eight Brashers. This month there were eight out of state pilots committing pilot deviations. Overall, the number of deviations were about the same as the last reporting period.

Note, a controller will issue a Brasher notification when further FAA action will be taken, and the controller is thus giving the airman the opportunity to make note of the occurrence and collect their thoughts for their future interaction with Flight Standards.

Pay attention to ATC instructions and follow them, and if you cannot comply, tell ATC why. Just don't do something without advising them. Always be aware of what type of airspace you are flying in, or may be about to enter, and please fly with care and forethought.

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

- Five IFR Deviations
- Two Class Bravo Airspace Deviations
- Four Class Delta Airspace Deviations
- One Air Traffic Control Instruction Deviation
- One Wrong Surface alignment Deviation
- Five Runway Incursions



Maj Gen Jack R.
Brasher

IFR DEVIATIONS

5/15 Altitude Deviation

Private Pilot Certification

Albuquerque Center (ZAB)

At 2045z a Beechcraft was observed at 10,700 ft. This was 300 ft below the assigned altitude of 11,000 ft. A Cessna was northbound at 10,000 ft. The closest proximity of the two aircraft was 3.22 miles and 700 ft. The controller advised the Beechcraft "I show you 300 ft low. Maintain 11,000. The PRC altimeter

is xx.xx.” The controller did not verify the Beechcraft was level at 11,000 ft nor was a traffic alert issued. At 2046:30, a Cessna showed 300 ft low in the same area. Neither pilot had reported they were unable to maintain altitude. The Cessna did report level at 10,000 ft.

Cary Grant pointed out that in the summer there can be significant altimeter pressure differences in a very short distance. For instance, because of the high desert temperatures there is frequently a thermal low which does not affect the higher terrain. A good example was at the time of the meeting Deer Valley was reporting an altimeter of 29.82 while Prescott was reporting 30.07 and Flagstaff 30.21 inches of Mercury. These reading can result in a 250- and 390-foot altitude reading variance respectively. The Airman’s Information Manual recommends using an altimeter setting within 100 miles of your route of flight, but in areas of large surface temperature differences this can lead to inadvertent altitude deviations and pilots should check for the closest altimeter report.

5/16 Altitude Deviation

ATP/CFI Pilot, California Pilot
Albuquerque Center (ZAB)

At 2307z, Albuquerque Center cleared the aircraft to climb to and maintain 12,000 feet. The aircraft read back the clearance correctly. At 2312z, the Center observed the aircraft above the assigned altitude and cleared the aircraft to maintain 13,000 feet. The aircraft had made an unauthorized climb to 13,100 feet before the Center corrected it. The event occurred near Buckeye. **A Brasher was issued**, and when the pilot called the facility, he stated that he thought he was cleared to climb to 14,000 feet.

5/19 Altitude Deviation

Private Pilot, California Pilot
Albuquerque Center (ZAB)

A Cessna Citation was out of FL290 climbing to FL310 with an air carrier in the opposite direction at FL320 and merging target procedures were issued to the air carrier. The Center controller observed the Citation climb through FL310, and the controller instructed the aircraft to maintain FL310. Loss of separation occurred with the closest proximity observed as .72 lateral and 500 ft. vertical. The pilot of the Citation stated he was cleared to FL310 but climbed through momentarily due to a distraction. No RA was reported by either pilot and no safety alert was issued by the controller.

5/27 NORDO Deviation

ATP Pilot, Texas Pilot
Albuquerque Center (ZAB)

At 0911z, the Los Angeles Center (ZLA) Controller cleared the aircraft to contact Albuquerque Center on 135.15. The aircraft did not respond to a call, nor any subsequent attempts made by ATC at that time. The aircraft remained out of contact with ATC until 1012z, when the Albuquerque Center Controller established communications. The event originated near New Hope, AZ in LaPaz County. **A Brasher was issued** by Albuquerque Center Controller at 1015z.

6/6 Route (SID) Deviation

ATP/CFI Pilot, California Pilot
Albuquerque Center (ZAB)

The aircraft was flying the MAYSA7 departure off of SDL. The MAYSA7 instructs pilots to fly, after the MAYSA fix, direct to RRSTA. After the MAYSA fix, the Center Controller observed the aircraft turning about 20 degrees left of course and the controller turned the aircraft back to the right. The aircraft had

made an unauthorized turn, which resulted in the aircraft violating the mile protected airspace of the BAGDAD MOA, which was active at FL280 and below. The aircraft got within one mile of the MOA at 26,100 MSL. The event occurred near Wood Trap, AZ in Yavapai County. **A Brasher was issued.**



CLASS BRAVO AIRSPACE DEVIATIONS

5/20 Entering Class Bravo Airspace Without Obtaining Prior Approval

ATP/CFI Pilot

Phoenix TRACON

The aircraft entered the Phoenix Class Bravo Airspace without a clearance. The aircraft was identified by ADS-B, and it landed at Falcon Field (FFZ). There was no loss of separation, and FFZ ATC **issued the Brasher.**

6/6 Entering Class Bravo Airspace Without Obtaining Prior Approval

Commercial Pilot, New Jersey Pilot

Phoenix TRACON

The pilot deviation was reported by the Phoenix TRACON when the aircraft entered the PHX Class Bravo Airspace without ATC authorization.

CLASS DELTA AIRSPACE DEVIATIONS

5/15 Entering Class Delta Airspace Without Obtaining Prior Authorization

Private Pilot, California Pilot

Phoenix Deer Valley (DVT)

The pilot deviation was reported by a Deer Valley controller when the Cessna was observed on the RADAR entering the DVT Class Delta Airspace from the southeast at 3,200 feet without ATC authorization.

5/25 Entering Class Delta Airspace Without Obtaining Prior Authorization

Private Pilot, Washington Pilot

Phoenix Deer Valley (DVT)

The pilot deviation was reported by the Deer Valley Tower when the Piper aircraft entered the controlled Class Delta Airspace without ATC authorization.

5/27 Entering Class Delta Airspace Without Obtaining Prior Authorization

Private Pilot

Phoenix Deer Valley (DVT)

The pilot deviation was reported by the Deer Valley Tower when the helicopter entered the DVT Class Delta Airspace from the northwest without establishing communications with either tower frequency.

5/27 Entering Class Delta Airspace Without Obtaining Prior Authorization

ATP/CFI Pilot

Mesa Falcon Field (FFZ)

The Piper aircraft entered the Falcon Field Delta Airspace from the east without establishing radio communication. The Falcon Field controller reached out multiple times to the Piper without a response. The controller had to turn and climb aircraft from the south to avoid the Piper. Falcon Ground Control

reached out to the Chandler Tower about the Piper aircraft. Chandler issued a Brasher to the Piper and told the aircraft to contact the Falcon Field Tower.

AIR TRAFFIC CONTROL INSTRUCTIONS

6/2 Failure to follow the Air Traffic Control Instructions.

2 Dump Trucks (No Pilot Certification)
Prescott (PRC)

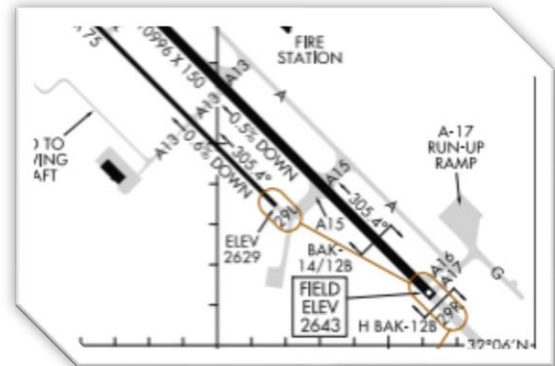
Two dump trucks were observed on the Prescott Airport proceeding on taxiway Delta, near taxiway Delta 5, moving southwest bound. The drivers were not in contact with ATC and did not receive a clearance to enter the movement area. ATC contacted Airport Operations to intercept the vehicles. No air traffic was involved. Pilots should always expect the un-expected and check the runway is clear of obstructions while landing.

WRONG SURFACE ALIGNMENT

6/5 Aligned with the wrong surface for landing.

Unknown Pilot Certificate
Tucson (TUS)

The pilot deviation was reported by the Tucson Tower when the aircraft was cleared to land on Runway 29L, but aligned with Runway 29R, and conflicted with an air carrier which was on final for Runway 29R.

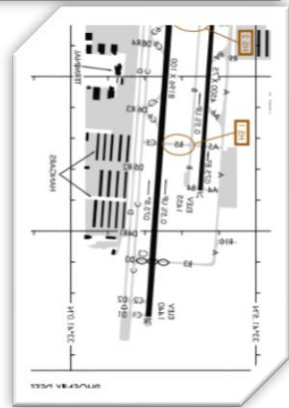


RUNWAY INCURSIONS

5/7 Entering a runway area without ATC authorization.

Private Pilot, Georgia Pilot
Phoenix Deer Valley (DVT)

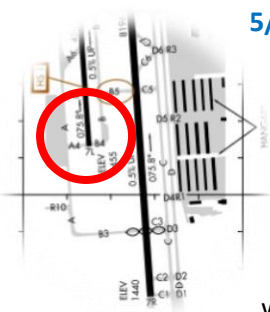
The pilot deviation was reported by the DVT Tower when the aircraft crossed the hold short line of Runway 7R without ATC authorization.



5/8 Entering a runway area without ATC authorization.

Commercial Pilot
Phoenix Deer Valley (DVT)

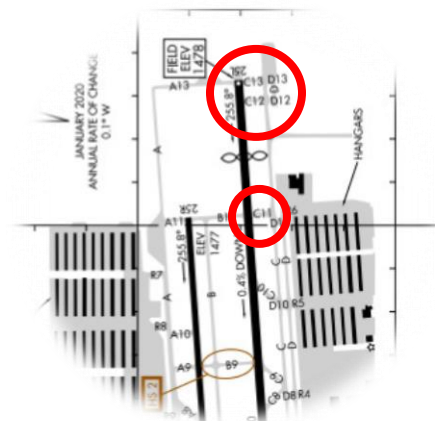
The aircraft entered the RWY 7L Runway Safety Area (RSA) without ATC authorization. Ground Control had instructed the aircraft to taxi to RWY 7L via TWY A and A4. The pilot read back was correct. Ground Control observed the aircraft to cross the hold line at RWY 7L, and TWY A4, and instructed them to stop. No other traffic involved. **The Brasher was issued.** The pilot deviation was reported by the DVT Tower when the aircraft crossed the hold short line of Runway 7R without ATC authorization.



5/9 Entering a runway without ATC authorization.

Commercial/CFI Pilot
Phoenix Deer Valley (DVT)

The aircraft conducted a touch and go on Runway 25L without ATC authorization. The aircraft had been in the pattern at DVT conducting short approaches to Runway 25R. The Local Control North (LCN) cleared the aircraft once again for a short approach touch and go to Runway 25R and advised them of the traffic



they were following. The read back was correct. The aircraft conducted a touch and go to Runway 25L instead of Runway 25R. The facility stated that the aircraft had passed Taxiway Charlie 13 on Runway 25R prior to touching down when Local Control South (LCS) cleared a Cessna for takeoff from the full length of Runway 25L. The Cessna had entered the runway but did not roll because they saw the aircraft touch down near Taxiway Charlie 11 and they advised the (LCS) of the issue.



5/27 Entering a runway without ATC authorization.

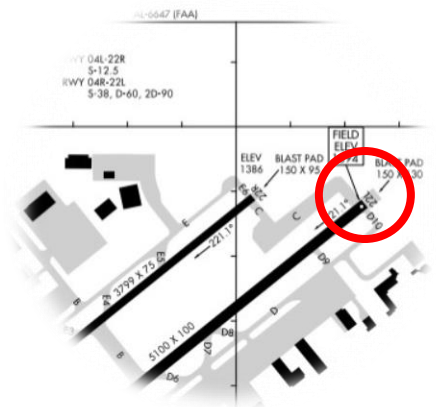
Student Pilot
Prescott (PRC)

Cessna entered Runway 21L without ATC authorization. The Local Control (LC) had put an aircraft in position and hold on Runway 21L at Taxiway Charlie 4. The Cessna called, holding short of Runway 21L on Taxiway Delta 7, and advised they were ready for departure. LC instructed the Cessna to hold short of Runway 21L full length. The read back was correct. LC cleared the aircraft at Taxiway Charlie 4 for takeoff. The Cessna then taxied onto Runway 21L at Taxiway Delta 7. LC instructed the Cessna to hold position, and then issued instructions for the Cessna to exit the runway, and a **Brasher** was issued to the Cessna.

5/27 Attempting to depart a runway without ATC authorization.

Student Pilot
Mesa (FFZ)

The aircraft was holding short of RWY 22L for departure, and the tower cleared the aircraft for takeoff, but the pilot was very hesitant with the read back, and there was traffic on final, so the controller canceled the aircraft's takeoff clearance, and issued hold short instructions before the aircraft ever moved forward. The aircraft did finally taxi onto the runway without permission, and the aircraft on final had to be sent around. The offending aircraft was **issued the Brasher** on the Local Control frequency, but the pilot did not understand. Ground Control then **reissued the Brasher** with a proper phone number read back.



old Business

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

Both Fleet Week, held in the Los Angeles and Long Beach Harbor Memorial Day weekend, and Summit of the Americas June 6-10, 2022, were safe, successful events thanks to SCAUWG's planning and preparation. SCAUWG members Dennis Lord "with the support of Santosh Kumar who worked his magic on overlaying the area with routes with waypoints that really worked" made Fleet Week a safe event.

The Aero Club of Southern California honored award-winning actor Harrison Ford the 43rd annual Howard Hughes Memorial Award. The honor was presented to Ford by Patrick Carey, SCAUWG Co-Founder and Co-Chairman, during a ceremony on June 10, 2022, at the California Science Center Samuel Oschin Space Shuttle Endeavor Pavillon in Los Angeles.

"Ford is recognized as a pilot, and passionate aviation advocate for his volunteer work with Young Eagles, humanitarian and aircraft rescue efforts," George Butts, president of Aero Club of Southern California, said in a statement. The Howard Hughes Memorial Award honors leaders who advanced the fields of aviation or aerospace technology. Other winners of the award include Neil Armstrong and General Chuck Yeager.

The June meeting included discussion of airports, airspace, chart changes; Ron Berinstein's SCAUWG WEB Master Report and update on Blog opportunities; and update on Training/Education programs.

RYAN AIRFIELD (RYN) WORKGROUP – LEE UNGER

Recommended NW Entries. Brian, Stamper, Ph.D., is compiling this document based on the input of the workgroup. The document is awaiting a group meeting.

MARANA UPDATE – LEE UNGER

Galen Beem, Marana Regional Airport Superintendent, could not attend the ASAG meeting, but submitted this report on Marana updates:

“Tower: The siting study is completed and in the hands of the FAA.

Next step is We are working on a contract with the group that is going to do the EA [Environmental Assessment].

Website: We are working along site the Towns Commutations and Technology Services departments to make the website more user friendly and going to update the Airport branding.

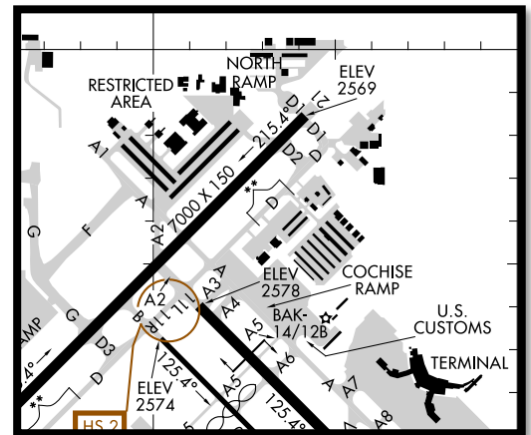
We have not received any noise complaints.

But we did replace the BEACON with a new LED BEACON.”

Thanks, Galen Beem

TUCSON UPDATE – BARBARA HARPER

We are trying to find a solution to the jet blast problem at TUS, at the A3 and A taxiways. In the past 33 years, in A3 & A taxiway area, they have had 12 GA aircraft involved in “blow overs.” All caused by jet blast. Barbara has asked for a secondary route at TUS. No luck. A3 would be a great Hot Spot.



PRACTICE AREA FREQUENCY – LEE UNGER

Finalizing document and coordinates.



LASER / UAS MITIGATION – TIM CLARK (PHOENIX PD) AND SCOTT WOODWORTH (PIMA COUNTY SHERIFF DEPARTMENT)

You can email Officer Tim Clark at Timothy.Clark@phoenix.gov

You can email Deputy Scott Woodworth at scott.woodworth@sheriff.pima.gov

Usually, Phoenix averages 25 – 30 Laser strikes. This month, the count was 18.

If you experience a Laser strike, call ATC with your Radial/DME. Police will create a hot spot.

The Maryville area Laser Strikes have ceased.

Pima County: Six Laser Strikes.

There is a fire SW of RYN, reducing visibility.



UAS

A UAS was chased down operating in Class B (north) at 900’ AGL. In controlled airspace, UAS operations need permission and must fly below 500’.

The fine for flying a drone in inappropriate airspace can be as much as \$1,000,000.



Wesley Waddles would like to create a 3-hour drone course for Realtors.

David Kitts – SkyVector has a Drone Notam feature, called “drotam.” Clicking on a drotam shown on the chart pulls up a pop-up box with the notam information, including when the zone goes live, time until active, effective altitudes of the depicted zone and other available information.



BALLOONS – TIM CLARK (PHOENIX PD)

No comments or reports to Phoenix PD. This is a positive trend.



VIDEO PROJECT – JIM ANDERSON

Cottonwood (P52) – completing script and story board. Thanks to Jeff Tripp (P52 manager) for great info.

Sedona, <https://www.youtube.com/watch?v=hWrb-xCK1rA>, and Marana,

<https://www.youtube.com/watch?v=kTBHrJnpGeo>, videos are available on YouTube.



JAN 28, 2023 BANQUET – CARY GRANT AND FAIRFAX O’RILEY

Brian Schultz was stuck with low fuel pressure during a check ride and unable to attend the ASAG meeting.

Paul Wegeman has contacted the Wigwam Resort, in Litchfield Park, as a possible venue and they have submitted a price list for our evaluation.

Brophy College Preparatory School has said they cannot accommodate us because we are not part of the school. However, if we can convince the Brophy youth flight program to sponsor ASAG, that might allow them to accommodate us.

Cary Grant: Current ticket per person at the Banquet is currently \$35. Cary suggested that we may need to increase the ticket price and increase Banquet publicity. He is looking for a volunteer to spearhead the Banquet publicity and social media presence.

Our 2023 Banquet speaker will be Keith “Casey” Jones.

In 1976 Casey was selected to be the commanding officer and flight leader of the Navy's Blue Angels, which had recently transitioned from the F-4 Phantom to the A-4 Skyhawk. He currently lives in Albuquerque, NM.

AZ PASSPORT PROGRAM UPDATE – CARY GRANT

Started by Arizona Pilots Association (APA) and using Embry Riddle Aeronautical University students to perform the application coding, currently has 20 participating airports, museums, and restaurants. The App which is currently in “Beta Testing” allows the pilot to scan a QR at the airport to prove his or her visit. The Passport Program encourage pilots to get out and fly to various destinations in Arizona. There are three levels a pilot can achieve: Gold, Silver and Bronze. This is similar to Minnesota’s Passport Program (<https://www.dot.state.mn.us/aero/aviationeducation/aviationpassport/passport.html>).

APA promotes the program as a safety initiative to encourage pilots to fly to other destinations other than their usual Saturday food runs and exercise their flight planning procedures for new locations. Cary is hopeful he can still use the program to highlight safety messages for the airports but will see if it can be done through the individual airports rather than through the Passport App.



DONATIONS FOR BOOKS FROM CINDY DOKTOR – JIM ANDERSON & CARY GRANT

Glendale's Foothills Library accepted all the books that were donated by Cindy Doktor. It took both of Jim Anderson's vehicles to transfer the books from his DVT hangar to the library. It was very generous of Jim to allow the use of his hangar and cars to accommodate this charitable donation.



NEW ASAG POSITION – YOUTH COORDINATOR – CARY GRANT

Fairfax O'Riley has agreed to consider the position.



Update – CARY GRANT (RSATS AND PILOT CONTROLLER REVIEWS)

Chandler (CHD) is still working on a letter of agreement to keep fixed wing aircraft at pattern altitude until starting the base turn.

Gateway (IWA) is still having problems with the nighttime lighting intensity at the sports facility. If you have a problem, please file a NASA report.

Goodyear (GYR) – Aviate Academy is using Luke Approach for flights in their practice area.

Glendale (GEU) – The ATC Director position is now temporary. Looking for a permanent person.

Scottsdale (SDL) – Construction planned for October (primarily at night).

The ILS at Luke Aux 11 is out of service because thieves keep stealing the parts to keep it operational.

The Air Force is considering not repairing the ILS since their aircraft are using Luke AFB's (LUF) ILS for training and currency.

The next AFTW will be July 12 at 1:00 pm.

So far, there has been no progress on revising the Coolidge Stack procedure.

Phil Rimmel has retired from leading the Arizona Designated Pilot Examiner Advisory Group (AZDPEAG) monthly meetings. ASAG thanks Phil for his well-researched, organized meetings, a great aviation safety resource for DPEs and guests.

Craig Tompkins: The Scottsdale FSDO hopes to bring the DPE meeting back into existence.

BOB KATZ SEMINARS

ATC is going ZERO – Now What?!? June 17 (Friday) at 7pm PDST

https://www.faasafety.gov/SPANS/event_details.aspx?eid=113226&caller=/SPANS/events/EventList.aspx

Join us as we unravel the mystery of ATC ZERO. See just how fast panic can spread to *dozens* of cockpits, across *thousands* of square miles in an instant and discover how the quality of *your* compliance with **91.103 Preflight Action** is the only thing that can save you when ATC says *in effect*: "*We're unable to play anymore.*"

Yeah – but there are MOUNTAINS over there!!! June 24 (Friday) at 7 pm PDST

https://www.faasafety.gov/SPANS/event_details.aspx?eid=113313&caller=SPANS/events/EventList.aspx

Join us as we examine the fate of a pilot who, just like most pilots, is confounded by the *Go along ... to Get along* mentality when dealing with ATC that, more often than not, will leave YOU *in a lurch*. We will explore the limitations of Radar Services to VFR pilots, ATC's *irrefutable* discretion with the *quality* of those services and why it is *absolutely critical* to your safety and survival to be prepared for *every* reasonable contingency.

DVT RSAT – CARY GRANT

A DVT RSAT will be held July 7 (Hybrid meeting). They will discuss taxiway C3 and Runway 7R deviation mitigation. The DVT Pilot/Controller Forum combined with a CFI Forum will be June 29, 1600 via ZOOM. Details will be via SPANS on www.FAAsafety.gov.

Other RSAT meetings:

CHD – 6/17/2022 **FFZ** – 6/30/2022 **DVT** – 7/7/2022 **RYN** – 7/14/2022 **IFP** – 7/27/2022
PHX – 7/27/2022

Also, a Ryan Field Hybrid Pilot-Controller Forum Thursday will be held June 30, 2022, at 4 pm AZ 2300GMT. SPANS to follow.

Future Arizona ASAG Meetings: **August 17** and **September 21**. Both will be held at 12:00 pm (Arizona time).



We meet the 3rd Wednesday of every month, **except in July**. This is to allow members to attend *AIRVENTURE*.

Encourage and promote “From the Flight Deck” Video series and Runway Simulators.



The meeting was adjourned at 1:50 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