

# MEETING MINUTES

President Cary Grant Called the Meeting to order at **12:00 pm**

**Sep 18, 2024**



## 74 attended:

Abraham Blattstein, Alexander Kocksch, Alexander Peña, Andre Barnes, Andrew Taussig, Bob Katz, Bob Holliday, Bob Mittelstaedt, Brad Walstrom, Brendon Umbs, Cal Droke, Cary Grant, Chad O'Neal, Christian Locher, Christine Perry, Daniel Weimer, David Day, David Horvath, David Kitts (CAU), Deborah Blattstein, DeWitt Gibson, Edward Daror, Edwin Halstead, Ernest Copeland (FPM SDL FSDO), Ethan McQuown, Fairfax O'Riley, Garrett Dauphars, George Hamaty, Gregg Smrz, Hugh Funk, Jace Cook, Jacob Enfield, James Price, James Timm, Jason Gauer, Jill Gallo, Jim Anderson, Jim McClay (AOPA), John Cirino, John Varljen, Karen Hausteen, Kenneth Winter, Kevin O'Hara, Larry Erdman, Lee Unger, Mark Giannini, Mathew Corrigan, Michael Rutledge, Mitchell Raab, Myles Erdmann, Neil Davison, Paul Wiley, Pete Hermes, Peter Troccoli, Phil Corbell, Phillip Fowler, Randell Meyer, Rich Lee, Robert Fletcher, Rodney Holberton, Rolf Dammrau, Ron Berinstein (SCAUWG), Ron Dziagwa, Russ Jones, Ryan Whipkey, Shanley Olson, Sonny Durante, Steven Brimmer, Terri Wolcott, Theresa Farley, Tito Sanchez, Tom Cowan, Tyler Rothlisberger, and Wes Waddle.

## Welcome – Cary Grant, ASAG President:

ASAG is a 501c3. ASAG members and officers are all volunteers. We are enthusiastic about safety throughout the state of Arizona. ASAG has been an organization for almost 51 years. Cary thanked Rich Lee for accepting the Vice President position. When the minutes are approved by the ASAG membership, they are posted at <https://asagaz.org/>.



## Jim Anderson, ASAG Treasurer:

Jim stated that there was nothing remarkable to report and there was no monetary activity in August. The account total is the same as the August total: **\$16,452.31**

We have inked a deal with Phoenix Airport Hilton for ASAG's 2025 meeting and banquet on Feb 1, 2025. Happy Hour starts at 5:00pm and the Banquet begins at 6:00pm.

Motion to accept the September Treasurer's Report: **Fairfax O'Riley**. Seconding the motion: **Bob Holliday**. The membership unanimously accepted the Sep 2024 ASAG Treasurer's Report as submitted by Jim Anderson.



### Treasurer's Report

Aviation Safety Advisory Group of Arizona  
General Membership Meeting  
For the period January 1st, 2024 to August 31st, 2024

<b>Income</b>		
<b>Contributions, Gifts and Grants</b>		
Corporate Donations	\$854.70	
<b>Fundraising (Ways and Means)</b>		
Silent Auction	\$1,282.52	
Fundraising Event	\$10,339.75	
<b>Total Income</b>		\$12,476.97
<b>Expenditures</b>		
<b>Administrative and Operations</b>		
Printing and Reproduction	\$153.74	
PO Box Rental	\$86.60	
Advertising and Promotion	\$19.97	
AZ Corp Comm Fees	\$10.00	
Miscellaneous	\$560.30	
<b>Fundraising (Ways and Means)</b>		
Fundraising Event	\$13,737.90	
<b>Programs</b>		
Trophies	\$406.46	
<b>Total Expenditures</b>		\$14,974.97 (\$2,498.00)
<b>Opening balance as of January 1st, 2024:</b>		\$18,950.31
<b>Balance on hand as of August 31st, 2024:</b>		\$16,452.31
<b>Aviation Safety Advisory Group of Arizona</b>		\$16,452.31

James B. Anderson Treasurer's Signature

Activity

Completed the agreement with the Hilton for our February 1, 2025 banquet

No other transactions in August 2024

## PREVIOUS ASAG MEETING MINUTES



## [Jim Price, ASAG Secretary](#)

Motion to accept the August 2024 ASAG Meeting Minutes: **Jim Timm**. Seconding the motion: **Alexander Kocksch**. The membership unanimously accepted the August 2024 ASAG Meeting Minutes as submitted by Jim Price.



## Updates from Community Representatives

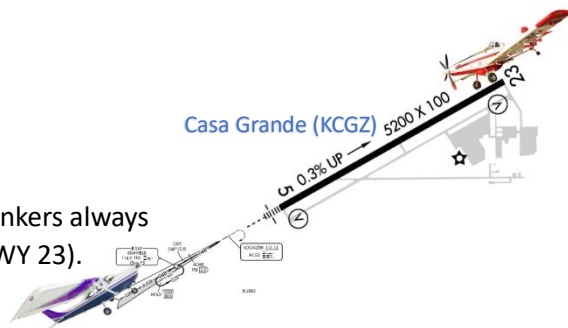


**Mike Rutledge** is new to ASAG. He owns two companies near the south practice areas that engage in extensive low-level activity. Company 1 is **Rutledge Airborne**, a single engine air tanker company flying Air Tractor 802's. Company 2 is **Sarita Custom Farm Service**, the largest crop-dusting company in Arizona. They have two bases of operation. One is a mile west of Coolidge and the other is below the Stanfield VOR. Mike does a lot of Government training out of Casa Grande. Mike said his

companies provide the bulk of disruptions to operations at Casa Grande airport and to the inbound aircraft flying practice instrument approaches via the Stanfield VOR (TFD) STACK. All Rutledge aircraft are compliant, with radios, ADS-B, etc.

Rutledge Airborne also provides Tanker training at Casa Grande. Heavy Fire Tankers always need to takeoff into the wind, which at Casa Grande, is always to the West (RWY 23). This also conflicts with Casa Grande's Stanfield Stack approaches which are flown to the East (RWY 5).

When crop dusters and air tankers are turning, that's a blind spot for the pilots, and they do a lot of turning. Mike's company trains during the non-fire season. The crop-dusting aircraft are active May 1 through mid-November and slows down around the middle of April.

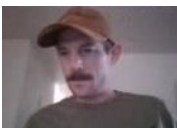


## [PARACHUTE OPS at Coolidge \(P08\) – Thomas Cowan, Complete Parachute Solutions \(CPS\):](#)

We've held a number of seminars at flight schools, explaining our operation. There was some confusion with the info and jump operations at El Tiro Gliderport (AZ67), west of Marana. We have gone through all the details, spoken



with both parties to gather the details, and there was some confusion about where the Parachute Jumping Exercise (PJE) information was being broadcast. **Thomas** thinks they have corrected the situation. All information has been and is being broadcast. This is more of an awareness issue with the pilots based at AZ67, many of whom don't have radios in their aircraft. We are prepared to help those who have questions.



Introducing **Hugh Funk**, the new Air Ops Manager for CPS, replacing Justin Hodge who is now working at White Sands, NM. Welcome to ASAG, Hugh!

**Tom Cowan:** Hugh Funk has a lot of experience in the Air Force with over 11,000 jumps.

When the Royal Air Force returns in November, there will be another Jump Seminar.

Many thanks to Justin Hodge for his participation with ASAG including presentations at safety meetings during which he educated attendees regarding statewide parachute operations safety, along with Dr. Thomas Cowan, Cary Grant, Craig Tompkins, and Ernie Copeland.



**[PARACHUTE OPS at Marana Regional Airport \(KAVQ\) – Sonny Durante and the Parachute Operations Safety Workgroup, directed by Dr. Thomas Cowan & Justin Hodge](#)**



**“Know Before Your Go!! Linked here for reading and sharing:**

[https://www.faa.gov/files/events/WP/WP07/2024/WP07127584/Parachute Operations at Marana R](https://www.faa.gov/files/events/WP/WP07/2024/WP07127584/Parachute%20Operations%20at%20Marana%20R)



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

**Ernie Copeland** offered an update on the number of Laser Strikes for this Fiscal Year (Oct 1 2023 – 30 Sep 2024): Last count - **814**. On September 30, we will probably have **850** strikes.

**Cary:** Channel 3 (Arizona Family) has supported us getting the word out about the hazards of Laser Strikes. It's a class 3 felony. **Cary** made a safety video for ADOT's Safety Stand-down Day. It is available at [https://youtu.be/YnexK\\_SF6jo?si=j71A1IO9KpV3fiYi](https://youtu.be/YnexK_SF6jo?si=j71A1IO9KpV3fiYi)

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

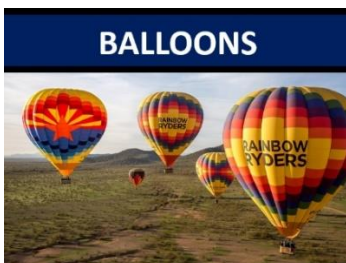
Tell us where the Laser event happened. Was it at a gas station, intersection, etc.?

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](https://www.faa.gov/aircraft/safety/report/laserinfo/report_incident) at [https://www.faa.gov/aircraft/safety/report/laserinfo/report\\_incident](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](mailto: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](mailto:laserreports@faa.gov) and include the following: Your name and contact information. Date and time you witnessed the laser incident.



**[Balloons – Neil Davison:](#)**

We had our first of the season balloon club meeting September 17<sup>th</sup>. [The Albuquerque Balloon Festival is October 5 - 13](#). In Arizona, things will start to "heat up" as the air temperatures go down.

**Cary Grant** asked if there was a final report on the Eloy balloon crash. **Neil** explained that most new balloons have a Parachute Vent. It's called that because it resembles a parachute. It is attached to a line (typically red) that comes down into the basket.



This is used to vent out hot air so we can descend quicker than if we let the balloon cool off. We pull down on the red line and it pulls down the parachute vent, venting air around the edges of the vent and out. In addition to the “parachute vent,” the larger balloons, and a few smaller ones, have a “speed vent” or a rapid deflation vent. It pulls the parachute to the center of the large opening at the top of the balloon, quickly letting out all the air in the envelope. Neil was told that the FAA thinks that the speed vent was deployed, (probably inadvertently), on the balloon that crashed. Neil has heard that on some systems it is difficult to get the speed vent back into place if it is pulled. The hot air balloon launched with 13 occupants. At around 5,000 feet, eight skydivers jumped out of the balloon as planned. Four people, including the pilot died. A fifth person survived.

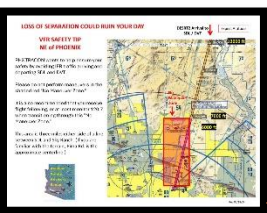


A representative was not able to attend.



**Phoenix Approach (P50) – Matthew Schorman:**  
Matt was not available

### **Northeast Phoenix No Maneuver Zone, rev 05-18-2024 – Lee Unger:**



Thanks to **Bob Mittelstaedt** for compiling the Northeast Phoenix *No Maneuver Zone* document. Thanks also to **Cary Grant**, National FAAS Team Representative of the Year, and **Matt Schorman** P50 TRACON NATCA, for their contributions in developing this important aviation safety product.

Please print and share the flyer at your airport and publish the link in your print products and on social media. **To download the document, click on:**

This graphic or this link

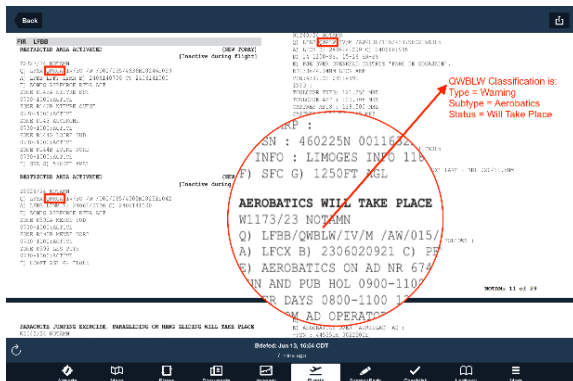
[https://www.faasafety.gov/files/events/WP/WP07/2024/WP07130353/NE\\_Phoenix\\_No\\_Maneuver\\_Zone\\_\\_05-18-24.pdf](https://www.faasafety.gov/files/events/WP/WP07/2024/WP07130353/NE_Phoenix_No_Maneuver_Zone__05-18-24.pdf)

### **RED STAR FORMATION – Mark Giannini:**



10-13 October, Red Star will have a Formation Clinic in Kingman. The training will take place within about 30 miles of Kingman and normally 6,000’ and below. Generally, we will be using the airspace to the east of Kingman.

### **Learning the Status of Aerobatic Boxes, Mark Giannini & Cary Grant:**



**Cary** called the Flight Service Station, and they said that they publish a NOTAM, indicating where the aerobatic box will be. It must be activated by the pilots that are using the “box” by calling the Flight Service Station. If the pilot users call more than a week out for the time of actual use, it will be a published NOTAM. If it’s a short notice NOTAM, it goes into the NOTAM system and the airspace controllers, (Albuquerque Center or Phoenix TRACON), are supposed to get notification that the “box” has been activated. **Cary** sent an email to **Matt Shorman**, our contact at P50, and Matt wasn’t sure that process is actually happening and referred the question to his supervisors.

If Flight Service puts it in a NOTAM and a pilot is flying with an EFB like Foreflight with NOTAMS selected ON, the pilot will see the message in the NOTAM section. Foreflight’s NOTAMS are updated every 10 minutes.



**Ernie Copeland:** We have had the charts updated. One “box” is south of the Renaissance labeled **CAUTION, INTENSIVE TRAINING AREA, 5,000’ to 17500’**.

**Cary Grant** asked if we could get a similar box on the chart by Estrella Sailport (E68)?” **Ernie** will investigate.

**Fairfax O’Riley:** There’s an **Aerobatic Box** north of Bishop. The



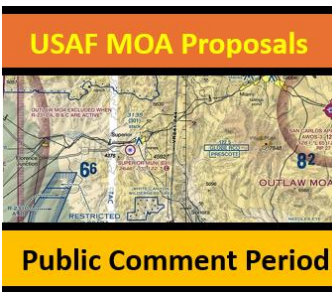
Sectional doesn’t have a lot of room for more boxes.

**Cary Grant:** You should be able to check if the box is active by calling Phoenix Approach or ABQ Center. You can also check the NOTAMS in Foreflight.



### **Superior Glider Operations – Fairfax O’Riley:**

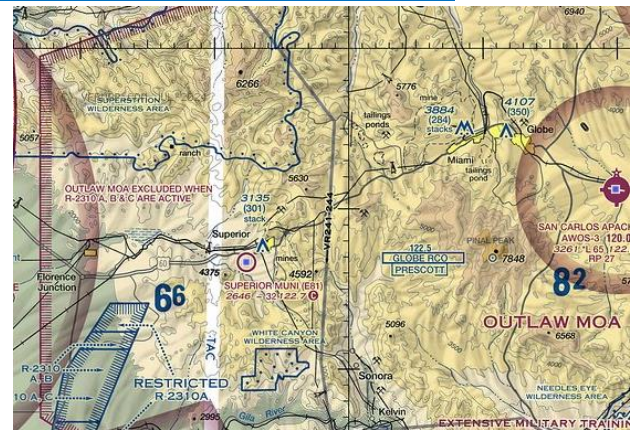
Our gliders at Superior Soaring, <https://superiorsoaring.com/about/>, are spending more time in the Superior area. Our pace has picked up, increasing from 1 glider in the air to 3 or 4 in the air. All gliders have radios, plus ADS-B in and out transponders and displays. There have been a lot of fires in the area and Fairfax is not aware of situations where the gliders had interfered with fire tanker operations. It is going very well.



### **USAF MOA Proposals and Public Comment Period, Cary Grant:**

The USAF proposed expansion of the MOAs in Arizona, includes descending the floor of the MOAs down to 500 feet AGL. This proposal would also allow supersonic flights.

The **Draft Environmental Impact Statement (EIS)** is available for public



**review and comment from August 9, 2024 through October 9, 2024.** Please review the website and learn more by watching [Public Hearing Video](#) and/or reading the Public Hearing Video Script ([English](#)) ([Spanish](#)). It is informative.

Thank you, Cary Grant, for representing aviation safety for all at the September 4, 2024 public virtual hearing. With respect for the military training requirements, safety for all airspace users is the priority.

**It is proposed that as Arizona Airspace users, we divide the MOAs among ourselves, with one or two people focusing on each of the MOAs.**

1. Outlaw
2. Jackal, Jackal Low
3. Morenci
4. Reserves
5. Bagdad and Gladden
6. Sells
7. Ruby and Fuzzy
8. Tombstone - A, B and C - **Sonny Durante and Lee Unger.**

**Please sign up** and let Cary Grant [cbgrant@azboss.net](mailto:cbgrant@azboss.net) or Lee Unger ([leeunger4@gmail.com](mailto:leeunger4@gmail.com)) know which MOA or MOAs you would like to research and formally submit comments about.

**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

During the MOA expansion discussion, **Cary** noted that **Fairfax's O'Riley's Superior Glider operation** is right underneath the Outlaw MOA and flight schools are operating under the Bagdad and Gladden MOAs, (located Northwest of Wickenburg). If this proposal is approved, there will be a substantial impact on training areas and our airspace. This MOA expansion not only impacts training areas, but it will also restrict IFR traffic and instrument approaches into airports like Safford (KSAD). According to AIM 3-4-5, "Whenever a MOA is being used, nonparticipating IFR traffic may be cleared through a MOA if IFR separation can be provided by ATC. Otherwise, ATC will reroute or restrict nonparticipating IFR traffic." In the real world, it's rare to get an IFR clearance through an active MOA.

**Fairfax O'Riley:** The Air Force hosted a presentation in Superior that we at Superior Soaring participated in. For Bush planes, those areas under the MOAs are prime operating areas for them.

**Jim Timm:** APA has attended a few USAF meetings. It is a serious problem to fly at 500 and it's not practical. APA and AOPA are opposed to the proposed MOA changes, and they are submitting responses. Most pilots in Arizona are not aware of this AF proposal.

**Russ Jones, Civil Air Patrol:** F-35s take up a much larger footprint because of their speed. CAP has eleven repeaters. This allows low-flying GA aircraft to communicate with the controllers via radio.

**Jim McClay, AOPA:** We are looking at the MOA proposal and it is very frustrating. The USAF does not consider their proposal as a problem for VFR aircraft. The USAF knows that VFR aircraft can legally fly in an active MOA. On the other hand, it is NOT smart to fly into an active MOA.

**Theresa Farley:** I first learned about this at the AFTW meeting. Is anyone reaching out to flight schools so they can send their comments?

**Jim Timm:** The comment period ends Oct 9. The entire document is available on the website and their presentation is available online. **Jim McClay** feels that despite our best efforts, this proposal will go forward.

It would be better if comments were submitted by individuals, rather than signatures at the bottom of a organization's letter.

**From Jim McClay (AOPA):** Look at the USAF response to previous comments, take a look at this PDF, page 37-54 - Draft EIS ([arizonaregionalairspaceeis.com](http://arizonaregionalairspaceeis.com))







[Jim Timm & Craig Tompkins](#)

## ACCIDENT/INCIDENT DEVIATION REPORT

**Mid-August through Mid-September 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-August through mid-September. 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 still weren't any local fatalities reported. We all need to continue to prevent accidents, and I think that perhaps these past high temperatures 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.

### **BIRD STRIKE, August 23, 2024**



**Source: FAA Incident | Location: Goodyear (GYR) | Type: Cirrus SR20 | Injuries: 2 Uninjured | Pilot: Comm/CFI**

During the landing, a bird struck and damaged the leading edge of the wing. Per the NTSB the damage was minor.

## ELECTRICAL FIRE, August 26, 2024



Source: FAA Incident | Location: Southeast Of Mesa Gateway (IWA) | Type: Piper PA-28-181 | Injuries: 2 Uninjured | Pilot: Comm/CFI  
The pilot made a safe landing on a road southeast of Mesa Gateway airport (IWA) upon detecting an electrical fire behind the instrument panel. The damage was minor.

## LOSS OF CONTROL LANDING, August 28, 2024



Source: FAA Incident | Location: Tucson Ryan Field (RYN) | Type: Cessna 172 | Injuries: 1 Uninjured | Pilot: Student Pilot  
The solo student pilot made a full stop landing but went into the grass when exiting the runway. There was no damage to the airplane or airport.

### Note

*The following accident involved an Arizona pilot and passenger, but the accident occurred in Idaho.*

## BACKCOUNTRY GO-AROUND ATTEMPT, August 29, 2024

Source: ASN, NTSB, APA | Location: Johnson Creek, Idaho (3U2) | Type: Cessna 206 | Injuries: 2 Fatal | Pilot: Certification Unknown



Johnson Creek is a backcountry turf airstrip in a mountainous area at an elevation of 4,960 ft., and the runway is 3,400 ft. long, and 150 ft wide. Because of the slope, RWY 17 is the preferred landing runway, and the airplane was landing on RWY 17, but was heavily loaded, landing fast, and it initially touching down mid field, bounced and then initiated a go-around, stalled, and crashed.



## GEAR UP LANDING, August 31, 2024



**Source:** ASN | **Location:** Show Low (SOW) | **Type:** Beechcraft B35 |

**Injuries:** 2 Uninjured | **Pilot:** Certification Unknown

The Bonanza departed Sedona Airport with two people on board with a destination of Show Low Airport. On arrival the Bonanza made a gear up landing. No injuries and damages were minor.

## HARD LANDING, September 1, 2024



**Source:** FAA | **Location:** St Johns (SNJ) | **Type:** Flight Design CTLS |

**Injuries:** 2 Uninjured | **Pilot:** Sport Pilot

An updraft on final caused the aircraft to bounce hard causing damage to the engine mount and firewall. The full extent of the damage is unknown.

## HIT A FENCE, September 2, 2024



**Source:** FAA Incident | **Location:** Yuma (NYL) | **Type:** Piper PA-28-181 |

**Injuries:** 2 Uninjured | **Pilot:** Comm/CFI

The wing tip of the Piper Archer struck a fence during taxi. The extent of the damage was unreported.

## LOSS OF CONTROL LANDING, September 7, 2024



**Source:** FAA Incident | **Location:** Goodyear (GYR) | **Type:** Columbia

**Lancair** | **Injuries:** Unreported | **Pilot:** Private Pilot

After landing, the Lancair ran to the end of the runway and exited the runway. Because of a brake failure, the pilot spun the aircraft around and went off the taxiway into the grass, then stopped. There was no reported damage to the aircraft or airport property.

## CONTROLLED FLIGHT INTO TERRAIN, September 8, 2024



**Source:** ASN, FAA, APA | **Location:** Cottonwood | **Type:** Mooney M20F |

**Injuries:** 1 Serious Injury | **Pilot:** Certification Unknown



The Mooney departed Phoenix Deer Valley Airport (DVT) for Cottonwood and crashed into a residential structure in Cottonwood under unknown circumstances. The aircraft first hit a tree, then struck the house without injuring the house's occupant.

## August 9 – September 12, 2024 – PILOT DEVIATIONS (18)

### 8 BRASHERS, 9 Out of State Pilots, 1 Military & 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 August 9 through September 12, 2024 there were eighteen pilot deviations reported by the FAA SDL FSDO. These deviations were committed by pilots with certificates ranging from Private Pilot through ATP, and there were nine out of state pilots, two military, and one foreign pilot that committed these deviations. Of the fifteen deviations reported, there was a need to issue eight 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.

GA Deviations, Aug 9 – Sep 12		
# Deviations	Type of Deviation	BRASHERS
9	IFR Deviations	5
3	Bravo Airspace Deviations	1
2	Delta Airspace Deviations	1
1	Runway Incursions	0
1	Air Traffic Instruction	1
2	TFR Deviations	0





## DEVIATIONS (9)

### 8/8 Failure To Fly The Departure As Published | Commercial Pilot Out Of Texas | Phoenix TRACON (P50)

The pilot deviation was reported by the Phoenix TRACON when the pilot didn't fly the IZZO Eight Departure as published. There was no loss of separation.

### 8/8 Clearance Deviation | ATP/CFI Pilot | Albuquerque Center (ZAB)

The aircraft read back the initial clearance correctly. As the controller cleared the aircraft to change to the advisory frequency, he advised the aircraft to "call on this frequency after the missed approach." The aircraft did not contact the controller after the missed approach, nor did he fly the missed approach procedure for the initial ILS approach. The aircraft flew eastbound and executed an RNAV approach to the airport without being cleared to do so. **A Brasher was issued.**



### 8/12 Route Deviation | ATP Pilot (Military) Out Of Florida | Albuquerque Center (ZAB)

The pilot advised the Albuquerque Controller that he was proceeding direct SKTTR. The aircraft did not fly the routing as cleared. **A Brasher was issued.**



### 8/16 Failure To Fly The Departure As Published | Commercial Pilot (Foreign) Out of Israel | Phoenix TRACON (P50)

The pilot didn't fly the Stanfield Four Departure out of Phoenix Sky Harbor as published.

### 8/22 Altitude Deviation | Unknown Pilot Certification (Military) | Tucson TRACON (U90)

The deviation was reported when the F16 climbed above the ATC assigned altitude. **A Brasher was issued.**



### 8/23 Route Deviation | Unknown Pilot Certification | Albuquerque Center (ZAB)

The Albuquerque Controller observed the Piper pilot making a turn and advised the pilot that he had been assigned the present heading. The Piper pilot had made an unauthorized turn which resulted in the aircraft violating the 3-mile protected airspace of the GLADDEN MOA, which was active. **A Brasher was issued.**



### 8/28 Route Deviation Private Pilot | Out Of California | Albuquerque Center (ZAB)

Upon reaching WLVRN intersection, the aircraft turned approximately 40 degrees right of course, thus heading towards the GLADDEN MOA, which was active at FL400, and below. The controller saw the turn, and immediately turned the aircraft back to the west. The aircraft was less than 2 miles from the boundary of GLADDEN before establishing a safe distance clear. **The pilot received a Brasher notice.**



### 8/29 Altitude & Route Deviation | ATP/CFI Pilot Out Of South Carolina | Albuquerque Center (ZAB)

An air carrier was at FL250 descending VIA the HYDRR1 approach into KPHX. A second air carrier, FL250 was also descending VIA the HYDRR1 approach into KPHX. The second air carrier was 10 miles ahead of a Cessna Citation. The Citation stated he could not comply with the arrival due to the Wake Turbulence behind the B737. The Citation was told to reduce speed to 250 knots, descend and maintain FL200. The Citation instead climbed to FL260 and asked for a right turn. The controller assigned a 5-degree offset to the right.

### 9/3 Altitude Deviation | Comm/CFI Pilot | Albuquerque Center (ZAB)

The pilot was given and correctly read back a clearance to cross the Stanfield VOR at or above 6,000 ft and perform the VOR RWY 5 approach. The aircraft began to descend below 6,000 ft approximately 7.7 miles southeast of the VOR. The controller tried to reach the aircraft on the guard frequency. Later the controller gave a low altitude alert to the aircraft in the blind as they were already off frequency. At that same time, the aircraft was observed descending from 4,600 to 4,400 which was below the Minimum Instrument Altitude (MIA), (the minimum altitude for IFR operations). The pilot then climbed back up to 4,600, although no verbal acknowledgement was received. The aircraft again was observed descending to 4,400 ft approximately .83 miles southeast of the VOR, but no second alert was given. Later, the pilot stated that they thought once they were cleared off the frequency that they were free to descend with the stack and didn't realize they needed to continue to comply with the altitude restriction until reaching the VOR.





## CLASS BRAVO AIRSPACE DEVIATIONS (3)

### 8/8 Entering Class Bravo Airspace Without Authorization | Commercial Pilot **Out Of Tennessee** | Phoenix TRACON (P50)

The pilot deviation was reported by TRACON when the aircraft entered the Phoenix Class Bravo Airspace without authorization and conflicted with an air carrier that was descending on the Star arrival procedure.

### 8/28 Entering Class Bravo Airspace Without Authorization | Private Pilot **Out Of California** | Phoenix TRACON (P50)

The deviation was reported by the TRACON when the Cessna entered the Phoenix Class Bravo airspace without authorization.

### 9/1 Entering Class Bravo Airspace Without Authorization | Commercial Pilot **Out Of California** | Phoenix TRACON (P50)

The Mitsubishi picked up their IFR clearance before the Glendale (GEU) tower closed and was instructed to contact the Phoenix Biltmore sector to get a release. The aircraft was observed departing Glendale southwest bound and climbing through the PHX Class B Airspace without establishing communications and without a clearance. The aircraft attempted to contact Apachee on 128.65 but the controller did not receive a response to their transmissions. Multiple controllers tried to contact the aircraft on their frequency as well as on Guard. The aircraft checked on with an Albuquerque Center Controller requesting their IFR Clearance. The Mitsubishi was switched back to the Biltmore sector and the controller **issued the Brasher warning**.



## CLASS DELTA AIRSPACE DEVIATIONS (2)

### 8/6 Entering Class Delta Airspace Without First Establishing Two-Way Radio Communication | Commercial Pilot **Out of Arkansas** Scottsdale Airport (SDL)

The Piper Navajo entered the Scottsdale Class Delta Airspace without first establishing two-way radio communications. There was no loss of separation.

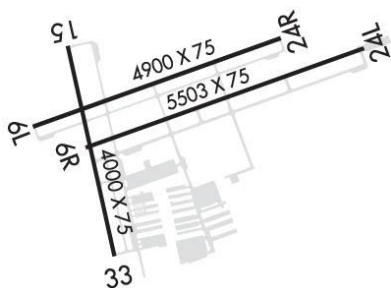
### 9/4 Entering Class Delta Airspace Without First Establishing Two-Way Radio Communication | Commercial Pilot **Out of California** | Scottsdale Airport (SDL)

The Rockwell Commander flew into Scottsdale airspace from the east to the northwest climbing through 3,000 ft. The SDL controller attempted to establish radio communication without success. No traffic was in conflict, but traffic was issued to aircraft in their airspace. The Commander checked in with Phoenix Deer Valley airport and was **issued the Brasher**.



## RUNWAY INCURSION (1)

### 8/4 Departing A Runway Without Authorization | Private Pilot | Tucson Ryan Field (RYN)



The Cessna was given instructions to taxi to RWY 6R via RWY 33, and to hold short of RWY 6R. The pilot read the instructions back. When the controller gave him instructions to fly straight out on departure, and cleared the Cessna to takeoff on RWY 6R, the pilot read the instructions back for RWY 6R but didn't read back the straight-out departure. The controller reissued the departure instructions, and the pilot read it back, **but departed on Runway 33**.



## AIR TRAFFIC CONTROL INSTRUCTIONS (1)

### 8/29 Failure To Follow Air Traffic Control Instructions | Comm/CFI Pilot | Prescott Airport (PRC)

The Cessna was on the VOR 12 approach and was issued circling to RWY 21L on the Right Downwind. The pilot read back the instructions correctly. When he overflew RWY21L, an aircraft was departing RWY21L. The aircraft was **issued the Brasher warning**.



## TFR DEVIATIONS (2)

### 8/6 Entering A TFR Without Authorization | Private Pilot | Albuquerque Center (ZAB)

It was reported to Albuquerque Center by the Prescott Fire Dispatch, that an RV8 flew through and violated the TFR for the Shiprock Fire. No services were being provided by Albuquerque Center, and no Brasher was issued.

### 8/8 Entering A TFR Without Authorization | ATP/CFI Pilot | Phoenix TRACON (P50)

The pilot deviation was reported by the Phoenix TRACON when the light sport airplane descended through the Cordes Fire TFR.

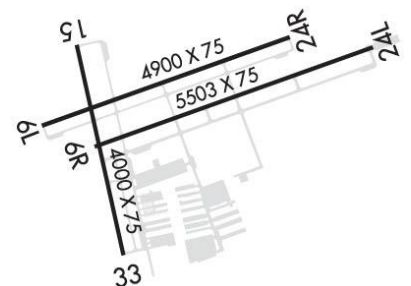


## Near Mid-Air Collision - NMAC (0) Aug 9 – Sep 12



**Cary Grant:** All of the Airspace Deviations (Bravo and Delta) were caused by out of state pilots. We obviously have some airspace issues that we need to address in our next video project.

The 8/4/24 Ryan Field deviation really concerned Cary, because when the pilot took off on the wrong runway, RWY 33, he or she had less than 2,000 feet of runway available. We are lucky that the deviation didn't evolve into an accident.





# Old Business



## **Video Project Update – Jim Anderson, Cary Grant & Lee Unger:**

The next Video Project will involve “Airspace.”



## **Frequency Project – Cary Grant, Jim Anderson, Brian Stamper & Lee Unger :**

Lee Unger noted that the air-to-air flight training area frequency workgroup has come to a consensus regarding what our suggested best practices will be for communicating with Air Traffic Control when conducting training flights in the Phoenix practice areas while using the hoped for air-to-air frequencies for which we are requesting waivers for from the FCC. The workgroup's recommendations for safely flying in the vicinity of active parachute operations are based on eCFR 105 which, as **Justin Hodge, Tom Cowan and Matt Schorman** have pointed out, requires parachute operators to provide specific, up to the minute jump operation updates to Air Traffic Control. While some parachute operators may have local communication suggestions for parachute operation updates, for reliable information, call TRACON (Terminal Radar Approach Control Facility) or ARTCC (Air Route

Traffic Control Center) for flight following. They will have the information you need because Parachute Operators are required by eCFR 105 to report intentions to these facilities. It is the workgroup's objective to help pilots be aware of how to best avoid parachute operation areas and keep themselves and Parachutists safe while in the vicinity of parachute operations. <https://www.ecfr.gov/current/title-14/section-105.13>

## **The 2025 ASAG & FAA Aviation Safety Awards Banquet – Cary Grant:**



**2025 ASAG Banquet**

**POSTERS:** We need to get our posters distributed starting in October.

**BANQUET TIME AND VENUE:** The banquet will be held on February 1, at the Phoenix Airport Hilton, 2435 S 47th St Phoenix, AZ.

**A GUEST SPEAKER:** Cary stated that Rich Lee could be a great speaker. Rich replied that he would be happy to do it, but he also recommended Keith Otsuka. Rich will talk to Keith and see if he would be willing. Keith was a USAF test pilot and a Chief pilot at Boeing.

**Cary:** The GA award deadline is now Dec 13. Nomination information for CFI, Aviation Technician, FAA Safety Team Representative is located at <http://www.generalaviationawards.com/> .

Arizona Airport of the Year and Arizona Air Traffic Control Communicator of the Year Awards information are located here <https://asagaz.org/> , with nomination packets

for Airport and Communicator Awards sent to [craig.tompkins@faa.gov](mailto:craig.tompkins@faa.gov) If you are interested in supporting and nominating candidates, email Cary at [cbgrant@azboss.net](mailto:cbgrant@azboss.net).





**Falcon Noise Abatement Procedure Video – David Kitts (CAU):** Falcon field is changing all Gate Cards and will require that every Gate Card holder watch the Falcon noise abatement procedure video. See <https://www.falconfieldairport.com/about-us/pilots/noise>



**Marana (KAVQ) and Pinal (KMZJ) Airport Update – Galen Beem, Airport Superintendent and Lee Unger:**

Marana has jump ops information on AWOS. No aerobatic box. Sonny is working on safer access to hangars. It will reduce the amount of automobile traffic on the taxiways.

**Tito Sanchez:** Manana Airport Superintendent Galen Beem reported that for environmental reasons, the plans to build a Control Tower at Marana are back on hold.



**SCAUWG Report - Cary Grant & Lee Unger. Mike Jesch (SCAUWG Chairman), Ron Berinstein (SCAUWG Director and Webmaster)** <https://scauwg.org>

**Ron Berinstein, SCAUWG Chairman:** For a month, there will be a [TFR over the Palos Verdes area](#) from September 18 through October 30. This is due to “LASER SURVEY OF LAND MOVEMENT AREA. ONLY RELIEF ACFT OPS UNDER THE DIRECTION OF ARTCC ARE AUTH IN THE AIRSPACE.”

**Cary:** Ron, you may have noticed that four of the deviations in today’s report were caused by California pilots.



**Rainbow Valley – John Keith:**

John Keith was unable to attend.

**IMSAFE – ASAG Chaplain, Rev Bob Holliday:**



We are all dealing with lots of things in life right now, and we tend to “tough it out.” There may be a lot of tension and anxiety. You and I can talk confidentially. I am here to help you with your concerns, help you with prayers, and offer counseling, etc. That’s why I’m here. Cary was having a discussion with Rich Lee concerning crisis intervention and Bob can help with those with concerns.



**Tucson International (KTUS) Update – Cary Grant & Lee Unger:**

You can find the status of Tucson’s Airfield Safety Enhancement Program (construction) at <https://www.flytucson.com/about-tus/airfield-safety-enhancements/>

Like always, check NOTAMS, know before you go, and get updates on the way.

## **AMAZON UAV DELIVERY, Cary Grant:**



**John Keith** had heard that Amazon would start UAV delivery from Tolleson, AZ. **Ernest Copeland (Scottsdale FSDO)** was asked if he had heard anything about Amazon's UAV delivery plans. Ernie's reply was, "No comment." (The FSDO has been told this is being handled at a higher level). For more information, see <https://www.abc15.com/news/region-west-valley/tolleson/amazon-gets-faa-approval-allowing-it-to-expand-drone-deliveries-for-online-orders>



**Cary – Airport Fees using ADS-B technology:** The City of Cottonwood, in an effort to discourage traffic at their airport, is considering charging landing fees. They may use ADS-B data to determine the aircraft ownership and send the bill via the mail.

**Jim Timm:** This last Mooney accident in Cottonwood has clouded the issue. The city is in turmoil politically and the city staff members are not inclined to implement fees right now.

However, at Safford, they are considering charging landing fees. If fees were to be implemented at Casa Grande this would be devastating.

ASAG, AOPA and APA do not approve of using ADS-B to collect fees!!! APA is working with AOPA on this issue.

**Cary Grant:** There are no shortages of GA threats. We need to have Pro-Aviation representatives on the Airport Advisory boards and City Councils. We need politicians who are involved in and support GA!!!!

**Jim Timm:** I've been expounding the need for pro aviation politicians in the APA monthly newsletter.



**Status of a Peoria Airport, Cary Grant:** ASAG has not received a response on our offer to be involved in the discussion on a possible Peoria Airport.



### **AFTW – Cary Grant & Lee Unger:**

Find the next AFTW meeting at <https://aftw.org/next-meeting/>

**Next Meeting:** Tuesday Nov 12, 2024 04:00 PM

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

## **Recommended Procedures for Practice Instrument Approaches in the Phoenix Area**

- Nothing new since the last meeting
- Link to view work in progress: [https://docs.google.com/document/d/18Jpf9d9g-THIsu2Yg7lRcdxkq7D\\_D5DrXoljNBT34Q/](https://docs.google.com/document/d/18Jpf9d9g-THIsu2Yg7lRcdxkq7D_D5DrXoljNBT34Q/)
- We are still looking for volunteers to help with this project. Please email [jim.pitman@gmail.com](mailto:jim.pitman@gmail.com) if you are willing and able. Thank you!
- Please submit feedback related to this project at: <http://aftw.org/contact/>

## AFTW/ASAG Sharin a ZOOM? – Cary Grant:



AFTW meetings have been hosted on Jim Pitman's private ZOOM account. However, Jim cannot always participate in the AFTW meetings, so he has asked Cary if ASAG would like to acquire a ZOOM account; one that AFTW and ASAG can share.

**Phil Corbell:** We should support AFTW and help them.

**Neil Davison:** Shouldn't the flying schools pass the hat so that AFTW could have their own account? It costs \$160/year.

**Jim Timm:** APA has their own ZOOM account. Couldn't the flying schools donate as little as \$10. Each year, they should be able to gather the required \$160.

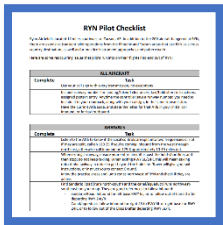
**Jim Anderson:** Flying Schools should pass the hat.

**Cary Grant:** Would it be possible for AFTW to use the FAA's ZOOM account, like we do at ASAG?

**Ernie Copeland:** The FSDO has offered AFTW our FAA ZOOM account; however, the FAA's ZOOM account can't record sessions. The recording capability is important to AFTW because they post videos of their meetings on their website.

**Ernie** said he would look into the issue of recording meetings on the FAA's ZOOM account.

**Cary** likes the idea of AFTW using the FAA's zoom account.



## AFTW – Ryan Field (KRYN) Pilot Checklist – Lee Unger:

Thanks to Geoff Kusel, Ryan Field Tower Manager and Brian Stamper, Ph.D., FAASTeam Representative, for the [RYN Pilot Checklist](#), with thanks to Jim Pitman and Jon Micetic for including the RYN Pilot Checklist on AFTW's *Ryan Airport Operations* page <https://aftw.org/kryn-operations/>



## Phoenix 99 Celebration – Karen Hausteen:

The Phoenix 99 Celebration will be held Nov 16, 5 – 9 pm at Cutter Aviation, 2802 E OLD TOWER RD PHOENIX AZ 85034.

Your sponsorship will help the Phoenix chapter host this celebration. Additionally, any funding in excess of their goal will be used towards future local scholarships. **Sponsorship Levels:** Captain, \$2,500. First Officer, \$750, and Crew, \$250. Sponsorship amounts are up to you and we appreciate all donations. For

further information, **contact Stacy Howard, Committee Chair:** [phoenix99s75thanniversary@gmail.com](mailto:phoenix99s75thanniversary@gmail.com) / (480) 236-3321, or Karen Hausteen, (760) 898-6641.

## Here's how to donate:

Make checks payable to:

99s Phoenix Chapter

Address 47185 N Kelley Rd. New River, AZ 85087

Paypal phx99streasurer@gmail.com

The Phoenix 99s Chapter is a 501(c)3 organization and all donations are tax-deductible

<https://phx99s.org/>

Dress for a fancy gala event. You will not be turned away if you show up in Levis and Tee Shirt.





## [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>



Our next meeting will be Wednesday, **October 16, at 12:00 noon, MST, (Arizona time)**.  
The August ASAG meeting adjourned at **2:34 pm**.

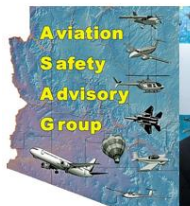
**Register in advance for the October 16 ASAG meeting with this link:**

<https://faavideo.zoomgov.com/meeting/register/vJltf-iuqzwtHYe85HF0Pf0sZWXe5TKE91w>



**Motion to adjourn, Jim Timm.** Stanley Olson seconded the motion.  
The meeting ended at 2:34 pm.

### ASAG Officers



**Cary Grant**, Pres



**Rich Lee**, VP



**Jim Anderson**, Treas



**Jim Price**, Sec