

# MEETING MINUTES

Wednesday, Aug 16, 2023

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



## 88 Attended.

520-286-4197, Abraham Blattstein, Deborah Blattstein, Alan LaFever, Alexander Peña, Andrew Taussig, George Fogle, Ashley Grey-Smart, Bob Kemp, Bob Katz, Bob Holliday, Bob Mittelstaedt, Brent McCall, Brian Stamper, Bryan Eckenrode, Cary Grant, Charles Carter, Chuck Trapani, Cole Prucha, Craig Tompkins (SDL FSDO - FPM), David Alan Day, David Freiwald, David Horvath, David Kitts, DeWitt Gibson, Eric Fahrner, Ernest Copeland FPM SDL FSDO, Fairfax O'Riley, Frederick Workley, Garrett Dauphars, Garrett Housos, George Hamaty, Ian Shere, John Keith, James Betts, James Price, James Timm, Jared Yoshiki, Jill Gallo, Jim Anderson, Jim McClay (AOPA), John J. Varljen, Julian Fruhling, Justin Hodge, Lance Leighnor, Larry Erdman, Larry Steck, Lee Unger, Louis Woofenden, Mathew Corrigan, Matt Schorman, Michael Juilfs, Michael Klein, Michael Putz, Mike Brennan, Mike Duane, Mike Jesch, Mitchell Raab, ML iPhone, Neil Davison, Odion Okojie, Pat Nikitenko, Paul Fisher, Paul Wegeman, Perry Tarrant, Peter Troccoli, Philip Jossi, Randell Meyer, Richard Lee, Richard Lewis, Robert Bullock, Robert Leitzman, Rolf Dammrau, Ron Dziagwa, Ron Tahtinen, Scott Woodworth, Shanley Olson, Shauntelle Cruz, Shawn Conley, Shawn Huff, Sonny Durante, Stanley Trachta, Steve Brimmer, Terri Wolcott, Tia Frembgen, Tom Cowan, Wes Waddle, and Will Bodie.



### TREASURER'S REPORT

## Jim Anderson, ASAG Treasurer



### Treasurer's Report

Aviation Safety Advisory Group of Arizona  
General Membership Meeting  
For the period April 1st, 2023 to July 31st, 2023

No expenditures this period.  
The membership unanimously accepted the Treasurer's report.

|                                                  |       |                      |
|--------------------------------------------------|-------|----------------------|
| <b>Income</b>                                    |       |                      |
| <b>Total Income</b>                              | _____ | \$0.00               |
| <b>Expenditures</b>                              |       |                      |
| <b>Administrative and Operations</b>             |       |                      |
| AZ Corp Comm Fees                                | _____ | \$10.00              |
| <b>Total Expenditures</b>                        | _____ | \$10.00<br>(\$10.00) |
| <b>Opening balance as of April 1st, 2023:</b>    | _____ | \$16,035.91          |
| <b>Balance on hand as of July 31st, 2023:</b>    | _____ | \$16,025.91          |
| <b>Aviation SAfety Advisory Group of Arizona</b> |       | \$16,025.91          |



SECRETARY'S REPORT

**Jim Price, ASAG Secretary** – The membership unanimously accepted the June 2023 ASAG Meeting Minutes.



LASER & UAS MITIGATION

Chuck Trapani, Mesa PD Sgt, at Gateway. Tracker at airport  
John Keith: Garret Housos was on Approach at GEU and was twice “hit” with a green laser. Garret Housos explained that he was at 3,800’ MSL when hit. He reported the “hit” to GEU tower. During a follow up the next day, Garret learned that no one at the Police Department had taken the report. Tucson

has had about 6 Laser Strikes. Ernie Copeland is working on a training program for law enforcement so they will know how to respond. The FAA has recorded 373 Laser Strikes since the fiscal year started. (Oct 1, 2022 – Sep 30,2023).

### There are three ways for pilots to report incidents:

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 information: Your name and contact information. Date and time you witnessed the laser incident.



BALLOONS

**Neil Davison** – Neil Davison. The weather is hot, and we are not flying. Summer is the calm time of the year.



ARIZONA ARMY NATIONAL GUARD

[CW4 Chris Hammond](#) – Not Present



PHOENIX TRACON

[Matt Schorman – \(P50\)](#)

It has been “Quiet.”

Since we had the parachute discussion, there has been a jump operations uptick over Bishop. In the summertime, if you fly over south mountain under the Bravo, bear in mind that the American Airlines Airbus A-321s are a bit underpowered. They will be struggling to climb, so beware. They may also be climbing below the Bravo.

The July Metro PHX Pilot Controller Forum had a good turnout.

**Jump Ops at Bishop:** You may see aircraft using the **Varney** callsign going into Bishop. They are Lufthansa trainers and are allowed to use Bishop.

**Justin Hodge:** There have been no issues with airdrops at Bishop. Everyone involved has operated in a safe manner.



PARACHUTE OPS

**Jump Operations Letter sent to AOPA** - Cary read it to the meeting attendees and Justin Hodge disagreed with the letter. The military has been training for years with HAHO and they

have never hit an aircraft. A HAHO operation is always coordinated with the FAA.

**Pat Nikitenko** (Tucson area) also disagreed with the letter. The drop operations are in constant communication with TRACON. They have never had a HAHO incident since they started the practice in the 1980s.

**Justin Hodge** felt that the members should have read and commented on the letter before it was sent to AOPA.

**Lt Colonel Brett McCall, USAF** at Davis-Monthan AFB: They are placing ADS-B transmitters on each drop object.



[Jim Timm, Craig Tompkins & Jim Price](#)

## Mid-July – Mid-August 2023 Accident Report and Pilot Deviation Summary – Jim Timm & Craig Tompkins



**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-July through mid-August. We hope to use the following detailed accident information to develop safety programs, briefings, and posters/flyers that would help pilots learn from the mistakes being made by others and be able to take the necessary action to prevent them from having similar occurrences.

In this reporting period aviation safety was very good because the number of accidents was down, and there were no injuries, and most importantly, no one lost their life.

In continuing with the expanded scope of the report, we are 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.

### **RUNWAY EXCURSION**

**Date: July 13, 2023**

**Source: FAA Incident**

**Location: [Scottsdale \(SDL\)](#)**

**Type: Cessna 172**

**Injuries: 1 Uninjured**

**Student Pilot**

Note: the Mid-June to Mid-July accident, incident and deviation report can be found in the Arizona Pilots Association's August Newsletter at <https://azpilots.org/images/newsletters/2023/apanewsletter2023-08august.pdf>



The aircraft was on a student solo conducting touch-and-goes at Scottsdale, and during a landing the aircraft veered off the runway, and proceeded through the infield rocks crossing Taxiway B12, and coming to a stop on Taxiway B11. The aircraft taxied back to parking under its

own power, and ground operations made a runway inspection, and cleared the FOD off Taxiways B11, and B12. Airport operations later contacted the aircraft and did not observe any damage to the aircraft or injuries. No other aircraft were involved.

## RUNWAY EXCURSION



**Date:** July 18, 2023  
**Source:** FAA Incident  
**Location:** [Prescott \(PRC\)](#)  
**Type:** Cessna 172  
**Pilot Certification:** UNK

**Injuries:** UNK Uninjured The aircraft was cleared for touch-and-goes, and during a landing the aircraft went off the runway and exited at Taxiway A2. Airport Operations were called, and they made a runway inspection, and did note damage to a runway light. Operations also inspected the aircraft and found no visible aircraft damage.

## ENGINE FAILURE



**Date:** August 5, 2023  
**Source:** ASN, FAA  
**Location:** Springerville  
**TYPE:** Boeing CH46S Sea Knight  
**Injuries:** 3 Uninjured  
**Pilot Certification:** UNK

While fighting a forest fire, a Boeing CH-46S Sea Knight was performing a water bucket load, and lost power on the number 2 engine. During the crash it rolled over on its side during impact and caught fire. The damage, while significant, was undefined.

## RUNWAY EXCURSION



**Date:** August 8, 2023  
**Source:** FAA, Incident  
**Location:** [Phoenix-Mesa Gateway \(IWA\)](#)  
**Type:** Piper PA28-181  
**Injuries:** 1 Uninjured

### Student Pilot

The solo student pilot was cleared to land on Runway 30L, and on touchdown the aircraft ran off the runway, and into the safety area. There was no damage to the aircraft or to the airport property.

## Mid-July – Mid-August 2023 PILOT DEVIATIONS



(10)

### BRASHERS 7

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 thus enhance aviation safety. In the reporting period from July 14 through August 10 there were ten

pilot deviations reported by the FAA SDL FSDO office. These deviations were committed by pilot certificate levels ranging from Student through ATP, and of these ten deviations reported, there was a need to issue seven Brashers. In this period's report there were also two out of state pilots that committed the deviations.

Note, a controller will issue a Brasher notification when further FAA action will be taken, and the



Maj Gen Jack  
Brasher

controller is thus giving the airman the opportunity to make note of the occurrence, collect information, and their thoughts for their future interaction with Flight Standards. Pilots need to listen carefully to ATC instructions and follow them, and if you cannot comply, tell ATC why you cannot. When flying in controlled airspace, pilots should never be creative, but talk to ATC before they do something that differs from the instructions given. Pilots must always be aware of what type of airspace they are flying in, or may be about to enter, and know what may be expected of them. Please fly with care and forethought.

#### The general aviation deviations this reporting period are:

- 3 IFR Deviations – 3 Brashers
- 2 Class Delta Airspace Deviations – 1 Brasher
- 2 Runway Incursions – 2 Brashers
- 1 TFR Deviation – No Brasher
- 1 Wrong Surface Landing – 1 Brasher
- 1 Taxi Instructions – No Brasher

## 3 IFR DEVIATIONS

### 7/12, IFR Standard Instrument Departure (SID), Private Pilot (Oklahoma), Albuquerque Center (ZAB)

The TBM had been cleared via the [MAYSA7 departure](#). The Albuquerque controller observed the TBM to turn about 20 degrees off course, and the controller vectored the aircraft to keep it from violating the GLADDEN MOA protected airspace. A few minutes later the ZAB Controller again observed the TBM turn about 20 degrees off course and the controller again vectored aircraft



away from the BAGDAD MOA. This unauthorized turn resulted in the TBM violating the 3-mile protected airspace of the BAGDAD MOA. The event occurred near Wickenburg, and a **Brasher was issued.**

#### [7/28, IFR Route, ATP/CFI, Albuquerque Center \(ZAB\)](#)

The Lear Jet had been cleared from Scottsdale (SDL) via the [JUDTH7 Route](#). The JUDTH7 instructs the aircraft to proceed, after GBN, direct to JUDTH. After the Lear Jet had passed GBN, the ZAB controller observed the aircraft was off course and turned the Lear away from the restricted area 2301E. The Lear Jet had made an unauthorized turn resulting in the aircraft violating the 3-mile protected airspace of restricted area R2301E. The event occurred near Gila Bend, and a **Brasher was issued.**

#### [8/2, IFR Standard Instrument Departure \(SID\), ATP, Albuquerque Center \(ZAB\)](#)

The Diamond DA50 had been cleared via the [MAYSA7 departure](#) until RRSTA. Before arriving at RRSTA, the ZAB Controller observed the airplane make an approximate 35-degree left turn. The controller quickly turned the aircraft back 30 degrees to the right. The DA50 made an unauthorized turn which resulted in the aircraft violating the 3-mile protected airspace of the BAGDAD Special Use Airspace (SUA), which was active. The aircraft got within 0.75 miles of the area. The event occurred near Willow Spring in Yavapai County. **A Brasher was issued.**

## CLASS DELTA DEVIATIONS

#### [7/19, Student Pilot, Williams Gateway \(IWA\)](#)

The Piper entered the IWA Class D Airspace without first establishing two-way communications. There was no loss of separation with other aircraft, and the controller requested that the Phoenix TRACON (P50) issue the pilot a **Brasher.**

#### [7/26, Student Pilot, Phoenix Deer Valley Airport \(DVT\)](#)

The pilot deviation was reported by the DVT tower when the Piper aircraft entered the DVT Class D Airspace without first establishing two-way radio communications.

## RUNWAY INCURSIONS

#### [7/12, Taking Off on A Runway Without Authorization, Private Pilot, Scottsdale Airport \(SDL\)](#)

A Cessna called the controller, and advised that they were at Taxiway Alpha 16, and ready for departure. After a one-minute delay, the controller instructed the Cessna to hold short of Runway 21, and the read back was correct. The pilot later asked the controller if they wanted them to hold short of Runway 21, and the controller answered affirmative, hold short of Runway 21. The Cessna then taxied onto Runway 21 and held in position on the runway. The controller asked the Cessna if they were the one on the runway, and the pilot answered in the affirmative. The controller then cleared the Cessna for takeoff on Runway 21, and **issued the Brasher warning after they were airborne.**

#### [7/22, Entering a Runway Without Authorization, ATP \(California Pilot\) Scottsdale Airport \(SDL\)](#)

The Challenger 350 Jet and a Cessna were holding short of Runway 21 at A16. The controller issued the Cessna a takeoff clearance. The readback was partially blocked by another aircraft transmitting. The controller asked the aircraft calling to say again but there was no response. The tower supervisor observed the Challenger crossing the hold short line and entering the runway, and he alerted the controller. The controller issued instructions for the Challenger to taxi across the runway. The controller issued a **Brasher Warning to the Challenger after they had departed.**



## TFR INCURSION

### 8/3, Entering a TFR Without Authorization, Private Pilot, Phoenix TRACON (P50)

The aircraft was on a 1200 transponder code and flew out of radar coverage, but the callsign was obtained from the ADS-B. The aircraft had flown into an active TFR, FDC 3/3479, for firefighting at 6,000 feet which was located NE of PHX.

## WRONG SURFACE LANDING

### 7/30, Landing on The Wrong Runway, Commercial/CFI Pilot, Williams Gateway Airport (IWA)

The Cessna was cleared to land on RWY 30R, but the aircraft was observed landing on RWY 30C. **Ground Control issued a BRASHER to the pilot.**

## TAXI INSTRUCTIONS

### 7/18, Failure to Follow Taxi Instructions, ATP Pilot, Prescott Municipal Airport (PRC)

The aircraft was instructed by Ground Control to cross Runway 21L on Taxiway Charlie 4, and the read back was correct. After crossing Runway 21L, the aircraft turned onto Taxiway Delta without an ATC clearance, and conflicted with an aircraft that was already on Taxiway Delta.



## July 14 – August 10 – NEAR MIDAIR COLLISIONS (NMAC's) (1)

### 7/13, Location: Williams Gateway Airport (IWA), Aircraft Types: Two Piper PA28-181 Aircraft

Piper #2 was departing RWY 30L with a right turn out. Piper #1 was departing RWY 30R, and was to remain in right closed traffic, and the two aircraft became airborne simultaneously. ATC issued Piper #2 a traffic advisory, and the Piper reported the traffic in sight.

ATC issued Piper #1 a traffic advisory and instructed him to begin a right crosswind. Piper #1 replied that they would watch for traffic.

ATC then amended Piper #1's instructions to "fly straight out".

ATC assigned Piper #2 "... if able, to pass behind the Company Archer" (Piper #1).

Piper #1 advised they were unable to fly straight out.

Both aircraft then took evasive actions to avoid each other. Neither aircraft was issued a traffic alert.

Closest proximity: 0.08 NM and 0 feet vertical.

Note: the Mid-June to Mid-July accident, incident and deviation report can be found in the Arizona Pilots Association's August Newsletter at <https://azpilots.org/images/newsletters/2023/apanewsletter2023-08august.pdf>





# Old Business

[Ak-Chin Hazard Light Progress](#) – Ernest Copeland: No update on Ak Chin.



## [SCAUWG Report – Lee Unger and Mike Jesch](#)

SCAUWG held their meeting on August 8.

**Lee Unger:** Airports under threat of closure: Santa Monica – KSMO; Torrance - KTOA; & Whiteman Airport - KWHP. A reminder to Arizona to be good neighbors, respect noise abatement procedures, and continue with community outreach regarding the value of airports.

Fire season has sadly started bringing with it firefighting operations based at CA airports.

Thanks to Patrick Carey, Co-Founder Co-Chairman of Southern California Airspace Users Working Group (SCAUWG) and Sydney Bradfield and his FAA WSA Spectrum Engineering Services Office for developing the template for our Phoenix Air-to-Air Flight Training frequency project and for their support every step of the way.

Thanks to Webmaster Ron Berinstein for [SCAUWG.ORG](https://scauwg.org) which provides the latest in aviation news including the Arizona page <https://scauwg.org/arizona>

Visit [SCAUWG.ORG](https://scauwg.org) for the latest in aviation news including the Arizona page [SCAUWG.ORG Arizona](https://scauwg.org/arizona)



## [Frequency Project – Lee Unger, Cary Grant, Jim Anderson and Brian Stamper, Ph.D.](#)

ASAG requested waivers from the FCC for 121.950 MHz, 122.775 MHz, 122.850 MHz, and 123.300 MHz to be used for air-to-air flight training operations in Phoenix airspace. 123.300 is now off of our list.

**Fairfax O’Riley** brought to our attention that, for safety, Superior Soaring needs use of 123.300 MHz with the least amount of interference for their flight training operations in single seat gliders. Thanks to Craig Tompkins, FAA Safety Team Program Manager (Operations), Ernest R. Copeland, FAA Safety Team Program Manager (Airworthiness), Scottsdale FSDO's Ken Nettles, Office Manager; Tina Buskirk, Assistant Office Manager for facilitating the discussion of 123.300 MHz to best benefit safety.

122.750 MHz is a possibility for our fourth requested frequency. The adjacent channel separation protection requirement of a minimum of 0.6 nm apart, for a spread of 0.025 MHz, as is the case here with 122.775 MHz, will be tested. If interference is not a problem 122.750 may be our fourth requested frequency. One other frequency is being vetted. An update is expected to be given at the Arizona Flight Training Workgroup meeting September 12, 2023, 4:00 p.m. <https://aftw.org/next-meeting/>

## Marana Regional KAVQ – Lee Unger and Sonny Durante

**Sonny Durante**, based at KAVQ, reports on his efforts to have Live ATC for KAVQ. The airport had security concerns, so Sonny is working on an alternative base. Tucson IMC Club members will be solicited for technical support.

## Video Project – Jim Anderson



Still working on it.

**John Keith, GYR.** We still see poor reporting, such as “over the wash”, or “CASA” instead of “Casa Grande.” Perhaps “the wash” could have three reporting points.

**Departure / SID posters at DVT and FFZ:** Bob Mittelstaedt will send the Departure posters to David Kitts.



**2024 Banquet:** **Paul Wegeman** started the contract process with the Phoenix Airport Hilton. **Cary Grant** followed up with the Hilton and confirmed the date of February 24, 2024. **Kim** at the Phoenix Airport Hilton is sending us the contract for our signature. **Jim Anderson** has received the contract and submitted the deposit for the venue.

**24**

**Jessica Cox:** She needs an Engineer who can help her convert an RV10 to feet controls. See <https://jessicacox.com/>

**Garret Housen** is an engineer who wants to help Jessica Cox. Thank you, Garret!



**Ian Branson:** Hybrid meetings are here to stay.

**Photo Backdrop for banquet:** Do we want to put sponsors on it or just keep the ASAG logo? That is the question. The decision: Let’s do both.

**Shanley Olson, “Girls in Aviation Day”** Sep 23, 8:00 am to 1:00 pm at the Falcon Warbirds Hangar Looking for aviation groups to booth at the event. <https://waiphx.my.canva.site/>  
The event will also be held in Prescott (PRC) in December.

**Sep 5 - 17 GYR will be closed. AV8 will be moving planes to Buckeye.**

**Ernie Copeland:** We have wireless mics for seminars. We also have a volleyball mic.

**Terri Wolcott:** Check NOTAMS. If you attended the RSAT at IFP, shoot Terri an email for wings credit.

Note: Super Bowl coming to Las Vegas. Traffic will affect the Phoenix area airports.





# New Business



## IMSAFE – ASAG Chaplain, Rev Bob Holliday, is AVAILABLE FOR COUNSELING

Reverend Bob is the Sr. Pastor, Epworth United Methodist Church and Director of The METRO Center. [linkedin.com/in/rev-bob-holliday-b7292977](https://www.linkedin.com/in/rev-bob-holliday-b7292977)



### Lee Unger

Meetings are held via ZOOM on the 2nd Tuesday of the odd months, at 4:00 pm. Everyone that has an interest in improving flight training safety in Arizona is welcome to attend. <https://aftw.org/next-meeting/>

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

DPE meeting – No update.



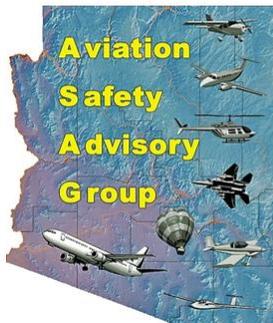
There remains only one RSAT for the year in Arizona – KFLG on Sept 14.

### Future ASAG Meetings

September 20, at 12:00 pm



**Motion to adjourn. Adjourned at 2:26 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