

MEETING MINUTES

Wednesday, May 17, 2023

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



Attendance (51):

Shad Ahlstrom, Jim Anderson, Abraham Blattstein, Greg Blunk (IWA Tower), Rebecca Bornstein, Steve Brimmer, Ernest Copeland (SDL FSDO), Philip Corbell, Mathew Corrigan, Edward Daror, Neil Davison, Sonny Durante, Garrett Dauphars, Ron Dziagwa, Lawrence Erdman, Paul Fisher, Robert Fletcher, Jill Gallo, DeWitt Gibson, Janie Goh, Cary Grant, Bruce Grider, George Hamaty, Michael Hart, Rodney Holberton, Sam Holmes, Garrett Housos, Shawn Huff, George Jenson, Mike Jesch, Patrick Jessee, Russ Jones, Philip Jossi, Bob Katz, John Keith, David Kitts-CAU, Micael Klein, Alexander Kocksch, Brian Koenke, David Lee, Mark Lininger, Ernie Milton, Bob Mittelstaedt, Michael Mohle, Jerry La Roche, James Price, Mitchell Raab, David Roden, Tito Sanchez, John Santarossa, Matt Schorman, Ian Shere, Travis Simonson, Mike Smith, Larry Steck, Ron Tahtinen, Andrew Taussig, Raymond Terlaga, James Timm, Scott Tennesand, Craig Tompkins (SDL FSDO - FPM), Mark Toub, Stanley Trachta, Peter Troccoli, Lee Unger, John Varljen, Don Von Flue, Jonathan Williams, Terri L. Wolcott, Frederick Workley

Income			
Total Income			\$0.00
Expenditures			
Administrative and Operations			
AZ Corp Comm Fees		\$10.00	
Total Expenditures			\$10.00 (\$10.00)
Opening balance as of April 1st, 2023:			\$16,035.91
Balance on hand as of April 30th, 2023:			\$16,025.91
Aviation SAFETY Advisory Group of Arizona			\$16,025.91
<i>James B Anderson</i>			
_____			Treasurer's Signature



TREASURER'S REPORT



Jim Anderson, ASAG
Treasurer

One \$10 expenditure for AZ Corp Comm Fees. The report was accepted by those in attendance.



SECRETARY'S REPORT

[Jim Price, ASAG Secretary](#) The April 2023 Minutes were accepted.



LASER & UAS MITIGATION

Unfortunately, Phoenix PD's Cory Geffre was not able to attend. Cary Grant noted that Ernest Copeland said we have had 250 Laser strikes in this fiscal year (Oct 1, 2022 – Sep 30,2023). Recently, there were a few in the Kingman area.

Scott Woodworth, Pima County Sheriff's Office: Pima county has had a few Laser strikes and a few UAS encounters, which mostly interfered

with military jets.

There was a Laser strike that came from a casino. Scott was not sure if the offenders were cited.

There was a report of a Laser strike coming from Tucson. Tucson PD was sent to the suspected home, but the residents were adamant that they didn't do it.

Also, the Fed Prosecutor is starting to move on cases.

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 - or -
- You can download and complete the [FAA Laser Beam Exposure Questionnaire](#) (PDF) from your personal computer. Completed questionnaires can be saved and attached to an email to laserreports@faa.gov, or can be printed and faxed to the Washington Operations Control Center Complex (WOCC) — (202) 267-5289 Attn: Domestic Events Network (DEN)

If you're a member of the public who witnessed an individual aiming a laser at an aircraft, send an e-mail to laserreports@faa.gov and include the following information: Your name and contact information. Date and time you witnessed the laser incident.



BALLOONS

[Neil Davidson](#) – Unfortunately, Neil was not able to attend.



ARIZONA ARMY NATIONAL GUARD

[CW4 Chris Hammond](#) – Unfortunately, Chris was able to attend.



PHOENIX TRACON

[Matt Schorman – \(P50\)](#)

It has been very quiet. The number of Laser illumination reports is increasing. Many pilots are flying through the drop zones. They obviously do not know what a risk they are taking. AFTW is trying to depict times for drops on NOTAMs. Carefree Area – We have noticed better avoidance and the flight schools have been very receptive to our request to remain clear.

[Cary Grant](#) reported that when he was flying from CGZ, the top of the stack was 7,000 MSL.



[APA annual meeting report – Jim Timm](#)

All sections, such as Back County and Scholarships, reported on their areas. Scholarship money must stay in the state. Money goes to the school, not the student. Every dollar that you put in the fund goes to the school.

Phil Corbel: Community Reps. In the past, pilots have tried to get Peoria to make Pleasant Valley their own. Peoria is considering building an airport from scratch.



ACCIDENT/INCIDENT DEVIATION REPORT



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



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

[Accident / Deviations – Apr 18 – May 8](#)

The following are the reports of aviation accidents, and incidents that have occurred in Arizona from mid-April through mid-May. 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 not too good because the number of accidents has increased. The most important part of this report is that no one lost their life or got injured. 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.

Date: April 18, 2023, LOSS OF POWER DURING TAKEOFF, Pilot Certification Unknown



Source: FAA

Location: Glendale Airport (GEU)

Type: Remos GX

Injuries: 1 Uninjured

The pilot reported a loss of power after a departure from RWY1 at Glendale Airport (GEU) and landed on a residential street damaging the landing gear, and the left wing. There was no damage reported to items on the ground, but

the aircraft damage was reported to be substantial.

Date: April 22, 2023, LOSS OF CONTROL LANDING, Pilot Certification Unknown



Source: ASN

Location: Mesa Falcon Field (FFZ)

Type: Piper PA-29-181 Archer

Injuries: 2 Uninjured

The Piper Archer pilot made an excursion off the runway while landing and impacted an airport sign. The extent of aircraft damage incurred was unspecified.

Date: April 22, 2023, HARD LANDING AND LOSS OF CONTROL, Pilot Certification Unknown



Source: FAA NTSB

Location: Mesa Falcon Field (FFZ),

Type: Piper PA-29-181 Archer

Injuries: 2 Uninjured

The Piper Archer made a hard landing on RWY 22R at Mesa Falcon Field (FFZ) resulting in the left main, and nose gear collapsing on landing. The aircraft veered off the runway and came to rest between the parallel runways. The NTSB assessed the damage to be substantial.

Date: April 25, 2023, LANDED GEAR UP, Private Pilot



Source: FAA (Incident)

Location: Nogales International Airport (OLS)

Type: Piper PA-32RT-300T

Injuries: 1 Uninjured

The Piper Lance made a gear up landing at Nogales International Airport. The damage was assessed to be minor.

Date: April 26, 2023, HARD LANDING, Pilot Certification Unknown



Source: ASN, FAA, NTSB
Location: Glendale (GEU)
Type: Remos GX
Injuries: 2 uninjured
The Remos GX landed hard, bounced, and rolled off the runway into the dirt. Damage to the airplane was reported to be substantial.

Date: April 27, 2023, BIRD STRIKE, Commercial Pilot



Source: FAA (Incident)
Location: Goodyear
Type: AS-350 Eurocopter
Injuries: Unknown Uninjured

The Eurocopter experienced a bird strike 15 NM southwest of Goodyear Airport, and the helicopter made a landing at a helipad without incident. The bird strike caused damage to the front left nose of the helicopter. An assessment of the damage had not yet been made when this report was prepared.

Date: April 29, 2023, LOSS OF CONTROL LANDING, Private Pilot



Source: ASN, FAA, NTSB
Location: Queen Creek, Pegasus Air Park (5AZ3)
Type: Cessna 170B
Injuries: 1 Uninjured
The Cessna 170B flipped over on its back after an encounter with a crosswind at Pegasus Airpark (5AZ3). The aircraft damage was substantial.

Date: May 5, 2023, LOSS OF CONTROL LANDING, Pilot Certification Unknown



Source: FAA (Incident)
Location: Tucson Ryan Field (RYN)
Type: Piper PA-28
Injuries: 2 Uninjured

After touchdown the Piper PA28 veered off the runway. The pilot called the tower, and requested permission to taxi back onto taxiway B, and they taxied back to parking without incident. The pilot later stated that the student had improperly applied the brakes upon landing. There was no reported damage to the aircraft or the airport.

Date: May 8, 2023, LOSS OF CONTROL TAKING OFF, A Comm/CFI & a Student Pilot



Source: FAA (Incident)
Location: Mesa Falcon Field (FFZ)
Type: Piper PA-44-180 Seminole

Injuries: 2 Uninjured Immediately after commencing the takeoff roll, the pilot lost control of the aircraft, and it slowly exited the runway environment, and went into the infield next to the runway. Airport personnel reported there was no damage to the aircraft or to the airport infrastructure.

PILOT DEVIATIONS (17), April 13 – May 11



9 BRASHERS

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 April 13 through May 11 there were seventeen pilot deviations reported by the FAA SDL FSDO office. These deviations were committed by pilot

certificate levels ranging from Student through ATP/ CFI, and a military pilot. Of these seventeen deviations, there was a need to issue nine Brashers. In this period's report there were also seven out of state pilots, including four Canadians, that committed the deviations. It appears that the percentage of Brashers issued this month may have been up a bit.

A Brasher Notification



*Maj Gen Jack
Brasher*

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, 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 can't comply, tell ATC why you can't. When flying in controlled airspace, pilots should never be creative, but rather, 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. Always fly with care and forethought.

The general aviation deviations this reporting period are:

- 5 IFR Deviations, **3 Brashers**
- 1 Class Bravo Deviation, **1 Brasher**
- 5 Class Delta Airspace Deviations, **4 Brashers**
- 2 ATC Instructions (also reported as NMACs), **1 Brasher**
- 4 Runway Incursions, **No Brashers**

5 IFR DEVIATION

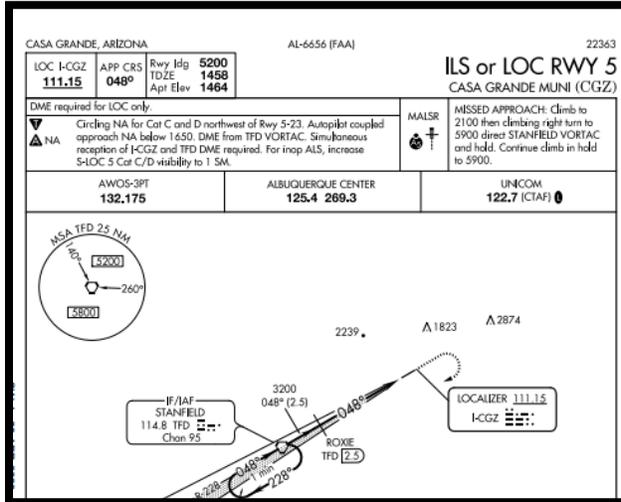
4/10, IFR Altitude, Military Pilot, Tucson TRACON (U90)

The F16 departed Davis Monthan AFB on RWY 12, and was instructed to climb to FL170, and was observed at FL180, and then descending to FL 170. The F16 pilot advised they had overshot their assigned altitude and had corrected it.



4/14, IFR Altitude, ATP/CFI Pilot (Texas), Phoenix TRACON (P50)

The pilot deviation was reported by the Phoenix TRACON when the Challenger busted their assigned altitude of 5,000 feet when departing Scottsdale Airport.



4/22, IFR Route & Altitude, Commercial/CFI Pilot, Albuquerque Center (ZAB)

The Piper was cleared for the ILS RWY 5 approach at Casa Grande (CGZ). However, when executing the missed approach, the Piper executed their own missed approach, not the published missed approach, turning the opposite direction. Through coordination with the Phoenix TRACON a Brasher was issued. When the pilot called the FAA, he stated he had made a mistake, and should have flown the published missed approach. He saw another airplane in the pattern and followed it. He then realized it was wrong.



4/24, IFR Flight Plan, Comm/CFI Pilot, Albuquerque Center (ZAB)

The Piper was cleared into the Coolidge Airport (P08), and they advised the Albuquerque Controller that they would “close their flight plan on the ground”. The Piper did not close their flight plan. When Albuquerque contacted dispatch, they were told that the Piper was enroute back to DVT. A Brasher was issued through dispatch. The pilot called the facility and stated that they attempted to contact Prescott (PRS) FSS for 20 minutes with no response. After departing Coolidge, they attempted to contact PRC FSS on 122.5 with no success.



5/7, IFR SID, UNK Pilot Certification (Canada), Phoenix TRACON (P50)

The Falcon-7X flew and was issued the FLG1 SID to OATES. Approximately 12 miles before OATES, the aircraft turned right, and flew back towards FLG. The controller issued a Brasher warning.



1 CLASS BRAVO AIRSPACE DEVIATION (Entering Class Bravo Airspace Without Approval)

5/2, Private Pilot (California), Phoenix TRACON (P50)

The Diamond DA-40 aircraft departed Goodyear Airport GYR VFR. and entered the Phoenix Class Bravo Airspace without a clearance. The DA-40 called the Class Bravo Willy sector controller for VFR flight advisories enroute to Winkler County (Texas) Airport (INK). The Willy Sector controller issued a Brasher warning.



5 CLASS DELTA AIRSPACE DEVIATION (Entering Class Delta Airspace Without First Establishing Communication)

4/10, Private Pilot (California), Phoenix Deer Valley (DVT)

The Rockwell Commander 114 was observed transitioning northbound through the east side of DVT's Class Delta airspace without first establishing communication with the tower. The north and south local controllers both reached out to the aircraft with no response. The aircraft later was later tagged up with the Phoenix TRACON (P50) for flight following. The ground controller contacted P50 to have them **issue a Brasher Warning**. Traffic was issued to an Archer on the upwind of the departure end of RWY 7R, referencing the Commander.



4/17, Private Pilot, Mesa Falcon Field (FFZ)

A Cessna entered the Falcon Field (FFZ) Class Delta Airspace from the south at 2,300 feet. They flew approximately 1.5 miles into the FFZ airspace, and then turned around to return to Chandler Airport (CHD). No traffic needed to be diverted to avoid the intruder. The Chandler Tower **issued the Brasher warning**.



4/20, UNK Pilot Certification (Canada), Williams Gateway Tower (IWA)

The Piper entered the Gateway Class Delta Airspace after being instructed to remain clear of the airspace.

4/24, ATP/CFI Pilot (Ohio), Williams Gateway Tower (IWA)

The Citation entered the Gateway Class Delta Airspace from the SE at 3,300 feet. They continued North, and after being tagged up as an airspace violator, IWA was called by Falcon Field (FFZ), and Phoenix TRACON (P50). FFZ advised they were talking to the aircraft, and they were instructed to **issue the Brasher**. P50 advised that they had provided service to the Citation and had validated their Mode C signal. No other aircraft were impacted.



5/3, ATP/CFI Pilot, Phoenix Goodyear Airport (GYR)

The Cirrus entered the Goodyear Class Delta Airspace from the southeast and was northbound at 2,300 and descending to 2,100. The Cirrus conflicted with an aircraft that was on a left downwind for RWY 21L. A traffic alert was issued, and the aircraft on downwind reported the traffic in sight. The Cirrus never established communications with the Goodyear tower, and it continued north, and landed at Glendale. The Goodyear controller asked the Glendale tower if they were talking to the Cirrus at the time of the occurrence. and Glendale stated negative. When the Cirrus checked in with Glendale, they called Goodyear, and Goodyear asked Glendale to **"Brasher" the pilot**, and have them call Goodyear.



2 ATC INSTRUCTIONS (Failure to Follow ATC Instructions)

4/13, (Also reported as a NMAC), Student Pilot, Phoenix Deer Valley Airport (DVT)

The solo student, flying a Piper Cherokee, was cleared for takeoff on runway 25L at DVT, and was instructed to fly straight out. When the Piper was in the upwind, the controller instructed the Piper to follow traffic ahead, and to their right in the crosswind turn. The Piper pilot reported that traffic off his right was in sight, and began a crosswind turn inside of the aircraft that was in the crosswind. Their closest proximity was 0.10 NM laterally and 300' vertically.

4/21, (Also reported as a NMAC), Comm/CFI Pilot (New Mexico), Mesa Falcon Field (FFZ)

The Piper Cherokee was instructed to take off on RWY 22L, and to fly straight out. The Piper read back the instructions and flew straight out. Approximately two miles into the upwind, the Piper started a right turn to the north without authorization, causing a conflict with another aircraft that had departed off of runway 22R, and was told to extend up wind. The other aircraft reported that a Cherokee had cut them off and was at same altitude approximately 200 feet away. The other aircraft stopped their crosswind turn to pass behind the Cherokee. A controller issued a Brasher warning to the Piper Cherokee for turning without permission. Later the Piper Cherokee entered the Phoenix Class Bravo Airspace without authorization.



4 RUNWAY INCURSIONS (Entering a Runway Without Authorization)

4/11, (Aircraft Under Tow), Pilot Certification not applicable, Mesa Falcon Field (FFZ)

An aircraft under tow entered RWY 22L without ATC authorization.

4/11, (Associated with the previous Incident), Student Pilot, Mesa Falcon Field (FFZ)

The controller issued an instruction for crossing RWY 4R to an airport vehicle with an aircraft in tow. A Piper crossed RWY 4R behind the airport vehicle and truck towing the aircraft without a RWY crossing clearance. There were no aircraft landing within one mile, and there was no disruption of air traffic.

4/16, Comm/CFI Pilot, Prescott Municipal Airport (PRC)

A Cessna advised the Controller that he was holding short of Runway 3R. The controller acknowledged by saying Roger. Approximately 3 minutes later, the Cessna proceeded onto Runway 3R, and asked if the controller had cleared them to line up and wait on Runway 3R. The controller advised “negative,” and issued go around instructions to an aircraft on final due to the Cessna on the runway.

4/16, Student Pilot, Prescott Municipal Airport (PRC)

The controller instructed the Cessna to enter a left downwind for Runway 3R. The read back was correct. A few minutes later, the controller advised the Cessna of a runway change and cleared the aircraft to land on Runway 3L. The read back was correct, but the Cessna turned base, and lined up for, and landed on Runway 3R.

2 NEAR MIDAIR COLLISIONS (NMAC's) (Invasion of a 500' bubble)

There were two Near Mid Air Collision incidents reported. These two incidents are also included in this month's pilot deviation report under “Failure to Follow ATC Instructions.”

4/13, Student Pilot, Phoenix Deer Valley Airport (DVT)



The solo student, flying a Piper Cherokee, was cleared for takeoff on runway 25L at DVT, and was instructed to fly straight out. When the Piper was in the upwind the controller instructed the Piper to follow traffic ahead, and to their right in the crosswind turn. The Piper reported that traffic off his right was in sight, and began a crosswind turn inside of the aircraft that was in the crosswind. Their closest proximity

was 0.10 NM laterally and 300' vertically.



4/21, Comm/CFI Pilot (New Mexico), Mesa Falcon Field (FFZ)

The Piper Cherokee was instructed to take off on RWY 22L, and to fly straight out. The Piper read back the instructions and flew straight out. Approximately two miles in the upwind, the Piper started a right turn to the north without authorization, causing a conflict with another aircraft that had departed off of runway 22R, and was told to extend upwind. The other aircraft reported that a Cherokee had cut them off and was at same altitude approximately 200 feet away. The other aircraft stopped their crosswind turn to pass behind the Cherokee. A controller issued a Brasher to the Piper Cherokee for turning without permission. Later . . . the Piper pilot entered the Phoenix Class Bravo Airspace without authorization.

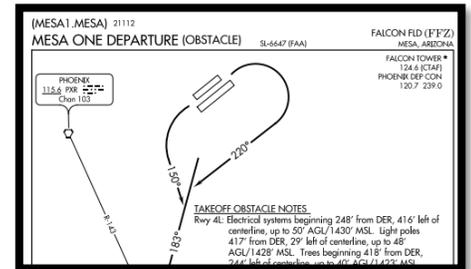
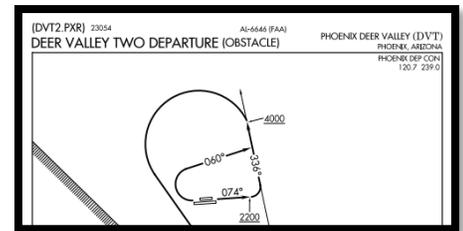


Accident/Deviation Report Comments

Bob Katz – Reference Runway Incursions: There should be a reminder on the ATIS or AWOS/ASOS that pilots should reference the airport diagram. **SID/Departure Procedure Deviations**

There have been no recent DVT2 deviations. **Bob Mittelstaedt** has not had a chance to check if the DVT FBO still displays the Deer Valley Two Departure (Obstacle) procedure.

There have been no recent MESA1 deviations. **David Kitts** has not had a chance to check if the Falcon Field departure procedure reminder is still being displayed.



OLD BUSINESS

Ak-Chin Hazard Light Progress – Ernest Copeland was unable to attend, therefore, no report.

SCAUWG Report – Lee Unger and Mike Jesch

Airports under threat of closure: Santa Monica (KSMO) Torrance (KTOA) & Whiteman Airport (KWHP).

Mike Jesch's April SoCal report: Ed Snow is the Operations Support Specialist in SoCal TRACON (SCT). He is involved with the **Tower Enroute Control (TEC) preferred routing system**. There is a revision to these routes currently

scheduled for release in June 2023 that will amend routes in a couple significant manners: 1) All routes with a VOR radial to intercept an airway will now be published with [FIX][Radial][Distance] entries, i.e., PDZ270019 DOWDD V394. A non-exhaustive study of aircraft participating in this program indicated that less than half of small GA airplanes are RNAV (GPS) equipped and therefore these routes needed to be spelled out more correctly for non-GPS aircraft. 2) Airway to airway junctions will be



modified to spell out the intersection at that junction. i.e., routes that were previously published as V64 V363 will now be published as V64 WORKO V363. 3) Some/many routes that were previously published for P and Q class aircraft (non-jet) only will have J and M (jet) aircraft added to them. Also, some illegal/non flyable routes will be modified. Examples are several routes that fly into Hemet (KHMT). The published route is PDZ V186 WESIN. Unfortunately, the sole IFR approach procedure into KHMT has but one IAF, which is WESIN, and that fix has a note that says, "Procedure NA for arrivals at WESIN on V186 southeast bound." So, the route cannot be flown legally. At the moment, that SIAP (Standard Instrument Approach Procedure) is NOTAMed Not Authorized, and though the NOTAM doesn't say why, the reason is that the missed approach routing and hold is untenable. This procedure is being redesigned and will include a transition that will work for another future amendment to the TEC routes."

[Mike Jesch](#) - Torrance has hyperactive noise complaints.

Frequency Project – Lee Unger



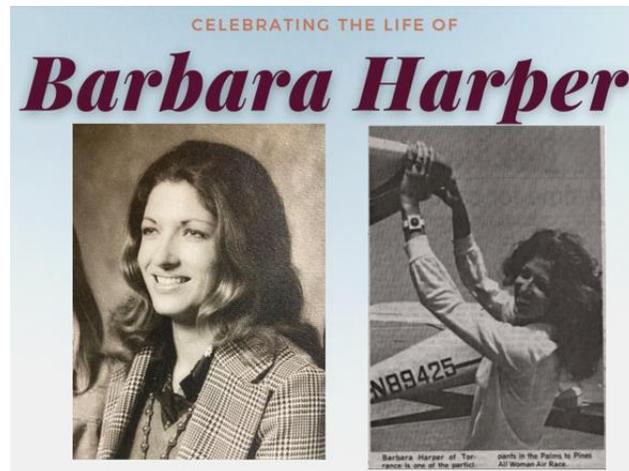
To increase safety both in the air and on the ground, Aviation Safety Advisory Group of Arizona, Inc. (ASAG) is in the final stages of preparing our request of the FCC for waivers to provide four air-to-air frequencies, one for each of the four flight training areas surrounding the Phoenix metropolitan airspace. The frequencies that have been vetted with aviation groups statewide are 123.30 MHz, 121.950 MHz, 122.775

MHz, and 122.85 MHz. Thank you to Tyler Howard, Deer Valley Air Traffic Manager, and RONALD L. TAHTINEN, DoD Assistant Chief Controller, RAPCON for providing data and to Stacy Elliot, Safety Adviser UND Aerospace, for creating heat maps depicting the data; 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 this project and their support every step of the way.

Cary Grant noted: We have received a request from someone in the aerobatics community for a separate frequency. Cary Grant and several others were not in favor of a separate freq.

Barbara Harper – Cary Grant: The Life of Dr. Barbara Harper was celebrated on Sunday April 23 at Tucson’s Pima Air and Space Museum.

In 2010, she was enshrined in the [Arizona Aviation Hall of Fame](#). She tried to improve aviation in Arizona, especially at Tucson’s Marana airport (KAVQ).



TUCSON AIRPORTS

Marana and Pinal – Rick Whitaker & Lee Unger

No Marana (AVQ) updates available. Unfortunately, AVQ Manager Galen Been was not able to attend our

meeting.

Check NOTAMS (as always) for destinations, alternates, and airports along your route. For instance, Pinal (MZJ) is PPR Due to runway construction through June 30. **!MZJ 04/006 MZJ RWY 12/30 CLSD EXC 24HR PPR 602-881-8090 2305020800-2306302300**

Below are more known closures in Arizona:

Deer Valley (DVT) has several taxiways closed daily.

Havasu (HII) will have the apron and runway closed through June 11, 2023. !PRC 04/265 HII APRON CLSD
EXC HEL 24HR PPR 928-566-8306 2305010700-2306112000



[Video Project – Jim Anderson](#)

ASAG is supplementing the “From the Flight Deck” videos with [Sedona and Marana videos](#). Currently there is a video in the works for Cottonwood.

Jim has added to the video. Vacation time will come soon, and Jim will be able to finish the Cottonwood video. Buckeye wants a video, too.

The YouTube projects involve lots of volunteer work; a labor of love. **David Kitts** is getting a B-roll for us.



We are planning to use ASAG funds for equipment. (Approved in a previous meeting).

[Backdrop for Banquet – Jim Anderson](#)

A banquet Backdrop will cost between \$100 - 300. Jim recommends an 8 x 10 banner.

[NEW BUSINESS](#)

[Deciding on the 2024 Banquet Venue, Date and Guest Speaker](#)

We are working on getting more schools to attend the Banquet.

VENUE: Jim Timm motioned that we go back to the [Phoenix Airport Hilton](#) for our 50th annual awards banquet in 2024. The motion was passed.

DATE: Jim Anderson suggested Saturday, Feb 24, 2024. Motion was approved. We need to ask the Hilton if we can have the event on [Feb 24](#). Jim Anderson will do that. The Feb 24th date was passed.

GUEST SPEAKER: Jim Anderson suggested Todd Beers or Rich Lee. Cary Grant suggested Jessica Cox. [Jessica Cox](#) was approved as the primary speaker.

[Jacob Keith \(GYR\) & Rainbow Valley](#)

There are more and more students at GYR, therefore the Rainbow Valley area training traffic is increasing.



[IMSAFE - Rev Bob Holliday is AVAILABLE FOR COUNSELING](#)

Rev 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)

[Equipment for hybrid seminars](#) - Still working on it.

[For Future In Person Seminars, 3 Sandwich Boards are for Sale](#)



FAASTTeam member Mike Cunningham has 3 Sandwich boards available for sale. He purchased them for \$400 when he was helping with the in-person seminars.

FAASTTeam member **Samir Kanuga** has offered to buy them from Mike and make them available for FAASTTeam use.



Meetings and Forums



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/category/meetings/minutes/>

DPE meeting – Date to be announce.

Bob Katz Seminars – Nothing scheduled but a few things are in the works. Negotiating crosswinds, slips and skids. He also wants to explore attitude instrument flying.

RSATs

Tucson Tower – 6/8

Scottsdale Tower – 6/13

Phoenix-Mesa Gateway ATCT – 6/28

Falcon Tower – 6/29

Phoenix Tower – 7/24

Bullhead City Tower – 7/26

CFI Forum – The expected date is somewhere around the end of June. **No date yet.**

David Kitts – There has been an increase in “dumb conversations”, and animal noises in the practice areas. **Keep the radio communications professional.**

Future ASAG Meetings



June 21 at 12:00. You can register in advance for this meeting at:

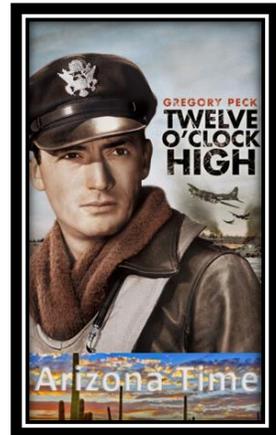
<https://faavideo.zoomgov.com/meeting/register/vJlsc--vpzgpHVQL6Womy-o2Vrda4pwyo0w>

A few seconds after clicking on the registration blue button, you will receive a confirmation email containing the link to join the meeting, (either from a PC, Mac, Linux, iOS or Android), and the meeting Password.

If you would like to join by phone, all you need is the Phone Number, Meeting ID and the meeting Password – included in the same confirmation email.



In honor of AirVenture 2023, there will be no meeting in July.



Motion to adjourn, Jim Timm, seconded by Jim Anderson

Adjourned: 1427

Aviation Safety Advisory Group

Minutes recorded and submitted by
Jim Price, ASAG Secretary

ASAG OFFICERS:
PRESIDENT, Cary Grant
VICE PRESIDENT, Brian Schultz
SECRETARY, Jim Price
TREASURER, Jim Anderson