



MEETING MINUTES

Wednesday, Sep 21, 2022

Meeting called to order at 12:01 PM by Cary Grant

Attendance (71):

Jim Anderson, Andre Barnes, Todd Beer, Steve Brimmer, Tim Clark, Martin Cook, Ernest Copeland FPM SDL FSDO, Phil Corbell, Ron Dziagwa, Cary Grant, Edward Daror, Neil Davison, David Alan Day, Jeff Duncan, Larry Erdman, Ken Enger, Ron Erkens, Eric Fahrner CAE, Peter Finn, Stephen Foster, Jill Gallo, Janie Goh, CW4 Chris Hammond, Barbara Harper, J J Hegenauer, David Horvath, Tyler Howard - DVT ATM, Russ Jones, David Kitts, Alexander Kocksch, Brian Koeneke, Iven Kuo, Tino Ilioi, Rich Lee, Matt Lehti, Scott Lewis, James Manzo, Timothy Marshall, Ryan McClay, Randell Meyer, Gear Misner, Bob Mittelstaedt, Michael Mohle, Jeremy O'Mard, Fairfax O'Riley, Frank Pettit, James Price, James Quinn, Mitchell Raab, Brian Roggow, Paul Rowley, Tito Sanchez, Matthew Schorman, Stuart Smith, Brian Stamper, Nicholas Summerour, Andrew Taussig, James Timm, Craig Tompkins (SDL FSDO), Stanley Trachta, Lee Unger, John J. Varljen, Brian Walker, Paul Wegeman, Rick Whitaker, Harold Wilkerson, Terri Wolcott, Phone (240) 245-4707, Phone (720) 934-3626, Phone (720) 934-3626

Treasurer Report, James Anderson: Previous Balance (August) was \$12,367.98. Paid GoDaddy \$21 for website hosting, etc. Current Balance is \$12,346.98. The Treasurer Report was approved by the membership.

Secretary Report, James Price: The August Minutes were approved the membership.

August – September Accident Report and Pilot

Deviation Summary – Jim Timm & Craig Tompkins



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



ACCIDENTS AND INCIDENTS

The following are the reports of aviation accidents, and incidents that have occurred in Arizona from mid-August thru mid-September. 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 very good because of not only the number of occurrences but we had three accidents that involved fatalities.

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

August 12, 2022 - MULTI ENGINE AIRCRAFT INFLIGHT ENGINE FAILURE

Piper PA44-180 Seminole, Chandler (CHD)

Injuries: Unknown. Pilot Information UNK

The Piper PA44-180 Seminole called the tower 15 NM southwest of the airport, and reported an engine out, and requested Priority Handling. The controller providing services declared an emergency, and a crash alert was initiated. Emergency services were available before the aircraft touched down. The PA44 landed without incident, and taxied to parking under their own power, and the emergency was terminated. Source: FAA



August 13, 2022 - IN FLIGHT LOSS OF POWER

Cessna 207A Turbo Stationair, Page, AZ

8 Injuries: 2 Minor injuries, 3 Serious Injuries, 2 Fatalities. Pilot information UNK.

The pilot reported engine problems before going down in Lake Powell. Sheriffs' officials stated the aircraft contained six French tourists plus the pilot. The plane was out of Page, and it went down near Face Canyon in the Grand Canyon. The pilot and witnesses were able to get four of the passengers out of the plane, and into boats, and taken to shore where helicopters took them to hospitals. Two of the passengers were unable to be rescued from the plane and died. The engine issues were undefined. Source: ASN, FAA, NTSB



August 14, 2022 – LOSS OF CONTROL LANDING

Piper PA 28-140 Cherokee, Phoenix (PHX)

4 Uninjured Pilot information: Private Pilot

The Piper diverted to Sky Harbor (PHX) due to a severe dust storm, and while landing in the windy conditions, the aircraft went off the runway, and into the runway safety area. The aircraft sustained damage to the right wing tip, and scrapes to the underside of the wing. The total extent of the damage was unknown. Cutter Aviation stated that the PIC flew the damaged airplane out the next morning despite their cautions about the scrapes and wingtip damage. Source: FAA



August 15, 2022 - MULTI ENGINE AIRCRAFT INFLIGHT ENGINE FAILURE

Piper PA44-180 Seminole, Chandler (CHD)

Type: Injuries: 2 Uninjured Pilot information UNK

The Piper PA44-180 Seminole called the tower 12 NM southwest of the airport and reported single engine operation. The Piper made a straight in approach to RWY 4L and landed without issue and taxied to parking under their own power. Source: FAA



August 18, 2022 - UNEXPLAINED LOSS OF PROPULSIVE POWER

Airbus Zephyr 8 Drone, Yuma Proving Grounds

Injuries: No Pilot

According to a statement made by Airbus U.S. Space & Defense: "Following 64 days of stratospheric flight, and the completion of numerous mission objectives, the Zephyr experienced circumstances that ended its current flight." ADS-B data show the aircraft was flying at an altitude of about 52,000 feet until it began its unplanned descent to land. No Pilot Onboard

Source: ASN



August 27, 2022 - LOSS OF CONTROL LANDING

Carbon Cub EX-2, Ak-Chin (A39)

Injuries: 1 Uninjured Pilot Info: ATP

The experimental CubCrafters Carbon Cub EX-2 sustained substantial damage when it encountered a crosswind on landing, which lifted up the wing, and caused the airplane to lose control, and become inverted. Source: ASN



Sept 4, 2022 - LOSS OF CONTROL LANDING

Cessna 172 Skyhawk, Falcon Field (FFZ)

Injuries: UNKNOWN Uninjured

The Cessna landed and went off the runway into the safety area, and into the grass and dirt. The pilot taxied back onto the runway, and to parking without further incident. Source: FAA



Sept 7, 2022 – LOSS OF CONTROL LANDING

Cessna 750 Citation, Gateway (IWA)

2 on board, no injuries Pilot info: ATP/CFI

On a flight from Tucson to Phoenix-Mesa Gateway airport (IWA) the aircraft declared an emergency due to the landing gear was stuck in the down position. While landing at IWA the aircraft exited the left side of the runway into the infield areas due to a "blown left tire causing the landing gear to collapse.

Extent of damage was undetermined.



Sept 13, 2022 - CONTROLLED FLIGHT INTO TERRAIN

Piper PA46-310P Malibu, North of Seligman

Injuries: 2 Fatalities Pilot info: Unknown

The Piper Malibu departed Albuquerque's Double Eagle Airport (AEG). The aircraft went off the FAA RADAR screen at approximately 11:48 am, north of Seligman and was declared missing. It was later found, crashed and destroyed in a remote area north of Seligman. Source: FAA, NTSB, ASN



Sept 16, 2022 – UNKNOWN CIRCUMSTANCES

Vans RV-6A, Sentinel, AZ

Injuries: 2 Fatalities Pilot info: Unknown

The circumstances of the accident were unknown at the time the report was prepared. The airplane was significantly damaged by a post-accident fire. More details will be in the next report. Source: NTSB, ASN



PILOT DEVIATIONS

These pilot deviations need to be examined to determine if a common threat exists that we should address to help reduce the number of deviations that occur and enhance aviation safety. In the time period from August 12 thru September 15 there were sixteen pilot deviations recorded by the FAA SDL FSDO. These deviations were committed by all pilot certificate levels, from student to ATP, and of the sixteen deviations made, there was a need to issue **eight Brashers**. This month there were eight out of state pilots committing pilot deviations. The number of deviations were about the same as last reporting period.

Note, a controller will issue a [Brasher notification](#) when further FAA action will be taken, and the controller is thus giving the pilot the opportunity to make note of the occurrence and collect their thoughts for their future interaction with Flight Standards. Pay attention to ATC instructions and follow them, and if you cannot comply, tell ATC why you cannot. Just do not do something without advising them, and always be aware of what type of airspace you are flying in, or may be about to enter, and what may be expected of you. Always fly with care and forethought.



In summary, the August – September 2022 general aviation deviations were:

- **One** IFR Deviations
- **Four** Class Delta Airspace Deviations
- **Two** Air Traffic Control Instructions
- **Three** Movement Area Deviation
- **Six** Runway Incursions



Maj Gen Jack R.
Brasher

9/13, IFR ALTITUDE DEVIATION



Pilot Certification Unknown. From Mexico Albuquerque Center Airspace

At 0238z, the Albuquerque Center controller cleared the aircraft to descend to and maintain FL380. The aircraft read back the clearance correctly. At 0242z, Albuquerque Center observed the aircraft was below the assigned altitude and re-cleared the aircraft to FL380. The aircraft had made an unauthorized descent to 37,600 feet which resulted in a loss of separation with an air carrier, who was level at

FL370. Event occurred near Bagdad. A **Brasher** was issued.

8/11, Entering Class Delta Airspace Without First Establishing Communication

Pilot Certification: Commercial/CFI Pilot

Scottsdale Tower

The Piper was 5 miles southeast of the airport northbound approaching the airport's Delta Airspace boundary and entered the Delta Airspace without first establishing radio communications. The Piper turned to exit the airspace, and then re-entered the Delta Airspace. The controller reached out multiple times to determine if the Piper was on the frequency but got no response.

Another aircraft was inbound on the on the visual approach for runway 21, and the controller had to hold the aircraft at their altitude and called out the Piper traffic in order to deconflict the inbound aircraft and the Piper airplane. The inbound aircraft reported the Piper traffic in sight and began a decent. Once radio communication was established with the Piper, they were given the **Brasher notice**.

8/14, Entering Class Delta Airspace Without First Establishing Communication

Pilot Certification: Private Pilot from California

Deer Valley Tower

The Cessna entered the Deer Valley (DVT) class D airspace without establishing two way radio communications. There was no loss of separation, however, the tower supervisor called the Phoenix TRACON to have them issue a Brasher warning to the Cessna. DVT was never in contact with the Cessna.

8/29, Entering Class Delta Airspace Without First Establishing Communication

Pilot Certification: Private Pilot

Gateway Tower (IWA)

The Piper aircraft entered the Gateway Delta Airspace from the northwest and proceeded across the 2 mile final approaches to Gateway and proceeded west bound and exited the Delta Airspace at 3,000 MSL without ever establishing communications with IWA ATCT. The Chandler Tower issued a **Brasher** notice to the Piper.

8/30, Entering Class Delta Airspace Without First Establishing Communication

Pilot Certification: Private Pilot from California

Gateway Tower (IWA)

The aircraft entered the Gateway Delta Airspace from the northwest at 2,500 MSL and proceeded abeam a 2 mile final for runway 12R, then turned westbound, and exited the airspace.



8/15, Failure to follow the Air Traffic Control Instructions

Pilot Certification: Private Pilot (From Sedona)

Mesa Falcon Field (FFZ)

The Cessna was inbound from the north, and the controller gave instructions to cross over the field for a right down wind for RWY 4R. The Cessna was cleared to land on RWY 4R. however, the aircraft overshot the final by an extreme amount, and executed a go-around, and he was instructed to maintain an altitude of 1,900 feet to stay below the traffic in the left hand pattern at 2,400 feet. The pilot read

back the instruction but continued to climb as high as 2,200 feet before finally descending, after being told to descend to or below 2,000 feet three times. Two aircraft on the left downwind were turned to avoid a potential conflict. Once the Cessna had landed, the pilot did not know where he was supposed to go. He then said he was supposed to go to the north side and was instructed to hold short of RWY 4R at taxiway D5, but turned the wrong way on taxiway Delta, and had to be stopped by Ground Control at D6, causing an aircraft on RWY 4R to roll out long to taxiway D8 because the Cessna was blocking the Delta 6 intersection. After another 15 minutes of touring the airport, trying to figure out where he was parked, the Cessna shut down, and the pilot was given a phone number to call. A **Brasher** was issued after the initial landing.



8/31, Failure to follow the Air Traffic Control Instructions

Pilot Certification: Student Pilot

Mesa Falcon Field (FFZ)

The Piper was given right traffic on departure, but made left traffic instead, and no other traffic was involved. Upon landing, the Piper could not give a proper read back for the hold short instructions, and after crossing the runway, the Piper was told to contact ground, but instead, taxied into the ramp without contacting ground control.

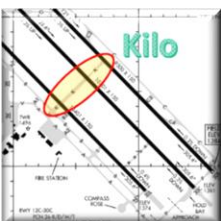


8/8, Moving In A Movement Area Without Authorization

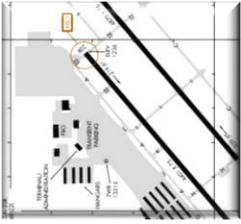
Pilot Certification: Commercial Pilot from Minnesota

Gateway Airport (IWA)

The pilot deviation was reported by the IWA Tower when the airplane entered a closed portion of taxiway Kilo without ATC authorization.



8/12, Moving In A Movement Area Without Authorization



**Pilot Certification: Private Pilot
Chandler (CHD)**

The Cessna taxied without talking to the Ground Controller. The Cessna made a call on the Tower frequency as if the Tower was closed. The Cessna pilot stated he had the ATIS, but that Foreflight said that the tower was closed. A **Brasher** was issued prior to departure.

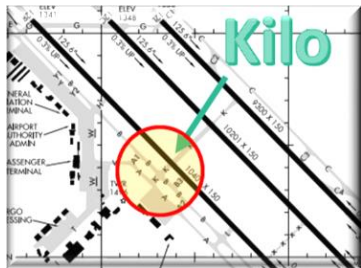
8/14, Moving In A Movement Area Without Authorization



**Pilot Certification: Commercial Pilot
Tucson (TUS)**

The Cessna advised Ground Control that they were at taxiway ALPHA three, and then ALPHA two, and were ready to go. The Cessna was actually on taxiway DELTA. Ground Control asked if the Cessna had received a taxi clearance, to which they responded, "Clearance had been given to them." The Cessna was then informed they need a clearance to taxi to the runway and were given the **Brasher warning**.

8/2, Entering a runway without ATC authorization



**Pilot Certification: Student Pilot
Gateway Airport (IWA)**

The Piper landed on RWY 30L and was issued runway exit instructions to exit at taxiway Kilo. In exiting the runway, the Piper passed the runway edge line, however, they did not clear the hold short line on Kilo, thus not officially clearing RWY 30L. A Cessna was issued a departure clearance on RWY 30L at taxiway Lima. As the Cessna began its departure rollout it was recognized that the Piper was not

clear at taxiway Kilo, and the tower canceled The Cessna takeoff clearance after it had rolled approximately 50 feet down the runway. The Cessna was instructed to hold position on the runway, and once the Piper had cleared the runway the tower reissued a departure clearance to the Cessna. The closest distance between the two aircraft was approximately 3,000 feet.

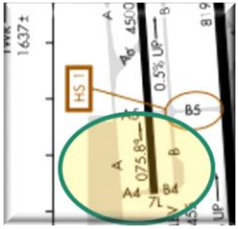
8/13, Entering a runway without ATC authorization



**Pilot Certification: Commercial/CFI
Gateway Airport (IWA)**

A Piper aircraft conducted a touch and go to runway 30C without ATC authorization. The Piper was on a VFR instrument approach to runway 30C, and the controller cleared the Piper for a low approach to runway 30C. The pilot read back, cleared for the option. The controller corrected the Piper and cleared them for a low approach only due to an air carrier that was departing runway 30C ahead of them. The Piper read the clearance back correctly, however, the Piper conducted a touch and go instead of a low approach behind the air carrier.

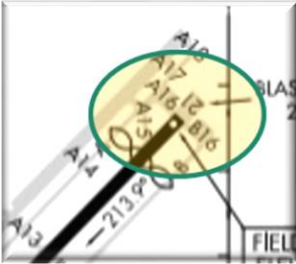
8/14, Entering a runway without ATC authorization



Pilot Certification: Commercial/CFI from North Carolina
Phoenix Deer Valley (DVT)

The pilot deviation was reported by the Deer Valley Tower when the Cessna crossed the hold short line of runway 7L without ATC authorization.

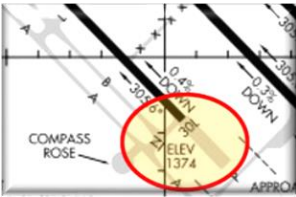
8/19, Entering a runway without ATC authorization



Pilot Certification: UNK from Utah
Scottsdale Airport (SDL)

The pilot deviation was reported by the Scottsdale Tower when the aircraft entered runway 21 without ATC authorization.

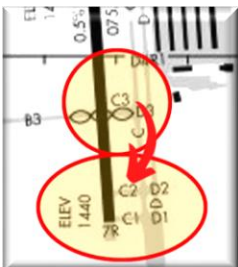
9/2, Entering a runway without ATC authorization



Pilot Certification: ATP/CFI Pilot from Florida
Gateway Airport (IWA)

The pilot deviation was reported by the Gateway Tower when a Cessna landed on runway 30L without ATC authorization.

9/4, Entering a runway without ATC authorization



Pilot Certification: Private Pilot from Alabama
Phoenix Deer Valley Airport (DVT)

The Mooney was instructed to taxi to runway 7R at intersection C2. The aircraft taxied as instructed but went past the hold short line for runway 7R at C2 but was still short of the runway edge line. The ground controller noticed the aircraft had crossed the hold short lines, and coordinated with the local south controller, and then taxied the airplane onto the runway, and back off at C3, and then back to runway 7R at C2. The aircraft was issued

the Brasher by the ground controller once they were off the runway. No other aircraft were impacted.

PAUWG

Phoenix Airspace Users Work Group: Jim Timm

The airfield previously known as Mobile is now named Bishop and Jump Zone icons will be added to the charts, starting with the new charts on 9/8/2022.

Ernie Copeland stated, "The company running the **jump operation at Bishop** is incorrectly broadcasting, "Stay Clear". Because the company is not an Air Traffic Control unit, "Stay Clear" is not an appropriate broadcast. It is, however, acceptable to broadcast, "Jumpers Away."





The Tempe Entertainment District project is a new sports arena and mixed-use development that is adjacent to Phoenix Sky Harbor International Airport. It will include a stadium for the Phoenix Coyote Hockey team. Concerns have been raised about the possible aircraft noise. I raised the question about a potential issue with TFR's. I was told there would not be issues, because all air traffic in the Class B Bowtie area would be considered IFR traffic, and therefore not be a problem.

The Army will be conducting nighttime tactical training throughout the Phoenix area on September 19 thru 22.



Feb 12, 2023 – Expect TFRs & Delays at all Phoenix area airports. Expect tower ops to expand, and all airports are expecting overflow parking conditions. As we get closer to the Super Bowl date, the

website <https://www.faa.gov/superbowl> will be the source of information for the FAA's plan for Phoenix and the State of Arizona. (This site is currently relevant to Super Bowl LVI (February 2022). There will be no IFR pickups, and casual operations that weekend are discouraged. IFR Arrivals and Departures will need reservations.

Per the AFTW web site, Coolidge Stack Procedures, similar to the Casa Grande Stanfield Stack Procedures, are being developed.

See https://aftw.org/wp/wp-content/uploads/2022/08/AFTW_Coolidge_Approach_Procedures_Rev4.pdf

old Business

Deer Valley, Falcon Field (FFZ) and Scottsdale (SDL) Traffic Mitigation:

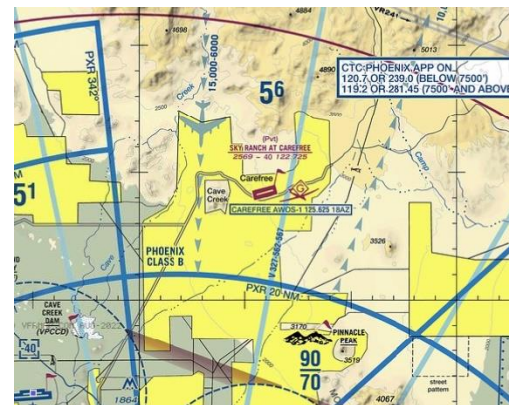
Eric Fahener, Matthew Schorman, and Cary Grant

Pilots are still misunderstanding the [DVT1 \(Obstacle\) Departure procedure](#). There have been three DVT1 deviations in the past few days. Cutter, the DVT FBO has DVT1 information. Are the pilots missing the information?

P50's Eric Fahener and Matthew Schorman discussed airspace hot spots where we there are many deviations. For

instance, in the Carefree SkyRanch area, maneuvering instruction flights are conflicting with arriving PHX Sky Harbor traffic.

They also mentioned the [RNAV \(GPS\) Rwy 25L approach at Deer Valley \(DVT\)](#) and their efforts to improve traffic conflicts.





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

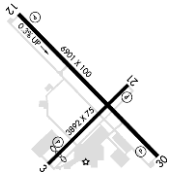
SCAUWG meets every month. Various groups are trying to close the [Whiteman Airport \(WHP\)](#) . **WHP** is located nestled between the Van Nuys and Burbank airports. Read more here <https://scauwg.org/short-takes>

Thursday, September 9th, at [Santa Monica \(SMO\)](#), a King Air 300 had just departed while a Piper Sport (Light Sport) was on an approach for landing. The Piper Sport suddenly climbed aggressively. The aircraft stalled, spiraled down and crashed. Both the student and CFI perished. See the AOPA Early Analysis video [HERE](#). From liveatc.net, AOPA was able to include someone in the cockpit saying, "Let go, let go, let go!"



Marana airport (AVQ) Update, sent by Galen Beem, Airport Superintendent:

"The only update I have is the Airport has upgraded the PAPI's to LED and we are waiting for the flight check to put them into service. We have summited the paperwork to the FAA for the flight check just waiting on a day and time."



Marana Regional was further discussed at the **Sept 13 AFTW meeting**. ASAG and FAAS team have several safety products to address the concerns brought up at the meeting.

Reference a comment in the meeting chat by Barbara Harper, DM, "On the RNAV approaches to KAVQ inbound pilots tracking announce points however most pilots in the traffic pattern have no idea what they are talking about. Also, inbound pilots do not have the right of way at this uncontrolled airport, pilots in traffic pattern do. Any chance the flight schools using the instrument approaches can review and educate that they do not have the right of way."

Based on Barbara's comments, Brent Crow suggested that the FAAS team plan a Pilot Forum event addressing flying safely into and out of AVQ, best practices, pattern right of way, practicing instrument approaches and complexities of the airport. Barbara Harper and Craig Tompkins are further addressing the topic of right of way and more. Great idea from Brent!

Barbara Harper, Rick Whitaker, Brian Stamper, Lee Unger and other Southern AZ FAAS team Reps plan to work on a Pilot Forum.

Here are ASAG and FAAS team safety products regarding operations at Marana Regional:

Suggested safety products for outreach:

1. Arizona Aviation Safety Advisory Group (ASAG) Video Working Group
Jim Anderson, Lead, Cary Grant, Brian Stamper, Carl Hancock, Rick Whitaker, Scott Woodworth, Brian Schultz and Lee Unger produce videos for non-towered Arizona airports, including KAVQ Marana Regional, found on the ASAG YouTube page/channel:
<https://www.youtube.com/.../UCbPr5hnDRciUCY94aVu.../featured>
2. Non-Towered Airports, In control or out of control?
<https://www.youtube.com/watch?v=i9JDjr0Q03I> on YouTube, under Non-Towered Airport Operations – All the cool links, click on " Show More" for a comprehensive list of resources about Non-Towered Airport operations.

3. <https://aftw.org/kavq-operations/>

http://aftw.org/wp/wp-content/uploads/2020/11/AVQ_RNAV_GPS_RWY_12_Intro_Notes.pdf

Including: Giving position reports over CTAF using direction and distance from airport and altitude vs. references to fixes on the instrument approach. Many General Aviation Pilots are unfamiliar with instrument approach name fixes, therefore please do not exercise them in VFR when communicating with CTAF.

Bryan Baker suggested documents be compiled for sharing 30 days prior to the following well-attended events. These documents will address safe operations for local and transient pilots before, during, and a few days after. Great idea!

Future events that will increase valley airport and airspace intensity:

1. Barrett Jackson Car Auction - January 21-29, 2023
2. Phoenix Open – Feb 6 – 12, 2023
3. Super Bowl – Feb 12, 2023



[Air to Air Frequency update: Cary Grant & Lee Unger](#)

As of September 9, [United Aviate Academy](#) has been using Luke Approach/RAPCON to report positions in Rainbow Valley. They are now using the Rainbow Valley frequency, 128.925

Four Air-to-Air frequencies for flight training quadrants in the Phoenix airspace.

Patrick Carey, Co-Founder Co-Chairman of [Southern California Airspace Users Working Group \(SCAUWG\)](#) <https://scauwg.org/>, along with Sydney Bradfield of the FAA Spectrum office, developed a process and template for LA from which Phoenix is requesting 4 air-to-air frequencies for quadrants of the Phoenix airspace.

121.950 MHz, 122.775 MHz, 123.30 MHz, and 123.50 MHz were the frequencies for which to request waivers from the FCC until an inquiry about 123.5 was presented to us. Mr. Sydney Bradfield guided and directed Aviation Safety Advisory Group of Arizona (ASAG) to Ms. Katie Knox of the FCC. A meeting between Cary Grant and Ms. Knox clarified that Embry–Riddle Aeronautical University (ERAU) in Prescott, has a license for 123.50 MHz. The ASAG work group continues to work with Sydney Bradfield for a clear, fourth frequency. Our thanks to Cary Grant, Mr. Sydney Bradfield, Ms. Katie Knox of the FCC, Embry-Riddle and other Prescott based flight schools for collaborating and promoting safety.

[LASER and UAS Mitigation: Officer Tim Clark](#)

Phoenix Police Department had 1 Laser arrest in July and then 1 UAS arrest in August. Phoenix PD thanks Scottsdale FSDO, ASAG and ATTC!! We released [an information video with Sgt Howard on Arizona Family](#), local channels 3 & 5, discussing UAS/Laser awareness!! Dangers!! Plus, in the video we added Christmas lights issues, which was suggested by ASAG!! Sgt

Howard did great job as lead actor!! In the last 30 days, we have had 3 **UAS reports** at PHX, FFZ & PRC and 15 **Laser hits** in PHX, 6 in TUS, 3 at FFZ, 2 at CHD, and 2 at IWA.





[Video Working Group: Jim Anderson](#)

See ASAG's videos at: <https://www.youtube.com/.../UCbPr5hnDRciuCY94aVu.../featured>

or

https://www.youtube.com/results?search_query=Arizona+Aviation+Safety+Advisory+Group

AOPA help: To get help with the *From the Cockpit Videos*, we continue to try to set a meeting with Mr. Myers at AOPA.

Video Feedback: A pilot flying to [Sedona \(SEZ\)](#), prepared for his flight by watching our Sedona video.

GoPro cameras: The Video Working Group would like to purchase two GoPros; one for the interior and one for the wing. Jim Anderson anticipates needing \$500 - \$600 for each camera. These cameras will also integrate with the aircraft audio.

Fairfax O'Riley offered to let us use his GoPro 360.

Approval: It was proposed that we authorize Jim Anderson the funds to purchase two GoPro Cameras (\$1,000 - \$1,200). The proposal was unanimously approved.

[The RSATs for 2022: Cary Grant](#)

Completed for 2022.

[Annual ASAG Banquet, January 28, 2023: Cary Grant](#)

The annual ASAG Banquet is the primary way that ASAG receives financial support.

Our 2023 Banquet speaker will be Keith "Casey" Jones.

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



ASAG has contracted with the Hilton Phoenix Airport for our Banquet. This is located at 2435 S 47th St., Phoenix, AZ 85034. (Southeast of PHX Sky Harbor). Most likely, the ticket cost will be \$50 per person. For large groups, we do not know how much it will cost per table.

ASAG Vice President Brian Schultz, is working on the Banquet organization. He will be arranging a menu. We are currently looking for Corporate Sponsors

[Youth Programs around the Valley: Fairfax O'Riley](#)

Fairfax O'Riley, Youth Outreach Specialist, has reached out to South Mountain, EVIT and Scottsdale Prep, encouraging their attendance at the Banquet.



Balloon Update

No comments.

NEW! Business

None.

The meeting was closed at 2:02 MST.



Our next ASAG meeting will be held Wednesday, October 19, 2022, at 12:00 pm, MST.

Minutes recorded and submitted by Jim Price, ASAG Secretary

ASAG OFFICERS:

PRESIDENT, Cary Grant

VICE PRESIDENT, Brian Schultz

SECRETARY, Jim Price

TREASURER, Jim Anderson