



MEETING MINUTES

Wednesday, Nov 16,
2022

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

Attendance (57):

Jim Anderson, Grace Assan, Timothy Burgoyne, Michael Bush, Ramon Colomina, Phil Corbell, Garrett Dauphars, Neil Davison, Sonny Durante, Ron Dziagwa, Larry Erdman, Eric Fahrner, Pam Fazzini, Cary Grant, John Hall, CWR Chris Hammond, Barbara Harper, Michael Hart, Pete Hermes, David Horvath, Ty Howard (DVT ATM), Shawn Huff, Tino Ilioi, Craig Jackson, Bob Katz, Jim Kennedy, David Kitts (CAU), Brian Koeneke, Timothy Marshall, Michael Mohle, Gear Misner, Bob Mittelstaedt, Tom Muller, Kristina Napier, Jack Ogle, James Price, James Quinn, Mitchell Raab, Brian Roggow, Matt Schorman, Stuart Smith, Larry Steck, David Switzer, Andrew Taussig, Jim Timm, Jeff Tripp, Peter Troccoli, Lee Unger, John Varljen, Daniel Von Flue, Wesley Waddle, Rick Whitaker, Paul Wiley, Lawrence Wippman, Scott Woodworth, Frederick Workley, & 623-363-8283

[NOMINATE FOR AWARDS TO BE PRESENTED AT OUR JANUARY 2023 BANQUET](#)

Our website: <https://asagaz.org/> (On the home page, scroll down to find the nomination instructions). Nominations may also be made through [General Aviation Awards | FAA & Industry Recognizing Excellence in General Aviation](#), www.generalaviationawards.com.

Treasurer Report, James Anderson:

Balance as of January 1, 2022: \$11,185.86

Income:

Contributions, Gifts and Grants: \$622.43

Silent Auction: \$838.48

Fundraising Event: \$250.00

Total Income: \$1,710.91

Expenditures:

AZ Corp Comm Fees: \$10.00

Website Expenses (GoDaddy): \$21.17

PO Box Rental: \$312.00

Balance as of Nov 16, 2022: \$12,336.81

The Treasurer Report was approved by the membership in attendance.

[Secretary Report, James Price:](#) The October 2022 Minutes were approved by the membership in attendance.

LASER/UAS Mitigation – Tim Clark, Cory Geffre, & Scott Woodworth

LASER activity has been quiet for a few months. Currently, there is a handful of cases pending, based on either incarceration or plea bargaining, which will eventually lead to Anger Management treatment or other avenues.

Jim Kennedy reported that there was an incident that was reported after landing. Also, Prescott pilots have reported “lots of LASER strikes.”



Balloons – Neil Davidson

Action against balloons being retrieved on state lands has diminished to zero.

Balloon operators are using drones to check winds aloft, but they are legally limited to go no higher than 400 feet AGL. This is a big improvement in weather safety.

AZARNG – CW4 Hammond



The Arizona Army National Guard (AZARG) Is in a multi-year process of creating Class D airspace around Picacho ARNG. Until it is approved by the FAA, pilots are requested by the AZARG to treat the airspace around the field as a class D. If you are near the field, contact the manned control tower on 126.2.

CW4 Hammond and Matt Schorman (PHX TRACON) discussed improving communication between the agencies when the ARG is planning on using UASs in Restricted Area R2310. This will allow Phoenix TRACON to provide greater aircraft separation from the Restricted Areas.

Oct – Nov Accident Report and Pilot Deviation

Summary – Jim Timm & Craig Tompkins



***MOST* of the aircraft photos are shown to REPRESENT the type of aircraft involved in the accident or incident.**



Disclaimer

ACCIDENTS AND INCIDENTS 10/14 – 11/3

The following are the reports of aviation accidents, and incidents that have occurred in Arizona from mid-October thru mid-November. 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 bad because the number of accidents/incidents was not excessive, and most important, no one lost their life in any of the occurrences, and the number of injuries were minimal. 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 better suites our purpose of trying to get an idea of what is happening out there so we can help make flying safer.



10/14, LOSS OF CONTROL LANDING

Cessna 182 Phoenix (DVT)

Injuries: UNK Pilot Information: Private

The aircraft was performing a touch and go landing on RWY 7R. The pilot lost control of the aircraft after the landing, and veered off the right side of the runway, and into the rocks just east of the touchdown markers on the runway. The aircraft continued in the rocks, crossing C5 intersection, then continued further in the rocks until getting established on taxiway Charlie near C6 intersection. The aircraft then continued to taxi under its own power to ramp 6 and stated they did not need any assistance. There was no reported aircraft damage. Source: FAA



10/14, FUEL STARVATION

Czech Sportplanes, Dynamic WT9 (Light Sport), Yavapai Hills, Prescott

1 Uninjured Pilot Information: Private

The Czech Sportplanes SRO Dynamic WT9 aircraft crashed under unknown circumstances in a field at the Prescott City Water Department Plant. (The area is fenced and secured). The landing site was 5.7 miles SSE of Prescott Airport (PRC). The FAA stated the aircraft experienced fuel starvation, and the NTSB confirmed there was no aircraft damage incurred. Source: FAA, NTSB



10/15, LOSS OF CONTROL LANDING

Piper PA30 Twin Comanche, Tucson Ryan Field (RYN)

2 POB, No injuries Pilot Information: ATP/CFI

While on short final for Runway 6L, the pilot reported that the aircraft yawed to the right, and then upon touchdown the aircraft veered off the right side of the runway into rough terrain. The landing gear collapsed at some point, and the left wing came to rest on the ground. The FAA determined that the damage sustained was substantial. Source: FAA



10/16, GEAR UP LANDING

Piper PA-24 Comanche, Mesa Falcon Field (FFZ)

1 POB, No Injuries Pilot Information: Private

The Piper PA24-260 Comanche made a gear up landing on RWY 4L. The NTSB assessment was minor damage. Source: FAA, NTSB



10/18, INFLIGHT LOSS OF POWER

Cessna 177RG Cardinal, Mesa Falcon Field (FFZ)

1 POB, minor injury Pilot Information: Private

A review of preliminary flight track data revealed that the Cessna 177RG departed Falcon Field Airport (FFZ), Mesa, and maneuvered to the north of FFZ about 1 hour and 8 minutes, and then the airplane maneuvered back to FFZ. Preliminary Federal



Aviation Administration (FAA) air traffic control (ATC) communications revealed that shortly after the airplane was cleared for a right base turn, the pilot reported a loss of engine power. The pilot subsequently landed off the airport, about 0.5 nm short of the runway. The airplane came to rest in a water canal and sustained substantial damage to the left wing. Source: ASN, FAA, NTSB

10/20, LOSS OF CONTROL ON APPROACH TO LAND



Beechcraft V35 Bonanza, Nogales International (OLS)

2 POB, Serious injuries Pilot Information: Private

The pilot attempted to land on runway 21 at Nogales (OLS). He had

forgotten to lower his landing gear and the prop strike damaged the prop and the runway. Undeterred, the pilot applied full power and did a go-around. He managed to fly a left downwind and left base for runway 21. There is a hill to the east of runway 21. He was not able to clear the hill and crashed. A mechanic and his friend got in a truck and hurried to the crash site. They found the pilot trying to extinguish the engine fire with his wife still in the airplane. The mechanic



Nogales accident
Miller Avionics Dash
Cam video

told his buddy to get the wife out of the airplane. He then noticed the pilot looking in the baggage compartment saying, "I need to find my medications." The mechanic told him that he needed to get out of there. He refused because he now needed to find his laptop. The mechanic literally grabbed the pilot by the collar and pulled him away, and as they reached a distance of about 40 feet, the Bonanza exploded. Source: NTSB, FAA, APA Member

11/3, RUNWAY OVER-RUN

Eclipse ES-550, Mesa Falcon Field (FFZ)

2 POB, No injuries Pilot information: Private – NO TYPE RATING

The aircraft departed Las Vegas-Henderson Executive Airport for Falcon Field Mesa, and upon landing they overran the end of runway 22L at Falcon Field, coming to a stop in a culvert. Source:

ASN, FAA



PILOT DEVIATIONS – 10/14 – 11/9

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. From October 14 thru November 9 there were **eleven pilot deviations** recorded by the FAA SDL FSDO. These deviations were committed by pilot certificate levels, from private thru ATP/CFI, and of these eleven deviations made, there was a need to issue **three** Brashers. This month there were also **two** out of state pilots committing deviations. The number of deviations reported have have decreased significantly this period, and I hope they continue to remain low.





Maj Gen Jack R. Brasher

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 11 general aviation deviations were:

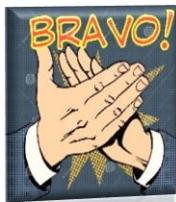
- **1 IFR Deviations**
- **1 Class Bravo Airspace Deviation**
- **1 Class Delta Airspace Deviations**
- **1 Movement Area Deviation**
- **2 Air Traffic Control Instructions**
- **3 Runway Incursions**
- **2 Surface Incidents**



IFR Deviations

10/4 IFR Altitude & Speed Deviation ATP/CFI Pilot
Albuquerque Center (ZAB), Phoenix TRACON (P50)

At 2028z, Albuquerque Center cleared The Embraer EMB-505 Phenom to descend via the BRUSR1, runway 8 transition. The aircraft read back the clearance correctly. The BRUSR1 has restrictions, at BRUSR, you are to be between 17,000 feet and 13,000 feet, and at 250 knots. At 2038z, the ZAB controller changed the Embraer to the Phoenix Approach frequency. At 2039z, over BRUSR, the Embraer checked in on the P50 frequency, at FL240. The Embraer did not comply with the altitude, nor speed of the BRUSR1 arrival at BRUSR. The event occurred near Black Canyon, and surprisingly, a Brasher was NOT issued.



AIRSPACE DEVIATIONS

10/26, Entering Class Bravo Airspace Without Authorization Private Pilot
PHX TRACON

The pilot deviation was reported by the Phoenix TRACON when the Beechcraft A36 Bonanza entered the PHX Class Bravo Airspace without a clearance.



DELTA AIRSPACE DEVIATIONS

10/27, Entering Class Delta Airspace Without First Establishing Communication Private Pilot Deer Valley (DVT) Tower

The Cessna was observed entering DVT Class Delta airspace from the northeast transiting to the southwest. The north and south controllers both attempted to establish communication with the aircraft with no response on either 118.4 or 120.2. The aircraft altitude observed to be 3,400ft MSL. The aircraft did not conflict with any other traffic within the airspace.



MOVEMENT AREA DEVIATION

**10/11, Moving In A Movement Area Without Authorization Private Pilot
Phoenix/Mesa Gateway Airport (IWA)**

The Piper aircraft entered Taxiway Yankee without ATC authorization. The Piper contacted Ground Control (GC) from the hold bay at Runway 12R. GC asked the Piper how they got to the hold bay as they had not been given any taxi instructions. The pilot advised that they taxied via Taxiway Yankee. No other traffic involved.



AIR TRAFFIC CONTROL INSTRUCTIONS

**10/14, Failure to follow the Air Traffic Control Instructions ATP/CFI Pilot
Prescott (PRC)**

Upon landing, the Cessna was told by the controller to turn right at taxiway A3 and contact ground. The Cessna turned at A3 and started to taxi on taxiway Alpha without a clearance. The Ground Controller instructed the Cessna to stop, issued a **Brasher** and then issued taxi instructions to the self-service fuel.

**10/27 Failure to follow the Air Traffic Control Instructions Military Pilot(s)
Tucson (TUS)**

The pilot deviation was reported by Tucson ATC when two departing F16 fighters turned left on course early, resulting in a loss of separation with traffic in the downwind.



RUNWAY INCURSIONS

**10/4 Landed on runway without ATC authorization Commercial Pilot
Phoenix/Mesa Gateway Airport (IWA)**

The pilot deviation was reported by Gateway ATC when the Piper landed on RWY 30L without ATC authorization.

10/13 Entering a runway without ATC authorization No Pilot Involved
Phoenix Sky Harbor (PHX)

A sweeper crossed the hold short line of RWY 8 without ATC authorization while an air carrier was landing on the runway.

10/18 Entering a runway without ATC authorization Private Pilot
Prescott (PRC)

The Piper landed and exited RWY 03L at taxiway B6 and was given taxi instructions to the South Ramp "via Taxiway C, cross RWY 12 at C". The Piper read back the instructions correctly, but instead, taxied straight ahead and crossed RWY 03R, the active runway, at C6. A Cessna on a 1.5 nm final for RWY 03R was sent around. The Ground Controller issued a **Brasher warning** and the Piper taxied to the South Ramp without further incident.



SURFACE INCIDENTS

10/28 Taxing in an area unintended for use Private Pilot Out of California
Phoenix Sky Harbor (PHX)

The pilot deviation was reported by PHX ATC when the Cessna taxied off a taxiway, and across the infield between runways 7L and 7R.

10/28 Taxing on a taxiway without a clearance Private Pilot Out of Missouri
Prescott (PRC)

The Piper landed and exited runway 3L at taxiway A4 and began to taxi southwest on taxiway Alpha without first obtaining a clearance from Ground Control (GC). The Piper called GC while on taxiway Alpha southwest of A3. GC issued taxi instructions, and then issued a **Brasher notice** once the Piper was parked at the FBO.

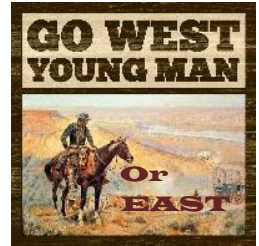
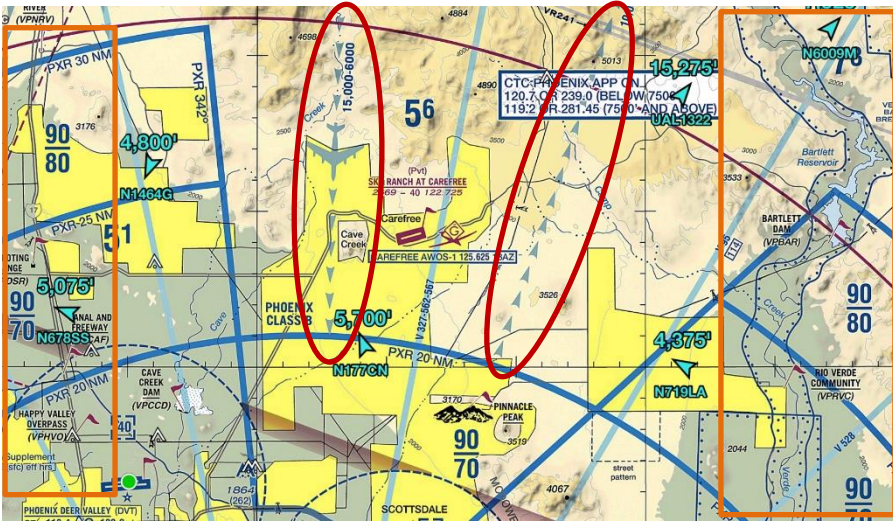
old Business

[DVT and FFZ Deviation Mitigation – Bob Mittlestaedt, Ty Howard, Matt Schorman, & Kent Hatcher](#)

Ty Howard: Monday, 14 Nov, there was conflict with an aircraft flying the DVT1 Departure and an aircraft in the North Pattern. This almost resulted in a near mid-air aircraft collision (NMAC). This was probably a controller issue and DVT management is introducing new training to prevent any further problems.

Matt Schorman reminds pilots and especially instructors, to avoid performing area maneuvers in the

airspace approximately five nautical mile either side of the Carefree Sky Ranch Airport. This airspace is in the departure and arrival corridor of Scottsdale jet traffic and results in daily traffic alerts and traffic resolutions. The TAC chart depicts this area with blue chevrons. There is a high risk for a potential mid-air event in the area, so please perform area work closer to the Verde River drainage to the east or further west towards I17.



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

Ron Berinstein, SCAUWG CFII Director / Webmaster asked Cary Grant and Lee Unger to assist Eve Lopez, Santa Monica KSMO airport advocate, as she planned for the Havasu 600 Air Race. Thanks to Terri Wolcott,

FAASTeam Program Manager, Las Vegas FSDO, Jesse Wilds, Tower Manager at Laughlin/Bullhead, Brian Schultz, FAASTeam Representative and DPE, Lake Havasu City, AZ, we attained helpful information for Eve. Eve “did not get a single penalty point. That means for each of the 8 fly-by airports that occurred over 600NM in 3 different states, they were neither too high nor too low of any of the 8 assigned AGLs, did not climb nor turn too early after each of the 8 fly-bys, and timely and properly made each of the 24 mandatory radio calls”! Congrats to Eve and her race partner who also came in 3rd! This is great example of SCAUWG, the Las Vegas FISDO and ASAG bringing our region together to improve safety. Cary and Lee are happy to facilitate reaching out to SCAUWG to assist you with flight planning to Southern California.

Marana Updates – Rick Whitaker

Still having problems with aircraft making teardrop pattern entries from the west for Runway 12 and pilots making straight-in approaches.

High winds are blowing jumpers away from the intending landing area into the runway area.

Safety information for Marana Regional (KAVQ) <https://aftw.org/kavq-operations/>

It was suggested that Marana invest in [Virtower™ | Airport Operations Tracking System](#) which is used at Cottonwood and Sedona. It provides data to assist in promoting safe operations and noise abatement. This product incurs set up and operating fees.



Video Working Group: Cary Grant

See ASAG’s videos at: <https://www.youtube.com/.../UCbPr5hnDRCiuCY94aVu.../featured>

or

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

A draft of the Cottonwood video script has been given to Jeffery S. Tripp, the Cottonwood (P52) manager. He is well pleased.

Next project is Class Bravo.

Ian Branden, a member of EAA at Chandler, has offered to help with video editing and voiceovers. Jim Anderson will meet with Ian.

From the Flight Deck Video awaiting release from FAA: KCHD.

Phoenix Approach Issues, Super Bowl Prep, Northwest Practice Area P50 – Matthew Schorman & Eric Stevens

Procedures have been established for Super bowl and Phoenix Open. There is a Phoenix Airspace Users Working Group (PAUWG) meeting Nov 17.

Annual ASAG Banquet, 6:00 pm, 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).

ASAG Vice President Brian Schultz, working with the Phoenix Airport Hilton, has developed a menu:

SALAD CHOICES:

- Wedge Salad
- Cucumber Salad

ENTREE CHOICES:

- Chicken Saltimbocca with Prosciutto ham, Provolone and Basil served with Sage Tomato Sauce
- Herb roasted Sirloin of Beef served with cooked Mushrooms and Onions

ACCOMPANIMENTS:

- Wild Rice Pilaf and Herb Roasted Yukon Potatoes

TICKET COSTS:

It was proposed that ticket costs will be **\$65** per person and **\$625** for a table of ten. This proposal was unanimously passed by the members in attendance.

The Banquet flyer will reflect these prices.

We are currently looking for Corporate Sponsors and we will need support for our Audio-Visual since the Hilton does not provide that equipment.

[NOMINATE FOR AWARDS TO BE PRESENTED AT OUR JANUARY 2023 BANQUET](#)

Our website: <https://asagaz.org/> Scroll down on the home page to find ways to nominate:

CFI, Aviation Technician, FAA Safety Team Lead Representative

The Award nomination packages **deadline to the General Aviation Awards Committee is November 30, 2022, and should be submitted to:**

www.generalaviationawards.com

Nominations may also be made through [General Aviation Awards | FAA & Industry Recognizing Excellence in General Aviation](#), www.generalaviationawards.com.

Airport of the Year and ATC Communicator of the Year Awards

Since packages stay locally, the **deadline is December 31, 2022.**

Airport Safety Award Packages should include:

Airport 5010 Record, description of Airport's accomplishments, description of Airport's efforts to enhance safety, awards or recognition that the airport has received, and any other pertinent documentation.

Send nomination packages to:

Craig Tompkins

17777 N. Perimeter Dr. Suite 101

Scottsdale, AZ 85255

craig.tompkins@faa.gov

480-284-7796



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

ASAG is vetting the use of 123.30 MHz with Tucson Soaring Club at El Tiro Gliderport (AZ67); Arizona Soaring, Inc. at Estrella Sailport-E68; Prescott Soaring at AC Goodwin Memorial Field - AZ86 and any other entity that may benefit or not if ASAG requests and receives waiver from the FCC for use of 123.30 MHz in one of four Phoenix training areas. If waived, 123.30 MHz is expected to be assigned to the southwest quadrant training area. Please contact Cary Grant cbgrant@azboss.net or Lee Unger leeunger4@gmail.com with comments.

NEW! Business

Cary raised the issue of terrain east of Ak-Chin (A39) rising into the FAR 77 obstruction requirements. The hill tops are not lighted at night and there has been one fatal accident when a pilot



clipped the hilltop at night. Tim Castello, the airport manager, said the land where the hill tops are located, belongs to another Indian Community. He doesn't expect cooperation from them because they don't own the airport. This is an issue that needs to be addressed by agencies that can work with all the parties. There were no FAA representatives present at this point in the meeting so it will be brought up again at the December meeting.

Upcoming Meetings:

AFTW: Odd number months, second Tuesday at 1:00 PM. Next meeting will be Jan 10, 2023

<https://aftw.org/>

CFI Forum: Aiming for mid-December 2022.

Bob Katz Seminar: Bob Katz

“On the Fire”

Slips, skids, crabbing, and negotiating crosswinds

No date was provided.



The meeting was closed at 2:00 MST.



The next ASAG meeting will be held
Wednesday, December 21, 2022, at 12:00
pm, MST.

Register in advance for this meeting by clicking on this link:

https://faavideo.zoomgov.com/meeting/register/vJIscuuhqzIpHAHnbG0I7VNE_EQdkwxs0rI

Minutes recorded and submitted by Jim Price, ASAG Secretary

ASAG OFFICERS:

PRESIDENT, Cary Grant

VICE PRESIDENT, Brian Schultz

SECRETARY, Jim Price

TREASURER, Jim Anderson