

MEETING MINUTES

Wednesday, Oct 19,
2022

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

Attendance (62):

Grace Assan, Ron Berinstein (SCAUWG.ORG), Zach Boomsma, Ramon Colomina, Phil Corbell, Brent Crow, Edward Daror, David Alan Day, Sonny Durante, Ron Dziagwa, Ken Enger, Larry Erdman, Jeremy Fuhrman, Pam Fazzini, Jeremy Fuhrman, Janie Goh, Adam Goler, Cary Grant, Barbara Harper, Patrick Jessee, Johannan-James Hegenauer, Ty Howard (DVT ATM), Shawn Huff, Tino Ilioi, Mike Jesch, Patrick Jessee, Phil Jossi, Bob Katz, David Kitts (CAU), Michael Klein, Alexander Kocksch, Scott Lewis), Timothy Marshall, Tim Martinez, Nagi Mei, Randell Meyer, Chelsey Misner, Gear Misner, Jack Ogle, James Price, Robert Mittelstaedt, Mitchell Raab, Brian Roggow, Tito Sanchez, Henry Skinner, Stu Smith, Eric Stevens, James Stewart, Andrew Taussig, James Timm, Craig Tompkins (SDL FSDO), Stanley Trachta, James Quinn, Lee Unger, John J. Varljen, Wes Waddle, Paul Wegeman, Rick Whitaker, Toby Williamson, Terri Wolcott, Frederick Workley, and a "CUSTOMER PC"

Treasurer Report, James Anderson: The Treasurer Report was approved by the membership in attendance.

Balance as of September 1st, 2022: **\$12,357.98**

Total Income: **\$0.00.**

Expenditures: Administrative and Operations Website Expenses **\$21.17.**

Balance as of October 17th, 2022: **\$12,336.81**

Secretary Report, James Price: The September 2022 Minutes were approved by the membership in attendance.

Sep – Oct 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-September thru mid-October. 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 the best because of not only the number of occurrences, but we had one accident that resulted in a fatality. 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.

9/18, FLIGHT CONTROL FAILURE ON THE GROUND

Diamond DA-20, Falcon Field (FFZ)

2 POB, No injuries Pilot information: Unknown

In this incident, the pilot experienced a stabilizer control failure during the aircraft run up. Source: FAA



9/23, INFLIGHT ENGINE FAILURE

Cessna 150, Phoenix (DVT)

Unknown POB, No Injuries Pilot Information: Sport

When the engine failed during flight, the aircraft landed on a road two miles west of Deer Valley airport. There were no injuries or aircraft damage incurred. Source: FAA



9/26, OFF RUNWAY HARD LANDING

Robinson R-22, Beta II, Mesa (FFZ)

2 POB, No injuries Pilot Information: Commercial/CFI

The Robinson R22 Beta II crashed while practicing auto-rotations in a desert area on the Salt River Pima Maricopa Indian Community, East Valley, Mesa, AZ, about 4.5 miles north Falcon Field (FFZ), and was destroyed. Tribal police told the press, the pilot and passenger walked away unhurt. The helicopter came from Falcon Field where it was based. Source: ASN, FAA, NTSB



9/27, LANDING GEAR COLLAPSED ON TAKEOFF

Vashon R7 Ranger (LSA), GEU

1 POB, No Injuries Pilot Information: Commercial

A Vashon R-7 airplane was substantially damaged when it was involved in an accident at Glendale airport. According to the pilot, he was aligned with the runway heading, and applied power for takeoff. When the airplane reached 15-20 kts, the left main landing gear collapsed, and the airplane ground looped to the left. The airplane sustained substantial damage to the left elevator and right wing. Source: FAA, NTSB





9/28, CFIT ON APPROACH TO LANDING

Grumman AA-5B Tiger, Sahuarita Flying Diamond Airpark (6AZ8)

1 POB, Fatal Pilot Information: Private

The pilot flew from the Flying Diamond Airport (6AZ8), near Sahuarita, to Tucson Ryan Field Airport (RYN), to practice touch and go landings and then return to 6AZ8. Automatic Dependent Surveillance-Broadcast (ADS-B) data, provided by the Federal Aviation Administration (FAA), showed that the airplane departed from 6AZ8, and travelled to RYN. The airplane made three traffic patterns and then returned to 6AZ8. The airplane's speed was about 88 knots when it crossed the runway threshold and reduced to about 65 knots when it was mid-field. The last ADS-B data point recorded the aircraft's airspeed at about 70 knots near the departure end of the runway. The airplane came to rest in vegetation covered terrain about 150 feet west of the departure end of runway 25. A post impact fire consumed most of the fuselage and wings. Source: ASN, FAA, NTSB

10/1, INFLIGHT LOSS OF POWER & FORCED LANDING



Bell 47G, Mesa

1 POB, No injuries Pilot Information: Private

The helicopter departed Chandler municipal airport and made an emergency landing on a Mesa neighborhood street after encountering unknown mechanical problems. The aircraft sustained minor damages, and there was no ground damage. Source: ASN, FAA, NTSB

10/4, FLAT TIRE WHEN LANDING



Cessna 207(T), Deer Valley (DVT)

1 POB, No injuries Pilot information: Unknown

In this incident, the Cessna 207 had a flat tire during its landing on RWY 7R. It went off the runway and skidded over an airport sign. There was no damage reported. Source: FAA

10/4, INFLIGHT CONTROL FAILURE

Diamond DA-42, Prescott (PRC)

Injuries - Unknown Pilot information: Unknown

The DA-42 declared an emergency while 7 NM northeast of the airport at 7,500 ft. MSL, that they had a rudder control failure. The controller took them straight-in for a landing on RWY 21L, and Ground Control alerted dispatch of an Alert 2, and all crash vehicles were appropriately stationed along the runway. In coordination with the controller, Ground Control had the Foam Truck follow the aircraft from the runway to the ramp via taxiway Foxtrot after the landing. The DA-42

taxied to the ramp via Foxtrot with no further issue. RWY 21L was inspected, and returned to use, and the alert was canceled. Source: FAA





10/10, LANDING GEAR MALFUNCTION

Cessna 210(T), Marana (AVQ)

1 POB – No Injuries Pilot information: Private

The pilot reported the landing gear issue during flight, and during the landing the aircraft went off the runway and came to rest in the grass. There was no report of damage. Source: FAA



10/13, LANDING GEAR COLLAPSED AFTER LANDING

Bellanca B-14-19-2, Prescott (PRC)

1 POB – Minor Injury Pilot information: Unknown

The Bellanca Cruisemaster had the landing gear collapse during a landing and subsequent ground loop. Damage to the aircraft was minor, and there was no airport damage. Source: FAA



10/15, LOSS OF CONTROL LANDING

Aeroprakt A22LS Foxbat LS

1 POB – Minor Injury Pilot Information: Unknown

While practicing touch and go landings on Runway 21R at Prescott Regional Airport (PRC), an Aeroprakt A22LS Foxbat Light Sport airplane experienced a runway excursion after landing and came to rest inverted. The aircraft received substantial damage. Source: ASN
Unknown pilot certification

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 September 16 thru October 13 there were **21 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 **5 out of state pilots** committing pilot deviations. The number of deviations reported this period have unfortunately increased a bit.

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 21 general aviation deviations were:

- **Five IFR Deviations**
- **Five Class Delta Airspace Deviations**
- **One Movement Area Deviation**
- **Five Air Traffic Control Instructions**
- **Five Runway Incursions**



Maj Gen Jack R. Brasher



IFR Deviations

9/12 IFR Route Deviation – PHX TRACON



Pilot Certificate: Commercial / CFI

The Piper departed DVT on the DVT-1 Departure. The pilot flew straight out on the runway heading for three miles, rather than making the left turn as directed by the SID. The controller issued an immediate left turn to avoid IFR traffic that had departed Scottsdale (SDL). The Piper was below the Minimum Vectoring Altitude (MVA), but it climbed above the MVA and continued on their flight. The controller issued them a **Brasher warning**.

9/13 IFR Route Deviation – PHX TRACON



Pilot Certificate: Commercial / CFI

The Beechcraft was cleared via the DVT1 Departure, and the controller received a good read back. The Beech turned right instead of left as required. They were issued a **Brasher warning**.

9/17 IFR ALTITUDE & NORDO DEVIATION – FLAGSTAFF (FLG) / PHX TRACON

Pilot Certificate: Commercial

The deviation was reported by the PHX TRACON when the Pilatus airplane was observed to climb above its ATC assigned altitude. Later the aircraft went no radio (NORDO) and entered a 10,600 foot Minimum Vectoring Area (MVA) at 10,000 feet, resulting in a loss of separation with terrain/obstacles.

10/2 IFR APPROACH – SCOTTSDALE (SDL)

Pilot Certificate: ATP / CFI from Tennessee

While conducting a Visual Approach to RWY 3 at Scottsdale, the Citation made a 360° turn and climbed without advising ATC, resulting in a conflict with a Beechcraft Light Jet inbound behind him.

10/7, IFR ALTITUDE DEVIATION – ALBUQUERQUE CENTER (ZAB)



Pilot Certification Unknown. 2 USAF F-16s

A flight of two F16's were issued a clearance for the Fuzzy-Ruby Airspace at FL 290, and below. Later, the F16's were observed flying at FL298 in the airspace. The ZAB Controller broadcast on the guard frequency that Dealer Flight was cleared to FL290 and below. The flight did descend and was issued a **Brasher warning** when the flight checked out of the airspace. The pilot stated he lost situational awareness while executing a fighter tactic.



CLASS DELTA AIRSPACE DEVIATIONS

9/11, Entering Class Delta Airspace Without First Establishing Communication – DEER VALLEY TOWER (DVT)

Pilot Certification: Private Pilot from Wickenburg

The Cirrus was observed on the STARS display by the Local Controller penetrating the DVT class Delta airspace from the southeast heading north-northwest bound at approximately 2300ft. Multiple attempts to contact the pilot were made by both, south and north controllers, but they received no response. The aircraft eventually was tagged up on the STARS display with the Phoenix TRACON, and the TRACON was advised by DVT to issue the aircraft a Brasher warning. No loss of separation had occurred. The Cirrus was never in radio communication with DVT. The callsign and aircraft type information was derived from ADS-B.

9/22, Entering Class Delta Airspace Without First Establishing Communication – CHANDLER (CHD)

Pilot Certification: Private Pilot from California

The aircraft was observed entering the Class Delta Airspace from the west and joined the downwind. The aircraft then exited the airspace to the north and climbed before calling the tower for pattern entry. Upon landing, the pilot was issued the Brasher warning for an airspace violation.

9/22, Entering Class Delta Airspace Without First Establishing Communication – GLENDALE TOWER (GEU)

Pilot Certification: ATP

The pilot deviation was reported by GEU when the Cessna Citation was descending into Goodyear Airport, it flew through the GEU airspace without permission from the GEU ATC.

9/23, Entering Class Delta Airspace Without First Establishing Communication – DEER VALLEY TOWER (DVT)



Pilot Certification: Commercial

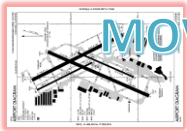
The Bonanza entered the DVT's class Delta Airspace 4 nautical miles southwest of the airport, and at three thousand five hundred feet while northeast bound. The Bonanza did not attempt to establish two way radio communications before entering the Delta Airspace. The south local controller reached out to the Bonanza while it was approximately two and a half miles southwest of DVT. The Bonanza responded immediately and requested pattern entry instructions for a landing on runway 7L. The Bonanza was maneuvered throughout the airspace to avoid conflicts with other aircraft already established in the local pattern. Once the Bonanza was de-conflicted with all other aircraft, the south controller switched the aircraft to the north controller's airspace and frequency for landing. The Bonanza landed without further incident on runway 7L. Ground control issued the **Brasher** upon arrival.

10/4, Entering Class Delta Airspace Without First Establishing Communication – MESA FALCON FIELD (FFZ)



Pilot Certification: Private from Nevada

The Piper entered the FFZ Delta Airspace from the south at 2,700 feet flying northbound without first establishing 2-way communications with FFZ Air-Traffic Control. The Piper continued north through the FFZ traffic pattern, crossing one mile southwest of the field at 2,700 feet. (The traffic pattern altitude is 2,400 feet). The FFZ controllers had to quickly take action in adjusting the flight paths of several aircraft to avoid conflict with the airspace violator. Training was in progress on the north controller position, and the situation required the trainer to momentarily halt training and intervene as the Piper flew through the busy pattern. While still in the FFZ Class Delta Airspace, it appeared that the pilot of the Piper did establish 2-way communication with Phoenix Approach (Willy Sector) for Flight Following to Reno, Nevada (KRNO). The FFZ Tower Supervisor contacted the PHX TRACON Supervisor and requested that the TRACON give the Brasher warning to the Piper.



MOVEMENT AREA DEVIATION

9/19, Moving In A Movement Area Without Authorization – PRESCOTT (PRC)

Pilot Certification: Commercial from California

The pilot deviation was reported by the PRC ATC when a Cessna entered taxiway Delta without ATC authorization.



AIR TRAFFIC CONTROL INSTRUCTIONS

9/7, FAILURE TO FOLLOW AIR TRAFFIC CONTROL INSTRUCTIONS – MESA FALCON FIELD (FFZ)

Pilot Certification - Student.

The Piper made a 360 degree turn on a one mile final without ATC authorization. The controller cleared the Piper to land on Runway 22L, and they were not following traffic, but traffic was following them. There was traffic landing on Runway 22R that turned base leg to final at the same time that the Piper did, but that traffic was not a factor to them. The Piper made a left 360 degree turn and then landed safely.

9/16, FAILURE TO FOLLOW AIR TRAFFIC CONTROL INSTRUCTIONS – MESA FALCON FIELD (FFZ)

Pilot Certification - Student.

The pilot deviation was reported by the FFZ tower when a solo student pilot in a Piper aircraft was instructed to fly straight out after departing on RWY 22L but failed to comply. The Piper did not continue straight out but proceeded to turn left for a left crosswind. Due to traffic inbound, the controller issued instructions for the Piper to turn left, and cross over the airport midfield, and change to runway 22R. The Piper did not comply with these instructions but continued to fly a left downwind towards inbound traffic. The controller reiterated the instructions to turn left and cross midfield, but the Piper did not comply. Eventually, the Piper was instructed to make a 360 because they were in direct conflict with

inbound traffic. Traffic alerts were issued, and multiple 360° turns were issued to multiple aircraft. Eventually the Piper was re-sequenced and landed on runway 22L.

9/16, FAILURE TO FOLLOW AIR TRAFFIC CONTROL INSTRUCTIONS – MESA FALCON FIELD (FFZ)

Pilot Certification – Private

The pilot deviation was reported by the FFZ tower when the Piper aircraft did not follow ATC's instructions to enter the traffic pattern.

9/18, FAILURE TO FOLLOW AIR TRAFFIC CONTROL INSTRUCTIONS – MESA FALCON FIELD (FFZ)

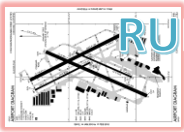
Pilot Certification – Commercial/CFI

The Piper aircraft was inbound from the southeast, and was instructed to enter a midfield right downwind for RWY 4R. The Piper crossed over the airport, thus creating a conflict with another aircraft on the left downwind. The controller vectored the other aircraft on downwind to avoid a conflict with the Piper. The controller vectored the Piper to the correct downwind.

10/12, FAILURE TO FOLLOW ATC INSTRUCTIONS – MESA FALCON FIELD (FFZ)

Pilot Certification – Student

The Piper was on a base leg and made an unapproved 360° turn. After the 360° turn, the Piper was told to turn back to final, but instead turned south, away from final. The controller had the Piper turn back toward the numbers and cleared the pilot to land. No conflict with other traffic occurred, but other aircraft needed to be maneuvered to follow the Piper.



RUNWAY INCURSIONS

9/14, Entering a runway without ATC authorization – MESA FALCON (FFZ)

Pilot Certification: Student

This is a case where a Piper aircraft being operated by a student pilot taxied down Runway 22R without ATC authorization. The Piper was holding short of Runway 22R on Taxiway Echo 4 and was repositioning to the ramp. The controller instructed the Piper to cross Runway 22R and hold short of Runway 22L. The read back was correct, and the controller cleared another aircraft for takeoff that was holding short of Runway 22R, anticipating separation with the crossing Piper. Unfortunately, the Piper made a right turn on Runway 22R instead of crossing the runway. The controller quickly canceled the takeoff clearance of the aircraft that was holding after they had crossed the hold short line, but prior to their entering on the runway. The controller then issued instructions for the Piper to clear Runway 22R.

9/16, Entering a runway without ATC authorization – Phoenix Sky Harbor (PHX)

Pilot Certification: Commercial from Texas

The pilot deviation was reported by PHX when the Cessna Citation entered taxiway Foxtrot and crossed the hold short line for runway 7R without ATC authorization.

9/21, Entering a runway without ATC authorization – MESA FALCON (FFZ)

Pilot Certification: Unknown

The pilot deviation was reported by FFZ ATC when the Piper aircraft crossed the hold short line and was holding short of runway 4R at the edge of the runway.

Commented [CG1]: Spoke with Jim Timm to question this because DVT doesn't have a taxiway Foxtrot. Turns out it was PHX.

9/29, Entering a runway without ATC authorization – PRESCOTT (PRC)



Pilot Certification: Private

The Cessna was instructed to "hold short of RWY 21L at taxiway C4", and the pilot read back the hold short instructions correctly. Unfortunately, the Cessna crossed the hold short bar at C4, and held short of the runway edge line. At the time of the incident there was an aircraft on a departure roll, and an aircraft holding in position, and an aircraft on a 1-1/2 statute mile final. The aircraft holding in position remained holding and the aircraft on final was forced to go around to accomplish the runway crossing of the Cessna. After the crossing was complete the Ground Controller issued the **Brasher** warning to the Cessna, and they taxied to Eagle Air repair without further incident.

9/29, Entering a runway without ATC authorization – GATEWAY (IWA)

Pilot Certification: Commercial/CFI

A Piper requested a 1000 foot pattern short approach followed by a full stop landing. The Piper was cleared to land on runway 12R, and the controller received a correct read back. The Piper was then observed departing on runway 12R, and when queried, they confirmed they had conducted a touch and go. This resulted in a loss of wake turbulence separation due to a preceding C130 departure. No other aircraft were impacted, and no other loss had occurred.



10/1 NEAR MIDAIR COLLISION REPORT

At 2022, a Piper PA28-181 **Cherokee** pilot called the Phoenix Deer Valley Tower (DVT) on a recorded line to report a NMAC with a PA46-350(P) **Malibu**.

20 minutes of lively DISCUSSION: The Cherokee was cleared for a straight-in to RWY 27R and the PA 46 was on a left base to 27L. Ty Howard, (DVT Tower) felt that the tower controllers' cautions could have contributed to the NMAC. The Malibu pilot

did not see the Cherokee, so instead of turning base to final, he or she continued south, crossing the 27R final, and that is where the NMAC occurred. Then, for some reason, the Malibu pilot performed an unauthorized 270°.



(Southern California Airspace Users Working Group)

Update, <https://scauwg.org/> : Lee Unger and Ron

[Berinstein cfii Director / Webmaster](#)

SCAUWG meets every month.



100LL and attempts to close California Airports

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>

Developers want the land, claiming that piston and jet aircraft are adding lead the area, threatening children and adults. Actually, there is less lead at an airport than that which can be found near a highway. Whoever controls the narrative wins the hearts of the people.



MARANA REGIONAL AIRPORT (AVQ) – Barbara Harper

Barbara Harper has forwarded the AVQ NASA report. **It will soon be found at the ASAG website** <https://asagaz.org/>. It contains 12 conflict narratives. **These include:**

- 1 Wake turbulence experience with a C-130
- 3 Near Midair Collisions,
- Several incidents of aircraft landing and taking off in the wrong direction – conflicting with established traffic,
- An aircraft being cut off by another aircraft while circling to land during an instrument approach,
- A runway incursion conflict between a glider and a tow plane in position on the runway and an approaching Gulfstream that executed a go-around.

The AVQ tower is scheduled to be completed in 2024.

Commented [CG2]: You have done some of the analysis I was looking for.



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

Working with Tucson Soaring Club for a waiver to used 123.3.

Currently, helicopters are not using 122.85 in the South Practice area.



[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

Jim Anderson will purchase two GoPro Cameras (\$1,000 - \$1,200).

After finishing our current project (Cottonwood), the group will start on the PHX Class B video.

Donated Voice Overs

Jim Anderson recently met a man who is involved in the video industry. He has offered to find voice-over actors for our videos – and he has offered to pay their salaries.

[P50 Airspace: Eric Stevens](#)

Discussed airspace hot spots where there are many deviations. For instance, in the Carefree SkyRanch area, maneuvering instruction flights are conflicting with arriving and departing traffic into Scottsdale. Eric recommends staying about 5 NM east or west of Carefree Sky Ranch to avoid being a hazard to jet aircraft. There have been reports from the Phoenix TRACON Controllers of as many as three Resolution Advisory events a day occurring in this airspace

Commented [CG3]: Added correction

[Bob Katz Seminar: Bob Katz](#)

10/20 (Thursday) @ 7pm MST, "Rolling the dice with Freezing Fog and Flat Light"

An exercise in Aeronautical Decision Making ... under pressure.

https://www.faasafety.gov/SPANS/event_details.aspx?eid=117122&caller=/SPANS/events/EventList.aspx

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).

ASAG Vice President Brian Schultz, is working on the Banquet organization. He will be arranging a menu. Once we have a menu and what that will cost, we can then establish ticket prices. For now, we

are **estimating tickets will cost \$50 per person or for large groups, \$450 per table of ten.** Our final cost will be determined by the cost of the dinner entrees.

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



Cary Grant

The Coolidge Stack Procedures, similar to the Casa Grande Stanfield Stack Procedures, are now available at <https://aftw.org/>. **Click on**



PHX Terminal Area Chart overlays

Scroll down and click on "Coolidge Approach Procedures – aka 'The Other Stack'" or . . . Just [CLICK HERE](#)

AFTW meets via Zoom the 2nd Tuesdays of every other month (odd-numbered months), from 1:00 to 2:00 pm. Everyone that has an interest in improving flight training safety in Arizona is

welcome to attend. Click [HERE](#) to register for the November 2022 meeting, or any other future meetings.

Arizona Flight Training Workgroup (AFTW) <https://aftw.org/>

ForeFlight and Garmin Pilot GPS Overlays

– Version 12 – Updated 9-27-2022 <https://aftw.org/arizona-practice-areas/>

Go to <https://aftw.org/video-aftw-meeting-september-13-2022/> to watch the **September 13 meeting.**

Craig Tompkins: Currently, there are currently no **DPE meetings** planned.

old Business



[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



[Balloon Update](#)

No comments.

NEW Business

None.

The meeting was closed at 2:00 MST.



The next ASAG meeting will be held Wednesday, November 16, 2022, at 12:00 pm, MST.

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

https://faavideo.zoomgov.com/meeting/register/vJltumpj0oHFH2oZf9Dr4ZS8_XwAzPWM

Minutes recorded and submitted by Jim Price, ASAG Secretary

ASAG OFFICERS:

PRESIDENT, Cary Grant

VICE PRESIDENT, Brian Schultz

SECRETARY, Jim Price

TREASURER, Jim Anderson