



# Aviation Safety Advisory Group of Arizona

Meeting Minutes: June 16, 2021

Via Zoom – Virtual Meeting

Meeting called to order at approximately 12:00 PM Local Time by Cary Grant.

## **Attendance (24)**

Barbara Harper, Cary Grant, Jim Anderson, James Price, Gregg Schmillen, Carl Hancock, James Wood, Rick Whitaker, Roger Dawes, Tim Clark, Ernest Copeland, Lee Unger, Lisa Hamilton, Jim Timm, Brian Stamper, Andrew Elliott, Brian Roggow, Paul Wegeman, Peter Hermes, Stu Tracy, Terry Wolcott, Robert Kaye, Phil Corbell, and Steve Rosenberg.

## **Business**

### **Secretary's Report – Jim Price**

Jim will email May and June 2021 minutes to the members.

The attending members approved the May minutes without objection.

### **Treasurers Report – Jim Anderson**

No financial activity. Treasurer's Report was Approved by attending members.

### **Accidents/Incident Report – Jim Timm**

Includes Accident/Incident results from the ASN, NTSB, APA Members, and FAA notes, from May 14 – June 4, 2021.

#### **Date: May 14, 2021**

Info. Source: FAA

Location: Winslow (INW)

Type: Beechcraft A36TC

1 Uninjured

#### **RAN OFF THE RUNWAY LANDING**

The airplane veered off the runway during the landing roll-out. The pilot pushed the airplane back onto the runway and departed. No damage was reported. No pilot information available.

#### **Date: May 17, 2021**

Info. Source: FAA

Location: Mesa Falcon Field (FFZ)

Type: Cessna 421

2 Uninjured

#### **RAN OFF THE END OF THE RUNWAY**

During the landing on runway 22L the right main brake failed on roll-out, and the airplane went off the departure end of the runway into the dirt, collapsing the nose gear, and sustaining a prop strike and engine damage. Additional damage was unknown. Brakes were recently serviced in California. No additional pilot information available.

#### **Date: May 17, 2021**

Info. Source: FAA

Location: Queen Creek Pegasus (5AZ3)

Type: Piper PA24 Comanche

2 Uninjured

#### **GEAR UP LANDING**

The airplane made a gear up landing on runway 8, and the extent of damage was unknown. Private Pilot. No additional pilot information available.

**Date: May 18, 2021**

Info. Source: ASN, FAA

Location: Mesa Falcon Field (FFZ)

Type: Piper PA28-180

3 Uninjured

**LOSS OF POWER (RAN OUT OF FUEL)**

The aircraft departed runway 4R, and shortly after declared they were losing power, and were going down. The airplane landed the opposite direction of traffic on the 202 freeway between Higley and Recker roads. Minor damage was incurred when one wing hit the median wall and the other wing hit a cement truck. No pilot information available.

**Accident Date: May 19, 2021**

Info. Source: FAA

Location: Chandler (CHD)

Aircraft Type: Beechcraft 90L King Air

Injuries: UNK Uninjured

**RAN OFF RUNWAY AFTER BRAKE PROBLEM**

After making an IFR arrival, the airplane landed on runway 4L, and departed the runway approximately 3,700 feet down the runway and went into the infield between the parallel runways. The pilot reported he had a brake issue. No damage was reported. No pilot information available

**Accident Date: May 20, 2021**

Info. Source: ASN FAA

Location: Lake Havasu (HII)

Aircraft Type: Beechcraft King Air 200

Injuries: 9 Uninjured

**NOSE GEAR DIDN'T EXTEND PROPERLY**

Following an inflight landing gear anomaly indication, the aircraft landed sustaining substantial damage at Lake Havasu City Airport (HII), Lake Havasu City. The nine occupants onboard the airplane were not injured during the incident. Aircraft departed Scottsdale airport (SDL) with a destination of Lake Havasu. No pilot information available.

**Accident Date: May 21, 2021**

Info Source: NTSB, FAA

Location: Phoenix (PHX)

Aircraft Type: Cessna TU206G

Injuries: 2 Uninjured

**LOSS OF CONTROL LANDING**

After a flight from Tucson to Phoenix the airplane experienced a loss of control after landing on runway 25L at PHX and struck a wing tip. Damage assessment was extensive.

(The FAA information listed the aircraft as being a Cessna 208). (Aircraft had Mexican Registry).

No pilot information available.

**Accident Date: May 27, 2021**

Info. Source: NTSB, FAA

Location: Prescott (PRC)

Aircraft Type: Cessna 182 (RG)

Injuries: 1 Uninjured

## **LANDING GEAR COLLAPSED ON LANDING**

The aircraft landing gear collapsed after landing on runway 21L at Prescott. The damage was reported to be substantial.

Pilot had a Commercial certificate. No additional pilot information available.

### **Accident Date: May 30, 2021**

Info Source: FAA

Location: Phoenix (DVT)

Aircraft Type: Luscombe 8A

Injuries: 2 Uninjured

## **COLLISION WITH ANOTHER AIRCRAFT WHILE TAXIING ON THE RAMP**

After landing and during taxi in the non-movement area on the ramp, the Luscombe struck a parked, unoccupied Beech 35 Bonanza. The left brake failed on the ramp, causing the collision.

An examination of the brakes disclosed a bolt was missing, and the control cable was disconnected from the left main brake. Further examination disclosed the brake cable retaining bolt was installed upside-down with an incorrect nut on the right main brake. No pilot information available.

### **Accident Date: June 4, 2021**

Info. Source: FAA

Location: Winslow (INW)

Aircraft Type: Piper PA23-250 Aztec F

Injuries: 2 Uninjured

## **EMERGENCY EXIT HATCH “BLEW OUT” IN FLIGHT**

Approximately 30 nautical miles east of Winslow, the left side emergency exit hatch “blew out” of the aircraft at 10,500 ft. altitude. The aircraft made a safe landing at Winslow, and no further aircraft damage was noted.

There was no report of ground damage occurring from falling debris.

The pilot had an ATP rating. No additional pilot information available

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## **Runway and Airspace Incursions – Jim Timm**

*Note: The “Brasher Warning or Notification,” is intended to provide the involved flight crew with an opportunity to make note of the occurrence and collect their thoughts for future coordination with Flight Standards regarding enforcement actions or operator training.*

**Eighteen general aviation pilot deviations recorded by the FAA SDL FSDO, from May 13 thru June 10, 2021.**

These deviations were committed by students, private, commercial, CFIs with students, and ATPs. Of the eighteen deviations, there were five Brashers issued. There also seemed to be a significant number of runway incursions during the reporting period.

Note: a Brasher is a notice that is issued when further FAA action is needed.

There were:

- Four IFR Deviations
- One Class Alpha Airspace Deviation
- One Class Charlie Airspace Deviation
- Five Class Delta Airspace Deviations
- Seven Runway Incursions

## IFR Operations (4)

### 5/15 (Albuquerque Center (ZAB)). IFR Altitude/Commercial

The aircraft was assigned FL130 from Tucson (TUS) Approach. TUS Approach completed a radar handoff, and the communications transfer was unsuccessful between TUS and ZAB. The aircraft was NORAC (No Radio Contact) with ZAB when the controller observed the aircraft climb to FL150 without a clearance. The aircraft finally did show up on ZAB frequency and stated that he climbed from FL130 to FL150 VFR. ZAB controller asked if he was on an IFR clearance or was VFR, and the pilot stated he was IFR. A **Brasher** warning was issued to the pilot, and the controller assigned the aircraft FL150. Denver (DEN) was Notified of NORAC status.

### 5/21 (Phoenix TRACON). IFR Altitude/Certificate UNK (Venezuelan registry aircraft)

In the Prescott area, a pilot deviation was reported by the Phoenix (PHX) TRACON when the aircraft was assigned a decent to 10,000 feet. The aircraft had descended to 8,700 feet.

### 5/24 (Albuquerque Center (ZAB)). IFR Route/Private Pilot

In Phoenix (PHX) airspace, the pilot deviation was reported by ZAB when the aircraft did not fly an assigned route and violated the Gladden MOA.

### 6/7 (Albuquerque Center (ZAB)). IFR Altitude/ATP/CFI

ZAB cleared the aircraft to climb to and maintain FL300. Aircraft read back the clearance correctly. At 1747Z, the controller observed the airplane above FL300 and re-cleared aircraft to FL300 and turned the aircraft 40 degrees left for traffic. The aircraft had made an unauthorized climb to 30,900 feet which resulted in a loss of separation with another aircraft, who was level at FL310. At 1816 Z, the controller issued a **Brasher** to the pilot. The event took place near Sedona, AZ.

## Class Alpha Airspace (1)

### 6/3 (Albuquerque Center (ZAB)). Airspace and Altitude/Private Pilot

After departing SOW (Show Low, AZ) the aircraft called ZAB and requested his IFR clearance. ZAB issued a beacon code but did not identify the aircraft nor issue an IFR clearance. The aircraft had climbed to 21,500 feet before ZAB called the aircraft again and asked the aircraft what he was climbing to, and the aircraft responded "FL280". The aircraft had climbed into Class A airspace without a clearance to do so. A **Brasher** was issued. When the pilot called the facility he stated that he did not realize that he had climbed up into Class Alpha airspace.

## Class Charlie Airspace (1)

### 6/1 (Tucson Class C). Entering Without Authorization/Commercial Pilot

The pilot deviation was reported by the Tucson (TUS) TRACON when the aircraft departed Ryan Field (RYN) without a squawk code or an assigned frequency, and entered the Class C airspace without first establishing two-way radio communications with TUS.

## Class Delta Airspace (5)

### 5/23 (Scottsdale (SDL)). Entering Without Authorization/Private Pilot

The aircraft entered the SDL Class D airspace from the east while northwest bound at 3,100 feet. The aircraft transitioned through the runway 21 final at about the three-mile point while

traffic was on right base for 21 and at 2800 feet, and at the offending aircraft's eleven o'clock position at about two miles. The aircraft exited the Class D airspace to the north, and communication was never established. SDL ATC identified the aircraft thru its ADS-B signal.

#### **5/24 (Scottsdale (SDL)). Entering Without Authorization/ATP**

The aircraft clipped the northwestern portion of the SDL Class D by approximately half a mile. The aircraft flew in the delta for about 2-3 minutes before exiting to the north. The aircraft was in conflict with an inbound Challenger jet over pinnacle peak. Traffic was issued to the jet and they passed each other without incident. The offending aircraft then turned to the east and stayed in the practice area. The offender appeared to have originated from KDVT.

#### **5/30 (Deer Valley (DVT)). Entering Without Authorization/Private Pilot**

The aircraft was observed violating DVT Delta airspace at the southeast at 3,000ft MSL after having departed Scottsdale (SDL). The controller who observed the violation attempted to reach out and obtain two-way radio communication utilizing the ADS-B tag. The controller called SDL to obtain information and to inform SDL of the violation when the aircraft checked in with DVT on 118.4. The controller immediately issued a **Brasher** as the aircraft continued its climb and exited the airspace to the north. The aircraft was never in conflict with any traffic, and no loss of separation occurred. The pilot called later in the day on the recorded line and his contact information was obtained by ATC.

#### **6/5 (Falcon Field (FFZ)). Entering Without Authorization/Private Pilot**

The helicopter entered the FFZ Class D airspace without establishing two-way radio communications. No loss of separation.

#### **6/6 (Deer Valley (DVT)). Entering Without Authorization/Commercial/CFI**

The aircraft reported on a 2.2-mile final for runway 25L. This was the aircraft's first call to the controller, and he had not been authorized into the Delta airspace. The Controller cleared the aircraft to land. The aircraft landed and taxied to parking with no further incident. The Ground Controller issued the **Brasher** warning to the aircraft as he taxied to parking.

## **Runway Incursions (7)**

#### **5/15 (Falcon Field (FFZ)). Failing to Follow ATC Instructions/Student Pilot**

A Piper aircraft called that he or she was ready for departure, holding short of runway Runway 4L at Taxiway E1. The controller advised the aircraft to hold short of runway 4L, and the pilot read it back with a good readback. A Cessna that was on a half mile final stated they were going around due to an aircraft on the runway. The tower controller instructed the Cessna to go around and to offset to the left. The Piper then stated he thought he was supposed to hold on the runway. Once the Piper was back on the taxiway, he did not stop nor contact ground control as he was instructed.

#### **5/17 (Deer Valley (DVT)). Failing to Observe Runway Hold Lines/Private Pilot**

Pilot deviation reported when the aircraft was observed to be across the hold bars for the runway, resulting in sending two aircraft on final to go around.

#### **5/17 (Phoenix Sky Harbor (PHX)). Pedestrian on the Runway/None**

PHX ATCT advised that an individual had jumped the perimeter fence and entered runway 26. Phoenix Airport police responded and arrested the individual. An air carrier was sent around, and re-sequenced for arrival. Two other flights were delayed and an inbound flight was side-stepped to another runway.



### **5/27 (Gateway (IWA)). Taxi Without a Clearance/Certificate Unknown**

The offending aircraft had entered a taxiway without ATC authorization. The aircraft had received a clearance from Clearance Delivery and was told to stand by. The controller then issued taxi instructions to another aircraft. This aircraft questioned the controller when they got on the taxiway because the offending aircraft had also taxied out onto the same taxiway. The controller instructed the offending aircraft to turn off the taxiway and return to the ramp.

### **5/27 (Deer Valley (DVT)). Takeoff Without a Clearance/Certificate Unknown**

The pilot deviation was reported by DVT tower when the aircraft took off on runway 7R without ATC authorization.

### **6/1 (Falcon Field (FFZ)). Take Off Without a Clearance/Commercial/CFI**

The controller had instructed the aircraft to line up and wait on Runway 4R. The read back was correct, but without ATC authorization, the aircraft started its departure roll on Runway 4R at FFZ. The controller was starting to issue a crossing clearance to another aircraft for Runway 4R after the previous departure was at the departure end and airborne, but stopped when they saw that the offending aircraft had begun its departure roll without a takeoff clearance. The controller reached out to the offending aircraft, and they aborted the takeoff. The controller then issued runway exit instructions.

### **6/2 (Falcon Field (FFZ)). Take Off Without a Clearance/Commercial/CFI**

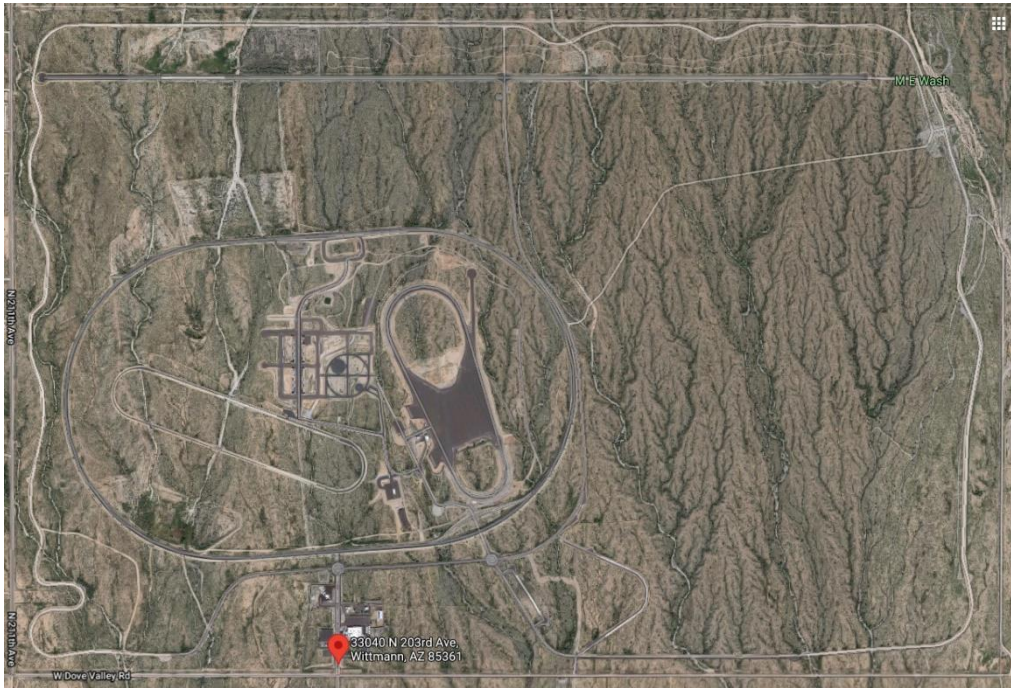
The aircraft had started takeoff roll Runway 4L without ATC authorization. The aircraft called the controller, stating that they were holding short of Runway 4L, and advised they were ready for departure. The controller responded with Roger. Another aircraft landed Runway 4L and the controller transmitted to another aircraft on Runway 4R. The controller then instructed the airplane to line up and wait on Runway 4L. The read back was correct. The airplane then taxied onto runway 4L, and began its takeoff roll, stopped and then questioned the controller if they were cleared for takeoff. The controller advised the airplane that they had not been cleared for takeoff. The controller then cleared them for takeoff.



Cary Grant noted that most of the time, violating pilots don't realize that the airspace is there. Situational awareness can be increased if pilots will use apps like ForeFlight and Garmin Pilot.

Cary Grant also noted that the Deer Valley (DVT) runway 7R/25L hold lines have been moved. They are now 250 feet from the runway centerline. The improvement also includes guard lights.

Ernie Copeland noted that runway deviations increase during times of airport construction.



The company that owns the old Allis-Chalmers test track located at 33040 N 203<sup>rd</sup> Ave, Whitman, AZ, is reporting unauthorized simulated engine failures to very-low approaches on sections of the test track. Instructors are reminded not to use this area as it is now an active test facility.

In addition, Pete Hermes said that several TFRs associated with Pinnacle and Telegraph fires, have been violated by aircraft and UAS.

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## OLD BUSINESS

### **Southern California Airspace Users Working Group (SCAUWG) Update – Lee Unger**

[www.scauwg.org](http://www.scauwg.org)

News from the June 8, 2021, SCAUWG meeting includes:

SCAUWG is advocating for our obtaining four radio frequencies for training areas in the Phoenix airspace, thereby greatly increasing safety.

California is also experiencing safety concerns with their non-towered airports. “Non-towered airports: In control or out of control?” Videos (by Scottsdale FAASTeam Representatives Brian Stamper, Sarah Nilsson and Lee Unger) have been shared with SCAUWG. SCAUWG is following our process of making airport and runway safety videos for Sedona (SEZ) and Marana Regional (AVQ).

Lee will revisit the subject with SCAUWG as there is continued interest in including links for safety videos in the Chart Supplement.

SCAUWG members actively participate in airspace and airport safety concerns throughout Southern California and beyond, partnering with numerous aviation entities.

SCAUWG members are welcome and encouraged to attend safety meetings in Arizona. Lee is happy to say they join us.

Sidney Bradfield, FAA Spectrum Engineering - Frequency Management Offices, is working on ASAG's behalf regarding more practice area frequencies. Cary Grant asked Lee to please follow up on approval.

### **Laser Mitigation – Officer Tim Clark [Timothy.Clark@phoenix.gov](mailto:Timothy.Clark@phoenix.gov):**

Statewide, we are averaging 28-30 laser “pilot strikes” every month. Pilots need to let ATC (Tower or TRACON) know about the strike, and they will inform law enforcement. A lady has been arrested in Phoenix. She was aiming at a police helicopter. She did not outrun the helicopter and was arrested. No injuries to the officers. To protect your eyesight, do not look directly into the Laser.

Ernie Copeland encouraged Officer Clark and other law enforcement departments to contact the news outlets because these instances would be great stories. For instance, Scott Pasmore, 3TV, would be a great journalistic contact.

### **Video Project and AVQ safety issues – Jim Anderson, Video Working Group**

We are at the first draft of our first video. These safety videos are not on YouTube but will soon be available on YouTube.

First cut at SEZ is complete.

Cary Grant noted that these videos are similar to the *From the Flight Deck video series*. [https://www.faa.gov/airports/runway\\_safety/videos/](https://www.faa.gov/airports/runway_safety/videos/) These are for controlled airports ONLY. Our videos will first feature two uncontrolled airports, SEZ and AVQ. We have plans to later expand the videos to include HII and SJN.

### **P50 Phoenix Airspace Working Group meeting, June 24 Tempe Town Library – Cary Grant**

If you are denied a practice instrument approach by PHX Approach, send the date and time to Cary Grant so the information can be sent to P50.

### **Bishop Airport, (formerly known as Mobile) – Update - Paul Wegeman.**

No updates on Mobile. Paul asked that we please add Josh (the sky dive operations manager at Bishop), to our email list. No one reported any conflicts from the glider community on parachute jump operations at Bishop.

### **Scottsdale (SDL) closure Notes**

Starting July 6, the Scottsdale Airport (SDL) will be fully closed to aircraft operations for 45 days as part of their [Runway Rehabilitation Project](#). SDL Class D will still be active during the SDL runway closure. SDL will still allow and control Helicopter operations.

Banquet – Trophies and Plaque Status Tag dates. People were Selected in 2020 but the award is for 2021. We leave the date on the plaque and trophy.

Banquet Plans – Brian Schulz. Brian checked again with ASU Poly to see if there is an update on COVID – wait until August and maybe we will have a live banquet. Thoughts on guest speaker for banquet in January? No comments.

### **Other Meetings**

Pilot Deviations in the East Valley were discussed at the VMC/IMC Club, 2 June 21.

Special DVT LRSAT Pilot/Controller Meeting: 9 June 21, 0800 to 1300. Very well attended.

ERAU PRC Local Ops meeting: 9 June 21, 1000

Chandler Runway Safety Action Team (RSAT) meeting on Wednesday, June 30, 2021. The meeting is scheduled for 12:00 (MST) and will be conducted via Zoom.

Future In Person Meetings – Ernie Copeland does not know when FSDO will be open for meetings. We might have Zoom meetings or in person or a combination of both. Ernie. When we have in person, they will still Zoom the meeting. This will allow those who would need to drive long distances a chance to attend.



# NEW BUSINESS

Lee Unger noted that the Marana Airport (AVQ) will get a new manager on June 21. ASAG leadership plans to introduce themselves to the new manager.

## Meetings

Runway Safety Advisory Team (RSAT). These meetings include pilots and controllers. Please attend those meeting. Nice to have an RSAT at GEU. Phil Corbell recommended that the RSAT meeting be held at West-Mec. Ernie Copeland recommend that we come up with a group of dates.

Ernie Copeland noted that a Pilot Controller forum for RYN is being set up. Cary Grant indicated that RYN meeting will be help on 30 Sep. (See chart below)

Announced Arizona LRSAT meetings: (See chart below)

PAUWG 24 June 1000. Tempe Library.

AFTW Tuesday, July 13, 2021: 1300

DPE – Following AFTW

Encourage and promote From the Flight Deck Video Series and Runway Simulators at [www.faa.gov](http://www.faa.gov)

## Local Runway Safety Action Team (LRSAT) Meetings

Airport 3 Ltr ID	RRSPM	AT District	State	Fac Type	Facility	FY20 LRSAT DATE	FY21 LRSAT DATE
GCN	Joe Santoro	TWLA	AZ	FAA	Grand Canyon ATCT	8/24/2020	4/5/2021
GYR	F. Morales	TCAB	AZ	FCT	Goodyear FCT	9/10/2020	5/6/2021
GEU	F. Morales	TCAB	AZ	FCT	Glendale FCT	7/9/2020	5/12/2021
PRC	F. Morales	TCAB	AZ	FAA	Prescott ATCT	7/22/2020	5/19/2021
DVT	Joe Santoro	TCAB	AZ	FAA	Deer Valley ATCT	6/5/2020	6/9/2021
IWA*	Joe Santoro	TCAB	AZ	FAA	Phoenix-Mesa Gateway FCT	6/10/2020	6/10/2021
FLG	F. Morales	TCAB	AZ	FCT	Flagstaff FCT	9/8/2020	6/23/2021
CHD	F. Morales	TCAB	AZ	FCT	Chandler FCT	9/24/2020	6/30/2021
SDL	F. Morales	TCAB	AZ	FAA	Scottsdale ATCT	8/28/2020	7/6/2021
FFZ	Joe Santoro	TCAB	AZ	FAA	Falcon Field ATCT	7/30/2020	8/4/2021
IFP	R. Panahi	TWLA	AZ	FCT	Bullhead City FCT	8/26/2020	8/25/2021
PHX	Joe Santoro	TCAB	AZ	FAA	Phoenix ATCT	7/29/2020	8/26/2021
RYN	F. Morales	TCAB	AZ	FCT	Ryan Field FCT	9/9/2020	9/30/2021
TUS	Joe Santoro	TCAB	AZ	FAA	Tucson ATCT	3/19/2020	

**The ASAG meeting adjourned 1:41 PM local time.**

## **Future ASAG Meetings: All meetings start at 1200 local. CHECK SPANS. MEETINGS WILL BE VIRTUAL UNTIL FURHTER NOTICE**

EAA AirVenture 2021, will be held July 26 - Aug 1, 2021. Therefore, **NO July ASAG meeting**

August 18

September 15

October 20

November 17

December 15

Minutes recorded and submitted by Jim Price, ASAG Secretary

### **ASAG OFFICERS**

**PRESIDENT:** Cary Grant

**VICE PRESIDENT:** Brian Schultz

**SECRETARY:** Jim Price

**TREASURER:** Jim Anderson