



Aviation Safety Advisory Group of Arizona

Meeting Minutes: May 19, 2021

Via Zoom – Virtual Meeting

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

Attendance

Jim Anderson, Jim Timm, Cary Grant, Jim Price, Craig Thompkins, Terri Wolcott, James Mango, Phil Corbell, Scott Woodworth, Dan Von Flue, Adam Such, Peter Troccoli, Pete Hermes, Dan Evans, Lee Unger, Ed Daror, Jim Pitman, Mike Jench, Tim Clart, Rick Whitaker, Paul Wegeman, Phil Jossi, Tracy Geest, Don Evans, Barbara Harper, Brian Roggow, Scott Tinneland, Larry Steck, Jim Cunningham, Fairfax O'Riley, Robert Kaye, Brett Lenz, Tim Burgoyne, Rich Lee, Lana Terrill, Jung (Christina) Ah Kim, Neil Davison, Landen Jennings, Lance Terrill, and Cynthia Nolan

Business

Cary Grant proposed that Jim Price serve as the ASAG Secretary. He was unanimously accepted.

Secretary's Report

The members approved the April minutes without objection.

Treasurers Report – Jim Anderson

As of May 18, 2021, the bank balance is 11,172.48.

Expenses: \$50 for Trophy repair.

Accidents/Incident Report – Jim Timm

The following are the reports of aviation accidents that have occurred in Arizona from mid-April thru mid-May. We hope to use the following detailed accident information to develop safety programs, briefings, and posters/flyers that would help pilots learn from the mistakes being made by others and take the action necessary to prevent them from having similar accidents.

For this past reporting period aviation safety started off very bad in that within the first week of the reporting period we had two fatal accidents with two fatalities in each. The rest of the reporting period wasn't the best, but acceptable in that there were only a few serious injuries and most were accidents, or incidents that didn't incur any injuries. It would appear that people are still not thinking about what they are doing. This is rather apparent based on the large number of no injury accidents/incidents and the large number of pilot deviations in the accompanying Pilot Deviation report.

Moving forward with these accident summaries, we are going to be expanding the scope of the reports. Initially we only relied on NTSB reports which only covered accidents that involved structural damage to the airplane. Late last year when the NTSB stopped reporting, to make a format change, we started using the Aviation Safety Network (ASN) reports that covered aviation accidents that were reported in the media and information from law enforcement agencies. We are now again able to get the NTSB reports and we are also now getting accident and incident reports from the FAA and APA members. Coupled with the ASN information, we are now getting a pretty broad picture of what is going wrong in general aviation in Arizona. Here are the results from the ASN, NTSB, APA Members, and FAA notes.

Date: April 18, 2021. **CONTROLLED FLIGHT INTO TERRAIN.** Info. Source: ASN, FAA
Location: Willams Type: Cessna 140. 2 Fatalities. The missing aircraft was located Monday,

April 19 around 01:40 in wooded terrain near H. A. Clark Memorial Field (CMR), Williams. The two people onboard were fatally injured. No pilot information available.

Date: April 20, 2021. **LOSS OF CONTROL ON TAKEOFF**. Info. Source: FAA, NTSB Location: Maricopa Ak-Chin (A39). Type: Bushby Mustang II. 2 Uninjured. Loss of control when the airplane ground looped on takeoff and the gear collapsed. The private pilot was an experienced tailwheel pilot. No additional pilot information available.

Date: April 23, 2021. **CONTROLLED FLIGHT INTO TERRAIN**. Info. Source: ASN, FAA Location: Winslow. Type: Swearingen SA226. 2 Fatalities. The Swearingen SA226-T(B) Merlin IIB was destroyed when it impacted terrain under unknown circumstances near Winslow. It departed from SDL 2:12 pm & crashed 3:19 pm MST. No pilot information available.

Date: April 23, 2021. **NOSE GEAR COLLAPSED ON LANDING**. Info. Source: ASN, FAA Location: Show Low. Type: Glasair II RG. 1 Uninjured. The aircraft, an experimental J H Sippelle amateur built Stoddard Hamilton Glasair II RG, departed Chino, CA airport (CNO), and sustained minor damage subsequent to the nose gear collapse during landing at Show Low Airport (SOW), Show Low. The sole pilot onboard the airplane was not injured during the incident. Per FAA, the aircraft experienced an inflight hydraulic and electrical system failure. No pilot information available.

Accident Date: **POWER FAILURE, LANDED SHORT OF RUNWAY**. April 24, 2021. Info. Source: FAA, APA Member Location: Marana. Aircraft Type: Cessna 182. Injuries: 2 Uninjured. Pilot reported loss of power in the traffic pattern and landed in the desert area .5 NM short of the runway. Reported damage was minor. ATP/CFI & Student No additional pilot information available.

Accident Date: **LOSS OF CONTROL ON LANDING**. April 25, 2021. Location: Sedona. Info. Source: ASN, NTSB, FAA Aircraft Type: Cessna 182. Injuries: 1 Uninjured, 2 Minor Injuries. The aircraft experienced a loss of directional control and subsequent runway excursion upon landing at Sedona Airport (SEZ) Sedona. The airplane clipped a stationary aircraft (Cessna 182S Skylane and struck a stationary airport vehicle (Fuel truck) before coming to rest inverted, sustaining substantial damage. Two of the three occupants onboard the aircraft received minor injuries. The pilot had a private pilot License. No additional pilot information available.

Accident Date: **WIND BLEW BALLOON INTO TREE**. May 2, 2021. Info Source: ASN, NTSB, FAA. Location: Phoenix. Aircraft Type: Ultra Magic N500 (Balloon). Injuries: 16 Uninjured, 1 Minor Injury, 1 Serious Injury. The balloon sustained unreported damage subsequent to impact with a tree during a landing attempt in gusting wind conditions in the Phoenix area. Of the eighteen occupants onboard the sightseeing hot air balloon, one was seriously injured, one received minor injuries, and sixteen were not injured. No pilot information available.

Accident Date: May 4, 2021. **INFLIGHT LOSS OF POWER**. Info. Source: ASN. Location: Phoenix. Aircraft Type: Cessna 150H. Injuries: 1 Uninjured. Following a loss of engine power, the aircraft force landed to roadway terrain in Desert Ridge, east of Phoenix Deer Valley Airport (DVT). The airplane was not damaged and the sole pilot onboard was not injured during the incident. The owner of the plane said the plane was rented out to a pilot who was trying to build up flying hours. The owner said the plane had enough fuel for a two-hour flight,

but the plane ran out of fuel when the pilot was on the way back to the airport. No pilot information available.

Accident Date: May 5, 2021. **PRECAUTIONARY OFF AIRPORT LANDING.** Info Source: NTSB. Location: Mesa. Aircraft Type: MD 369FF. Injuries: 2 Uninjured. No information was available other than substantial damage had occurred during the precautionary off airport landing. No pilot information available.

Accident Date: May 5, 2021. **DAMAGE DISCOVERED POST FLIGHT.** Info. Source: FAA. Location: Mesa FFZ. Aircraft Type: H500. Injuries: 2 Uninjured. Post-flight inspection discovered damaged tail rotor. Damage was deemed to be substantial. No pilot information available.

Accident Date: May 5, 2021. **NOSE GEAR/PROP DAMAGE ON LANDING.** Info Source: FAA. Location: Chandler (P19). Aircraft Type: Mooney M-20K. Injuries: 1 Uninjured. The aircraft incurred a prop strike and nose gear damage during pilot induced porpoising during landing. Pilot experience in the Mooney was low. No pilot information available.

Date: MAY 6, 2021. **CRASHED DURING TAKEOFF.** Info. Source: FAA, APA Member. Location: Wilcox (P33). Type: Northstar Trike (Ultralight). 1 Serious Injury. The unregistered ultralight Northstar Trike crashed during takeoff from P33, and the pilot sustained serious injuries. Aircraft damage was undetermined. No pilot information available.

Date: May 8, 2021. **HARD LANDING.** Info. Source: NTSB. Location: Tucson. Type: Cessna 172P. 1 Uninjured. During a Part 91 G/A local Instructional flight, the solo student pilot had a hard landing resulting in a prop strike and the aircraft sustained substantial damage. No pilot information available.

Date: May 9, 2021. **STRUCK POWER LINE AND FREEWAY FENCE.** Info. Source: FAA, APA Member. Location: Chandler (P19). Type: Cessna 172R. 1 Minor Injury. During what may have been an attempted forced landing on a freeway, the airplane clipped a power line and struck a freeway overpass fence and sustained substantial damage during the landing attempt southeast of the approach end of Runway 35 at Stellar Airpark (P19), Chandler. The aircraft departed Roswell International Air Center Airport, (ROW), with a destination of Stellar Airport (P19). The sole pilot onboard the airplane received unspecified but apparent minor injuries. No pilot information available.

Accident Date: May 13, 2021. **CAUTIONARY OFF AIRPORT LANDING.** Info Source: ASN. Location: Mesa. Aircraft Type: Boeing CH47. Injuries: 1 Uninjured. The helicopter made a safe off airport cautionary landing 3 miles from the airport for an unspecified reason. No pilot information available.

Accident Date: May 13, 2021. **LOSS OF CONTROL LANDING.** Info Source: ASN. Location: Prescott. Aircraft Type: Piper PA18-150. Injuries: 1 Uninjured. The Piper PA18-150 Super Cub departed Calvada Meadows (74P), NV, and ground looped on landing at Prescott regional Airport. Damage was unreported. No pilot information available.

Runway and Airspace Incursions – Cary Grant

Note: Cary Grant and Jim Anderson will make a presentation at the June 2, 2021 IMC/VMC Club – discussing deviations and incursions.

From April 16 thru May 12, 2021 there were fifteen general aviation pilot deviations recorded by the FAA SDL FSDO. These deviations were committed by private, commercial, CFIs with students, and ATPs. These mistakes were not being made by students while learning to fly. Of those fifteen deviations, five Brashers were issued. There wasn't really any one predominant error being made this month, except perhaps the case of not maintaining altitude during IFR ops. In that case, there were four altitude deviations out of a total of five IFR Deviations. Note: A Brasher is a notice that is issued when further FAA action is needed.

In summary, this month there were:

- Five IFR Deviations
- Two Class Bravo Airspace Deviations
- Five Class Delta Airspace Deviations
- Three Runway Incursions

The details for this month are as follows:

IFR Ops

4/16 IFR Altitude, Commercial.

On a published approach, aircraft descended below published altitudes which would result in being in conflict with other potential traffic. **A Brasher was issued to the pilot.**

4/22 IFR Altitude, ATP.

ATC assigned the pilot an altitude and pilot incorrectly read back a higher altitude. ATC didn't recognize the erroneous read back and transferred pilot to another controller. The new controller noted the pilot was above assigned altitude and corrected the error. **A Brasher was issued.**

5/7 IFR Altitude Comm, CFI.

The pilot took off with ATC instructions to climb to 3000 ft. which the pilot correctly read back and climbed to 3000 ft. and leveled off. ATC later noted the pilot had climbed to 3,200 ft. and asked the pilot for a verification of altitude. The pilot recognized his error and immediately and returned to 3000 ft. The altitude excursion had resulted in a loss of separation with another IFR aircraft.

5/8 IFR Altitude, ATP.

The center controller had cleared the pilot to make a slight turn and descend and maintain FL220, which the pilot read back correctly. Three minutes later the pilot asked the controller to confirm his assigned altitude, and while the pilot was asking the question. The pilot had descended thru FL220. By the time the controller got the pilot back to FL220, the pilot had descended to 21,600 feet. **A Brasher was issued.**

4/27 IFR Route, Commercial.

A light jet was making a published IFR departure out of FFZ on RWY 22L as an air carrier was descending in a left downwind for PHX RWY 25L. The light jet was flying the departure procedure but unexpectedly turned to a heading of 270°. The controller noticed the error, and immediately had them make a southbound turn, and issued traffic. Later, the pilot advised he had programed the departure procedure for a RWY 4R departure instead 22L. The pilot's intentions were to make a 360° turn to rejoin the departure when the controller stopped him.

Class Bravo Airspace

4/23 Entering Without Authorization, Certificate level Unknown.

An aircraft reported to the TRACON that a Powered Parachute was operating in the Bravo Airspace in the vicinity of Camelback Mountain. The Phoenix PD Aviation Dept. was contacted and with the assistance of ground PD officers the pilot was in custody. The FAA is awaiting Pilot information from the Phoenix Police Department.

4/26 Entering Without Authorization, Comm/CFI.

An aircraft entered the Class Bravo airspace without authorization. There was no loss of separation.

Class Delta Airspace

4/16 ATC Instructions, Certificate level Unknown.

In Delta airspace, the aircraft turned base leg without approval, causing a conflict.

4/19 ATC Instructions, Commercial.

The pilot was on the upwind on RWY 21R and was asked to change frequencies, and to extend his upwind 2NM. Upon reaching the crosswind leg, the pilot was expected to remain in right closed traffic for RWY 21R. Instead, the pilot turned left and crossed the departure of RWY 21L. **Not sure if Brasher was issued for pilot or controller.**

4/28 Entering Without Authorization, Private.

A northbound aircraft was observed entering the Class Delta airspace at the southwest corner and continued, exiting northbound without ever contacting ATC. Numerous attempts made by ATC to establish contact were unsuccessful. The aircraft cleared the airspace, and no other aircraft were impacted.

4/28 Entering Without Authorization, Private.

An aircraft entered the Class Delta airspace without establishing two-way radio communications. There was no loss of separation.

4/30 Entering Without Authorization, ATP.

An aircraft entered the Delta airspace from the north-northwest without contacting the tower. The controllers attempted to make contact without success, and the aircraft became a conflict with an inbound IFR aircraft from the northeast. The aircraft exited the Delta airspace to the east and appeared to be headed for a nearby airport. The nearby airport was contacted and identified the offending aircraft. **A Brasher was issued.**

Class Delta Airspace & Runway Incursion

5/2 Operating in Delta Airspace Without Radio Contact, Commercial.

The pilot contacted DVT 8NM northwest of DVT at 0515Z. The south tower issued pattern entry instructions but didn't receive a response. The tower attempted to establish two-way radio communications without success, and the pilot entered the DVT Delta airspace without receiving authorization. The pilot used the CTAF and proceeded inbound. DVT Tower was still open, and was communicating with several other aircraft. The tower continued to attempt to communicate with the pilot without success. The tower issued numerous light gun signals in an attempt to establish contact with the pilot. The tower issued light gun signals on every single downwind, base, and final that the pilot flew. The tower cleared the pilot on each pass without getting a response. The tower checked their radio operation and found it to be good and tried transmitting on a secondary transmitter without successful contact. The tower tried to contact

the pilot on 121.5 twice without success. The tower also tried to contact the pilot on the northwest practice area frequency without getting a response. The pilot continued to use the CTAF, and complete pattern work until 0545Z. The pilot completed five touch and goes on Runway 25R before departing the airspace to the northwest.

Runway Incursions

4/23 Started Takeoff Without Instructions, ATP/CFI.

An aircraft was cleared for takeoff and had started its takeoff roll, and an aircraft next in line was then instructed to “taxi into position and hold”, and there was a correct read back of the instruction. When the controller was preparing to clear the aircraft holding in line to takeoff, he noted the aircraft had already begun its takeoff roll. There was a loss of some runway separation.

5/4 Aircraft entered runway without authorization, Private.

The aircraft requested to depart on Runway 21, which is considered to be inactive until an aircraft is assigned to it. Ground control cleared the aircraft to taxi via a specific taxiway and hold short of Runway 21. While the aircraft was holding short of Runway 21, ground control advised that the runway assignment was 21, and instructed them to hold position and contact the tower. The piloted read back, Runway 21, hold position. The aircraft then taxied onto Runway 21, and contacted the tower saying they were holding short on Runway 21. The tower advised the pilot aircraft they were not supposed to be on the runway and issued instructions for the aircraft to clear the runway. No other traffic was involved.

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Southern California Airspace Users Working Group (SCAUWG) - Lee Unger

<https://scauwg.org/>

SCAUWG Background: Patrick Carey, SCAUWG Co-Founder and Co-Chairman and Mr. Sydney Bradfield, have worked together with great success on aviation safety projects. Together they successfully were awarded frequencies for use in flight training areas, greatly improving aviation safety in Southern California airspace.

See <https://chartaware.com/practice-areas/> Their successes improve aviation safety in the Los Angeles airspace and knowing their process is most helpful as Arizona looks forward to providing similar levels of safety with air-to-air frequencies in the Phoenix airspace where flight training continues to flourish.

SCAUWG Update: There are similarities in ASAG and SCAUWG projects. For example, both strive to improve safety at non-towered airports, find ways to do outreach, possibly in the Chart Supplement and/or in NOTAMS. Airports such as Arizona’s Marana Regional (KAVQ) and Sedona (KSEZ) and California’s Santa Inez (KIZA).

Reference airports that have had name changes – How can we get pilots to call them by their correct names when calling CTAF? For instance, in Arizona, Marana Regional (KAVQ) instead of the old name, Avra Valley. Recently the Mobile airport was changed to Bishop.

Thanks to everyone who has and continues to contribute to the *Phoenix, Arizona Training area frequencies* project. The background information provided is most helpful to the FCC and FAA.

OLD BUSINESS

Arizona Flight Training Workgroup (AFTW) – Jim Pittman

<https://aftw.org/> They have developed **Coolidge Approach Procedures**, similar to the Standfield Stack/Approach Procedures. Both procedures are available in PDF. Coolidge Approach procedures can be found at <https://aftw.org/arizona-practice-areas/>
Instrument approaches in VFR conditions at Deer Valley should be coordinated with ATC and ATC needs the same separation as approaches in IMC. Approaches to runway 25 should not be accomplished on your own. If you are denied an approach by Phoenix Approach anywhere in the valley, make note of the date, time, and name of approach and forwarded to Cary Grant for compilation. Chris Kesler, Phoenix TRACON, has asked we forward the denial data to him.

Mobile airport has been sold and renamed Bishop. Bishop parachute operations are accomplished using the Rainbow Valley Practice Frequency. They have had 1,000 parachute ops since the January 2021.

Arizona Flight Training Workgroup (AFTW) – Jim Pitman

Frequencies. North area is 122.75 and South area is 122.85 (this frequency doesn't belong to us – yet. AFTW.org has files that can be overlaid on ForeFlight and Garmin Pilot charts. How-to videos are also included at <https://aftw.org/>)

PHX PD – Officer Tim Clark

20 LASER strikes and 8 UAS incidents. Tempe has been a hot spot, hitting aircraft going into Sky Harbor. There is a hot spot south of DVT as well as the Maryville area. He encourages pilots to report LASER strikes to ATC and law enforcement will respond – perhaps make an arrest. Scott Woodworth from the Pima County Sheriff's Office also encourages the same action in the Tucson area.

Balloon Safety – Phil Corbell

A balloon meeting was recently held which included controllers from GYR, GEU, and Jeffe Webb, the Buckeye Airport Manager.

Looking for new spots for balloon takeoffs and landings. Neil Davison added additional insight into the balloon incident in the north valley.

Safety Video Project Update (Video Working Group) – Lee Unger

The FAA can only produce safety videos like “From the Flight Deck” for controlled airports. The FAA is updating Deer Valley (DVT) and producing Prescott (PRC). They have plans to do Grand Canyon (GCN) next year. We are working on our own safety videos for Sedona (KSEZ) and Marana (KAVQ). Lee Unger, Rick Whitacker, Cary Grant, Carl Hancock, and Jim Anderson are working on it. We are very close to producing our first video.

RSAT (Runway Safety Action Team) / Runway Safety

Fire season promises to be “robust” with TFRs popping up all over.

Prescott (PRC) Taxiway “C” construction continues. Check NOTAMs.

RSAT, June 9 at Deer Valley (DVT) and Prescott (PRC).

AFTW July 13 at 1:00 pm. DPE meeting to follow.

Scottsdale runway closure 45 days following July 4. Check NOTAMs and be advised you can expect increased traffic at the satellite airports.

NEW BUSINESS

Banquet – Cary Grant

Planned a live banquet on Jan 29, 2022 (Saturday). Brian Schulz reports ASU East has not fully opened up, yet. ASU East has asked us to check back in September 2021. In September, we will start looking for a Plan B Venue in case ASU East doesn't work out. ASU East has been ideal because the Flight Department has sponsored us. Our only expense has been food.

Fixing Trophies – Cary Grnat

The traveling trophies do not have the correct years listed on them. Cary received approval to have them reengraved/fixed.

New Flight School/University, CAU – James Mango (Chief Pilot)

California Aeronautical University (CAU), based at Bakersfield, CA, has recently opened a campus at Falcon Field (KFFZ). <https://calaero.edu/> For enrolled students that are pursuing a Bachelor's or Master's Degree, they offer flight training utilizing Cessna 172 (glass cockpits), Robinson R22 Helicopters and Beech Baron 55s. They plan to move to the North side of FFZ. That facility is currently under construction.

Cary Grant gave a brief history of noise and low flying complaints in the northeast practice caused by flight school maneuvers area to make sure CAU is aware of the past problem. After coordination and education with the flight schools by AFTW, ASAG, and the SDL FSDO FAASTeam Mangers, the number of complaints has been dramatically reduced.

Meeting adjourned approximately 1400 local time.

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

June 16

July 21 (Will be cancelled if EAA Airventure is held)

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