



MEETING MINUTES

<https://asagaz.org>

President Cary Grant Called the Meeting to order at **12:00 pm**

Nov 20, 2024



82 attended:

Alexander Kocksch, Alexander Peña, Andrew Taussig, Bob Katz, Bob Mittelstaedt, Brad Walstrom, Brendon Umbs, Brett Richardson, Butch Borszich, Cal Droke, Cary Grant, Chris Hammond, Chris Nugent, Christine Locher, Christine Perry, Craig Tompkins, Don Von Flue, David Day, David Horvath, David Lee, Deborah Blattstein, DeWitt Gibson, Abraham Blattstein, Edward Daror, Eric Fahrner, Erik Skuja, Ernest Copeland, Ethan McQuown, Felix Hernandex, Garrett Dauphars, George Hamaty, Gull Saarp, Hugh Funk, **James Halcomb**, James Price, James Quinn, James Timm, Jeff Bowen, Jill Gallo, Jim Anderson, John Cirino, John Varljen, Julian Fruhling, Kenneth Winter, **Kevin Volpato**, Larry Steck, Lee Unger, Martin Miller, Mathew Corrigan, Mauro Castro, Michael Folinsbee, Michael Juilfs, Michael Nolan, Mike Mohle, Mitchell Raab, Neil Davison, **Nichelle Whitehead**, Paul Rowley, Pete Hermes, Ramon Colomina, Randell Meyer, Richard Lee, Robert Bullock, Robert Fletcher, Rodney Holberton, Rolf Dammrau, Ron Dziagwa, Russ Jones, Ryan Whipkey, **Sam Darghous**, Samuel Wils, Scott Tinneland, Shanley Olson, Sonny Durante, Bob Holliday, Steven Brimmer, Thomas Cowan, Tito Sanchez, **Tyler Freels**, Tyler Rothlisberger, and Wes Waddle.

**Welcome
to our
first time
attendees!**

Welcome – Cary Grant, ASAG President:

Cary welcomed the members.

ASAG is a 501c3 organization and we are all volunteers. When the minutes are approved by the ASAG membership, they are posted at <https://asagaz.org/>.



**Jim
Anderson,
ASAG
Treasurer:**



Treasurer's Report

Aviation Safety Advisory Group of Arizona
General Membership Meeting
For the period September 1st, 2024 to October 31st, 2024

Income		
Total Income		\$0.00
Expenditures		
Administrative and Operations		
Website Expenses	\$23.17	
Total Expenditures		\$23.17 (\$23.17)

Opening balance as of September 1st, 2024:	\$16,452.31
Balance on hand as of October 31st, 2024:	\$16,429.14

Aviation SAFETY Advisory Group of Arizona \$16,429.14

James B Anderson

Treasurer's Signature

Note: No activity in October

Need

*Banquet Flyer

*Suggestions for donors - door prize or Silent Auction

*Website is ready to accept payments - needs update for 2025

*Suggestions for AV Equipment - projector and screen (s)

Jim Anderson & Cary Grant: The November report is depicted here. No changes from the October 2024 report. \$23.17 website expenses and a balance of \$16,429.14.

PREVIOUS ASAG MEETING MINUTES



[Jim Price, ASAG Secretary](#)

James Quinn moved to accept the October 2024 minutes.

Ed Daror seconded the move.



Updates from Community Representatives

LASER & UAS MITIGATION



[LASER & UAS Mitigation – Cary Grant & Ernie Copeland:](#)

Ernie Copeland: As of yesterday (Nov 19), there have been 90 laser strikes in this fiscal year (1 Oct 24 to 30 Sep 25). Last year at this point in November, we had about 250 strikes. Davis-Monthan and Luke Air Force pilots continue to receive strikes.

[Ways for Pilots to Report Laser Incidents – Cary Grant:](#)

Tell us where the Laser event happened. Was it at a gas station, intersection, etc.?

1. Hit the transponder identification button as soon as pilots are aware of being Lased. This will mark the plane's position on the air traffic controller's radar scope, which may help law enforcement triangulate where the laser light is originating from.
2. Verbally alert ATC of the attack using the phrase "laser attack," including direction and location of the laser source, beam color and length of exposure (flash, pulsed or perceived intentional tracking).
3. Once on the ground, complete the [FAA-requested Laser Beam Exposure Questionnaire](#).

Upon arrival at destination, all pilots and crew members affected by an unauthorized laser illumination are requested to complete the FAA Laser Beam Exposure Questionnaire in order to provide critical information in support of law enforcement efforts to identify and apprehend the responsible parties.

- [Report a Laser Incident](#) at https://www.faa.gov/aircraft/safety/report/laserinfo/report_incident - or -
- You can download and complete the [FAA Laser Beam Exposure Questionnaire](#) (PDF) from your personal computer. Completed questionnaires can be saved and attached to an email to laserreports@faa.gov, or can be printed and faxed to the Washington Operations Control Center Complex (WOCC) — (202) 267-5289 Attn: Domestic Events Network (DEN)

If you are a member of the public who witnessed an individual aiming a laser at an aircraft, send an e-mail to laserreports@faa.gov and include the following: Your name and contact information. Date and time you witnessed the laser incident.

BALLOONS



Balloons – Neil Davison: We had an event last weekend in Yuma that went very well. This is the prime flying season, and in addition to the morning flights, balloons will be flying in the late afternoons and evenings. A couple of weeks ago, we had an event in Page that went very well. The Balloon association has a monthly meeting. We flew a guy in from ABQ to talk about propane regulation and preparing. Balloon pilots meet the 3rd Tuesday night, at the DVT restaurant. Dinner on your own at 6pm and at 7pm, we have our presentation.



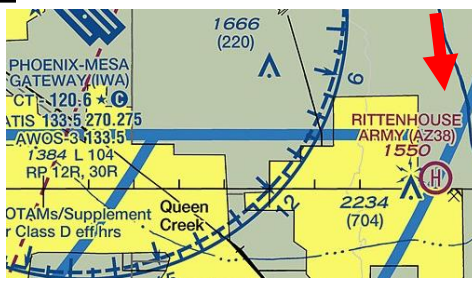
AZARNG/Picacho - CW4 Hammond, Gary Jones

Cary Grant: Restricted area R-2310, SE of Gateway, is almost always active. Don't forget about the southern section, R-2310A.

CW4 Hammond: Along with the fixed wing southern practice area, this is also a practice area for the Helicopters. Rittenhouse and Picacho are major spots from which we takeoff.

No progress with establishing the Picacho Tower Class Delta.

Cary Grant: It's not on the chart as a Class Delta. It



is, however, a long-term goal. Currently, it is an ANG facility with a tower frequency. Treat it like a Delta.



Phoenix Approach/Airspace issues and PAUWG – P50 – Matthew Schorman & Brandon Esquer, Luke: LTC Palik, 56 FW

Safety.

Cary Grant: When we met with Discount Tire, we learned that the number of Resolution and Traffic Alerts has significantly reduced, or the number of maneuvering aircraft has reduced. Bob Mittelstaedt's posters are working!!

No maneuvering 3 nm either side of the arrival area, from Scottsdale (SDL) to Sky Ranch Carefree.

LOSS OF SEPARATION COULD RUIN YOUR DAY

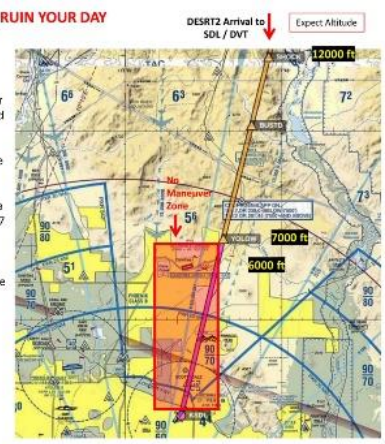
VFR SAFETY TIP NE of PHOENIX

PHX TRACON wants to help ensure your safety by avoiding IFR traffic arriving and departing SDL and DVT.

Please do not perform maneuvers in the shaded red "No Maneuver Zone."

It is also recommended that you receive flight following, or at least monitor 120.7 when transitioning through this "No Maneuver Zone."

This area is three miles either side of a line between SDL and Sky Ranch. (If you are familiar with the terrain, Pima Rd. is the approximate centerline.)



Jump Operations at P08 (Coolidge) and Bishop – Hugh Funk & Tom Cowan

Tom Cowan: There was a jump seminar at SDL, sponsored by Sierra Charlie. The seminar discussed the 15 Key Points for Pilots concerning parachute training. The jump operations announcement on AWOS is good, but it is not as reliable as receiving the information via ATC flight following, practice

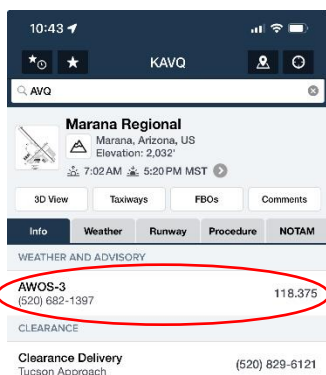
frequencies, or CTAF. Pilots should fly downwind of the drop zone. On the Sectional Chart, the parachute symbol depicts the approximate location of the drop zone. Fly on the downwind side of the parachute symbol. This will help you avoid the jump area. For instance, if the

wind is coming from the East, the jump plane will release the parachutists to the East of the symbol so the parachutists can land in the jump area (jump symbol). In this example, pilots should fly downwind – to the West of the symbol to avoid the parachutists.

EFB such as Foreflight allow pilots to turn notices ON.

Hugh Funk: We have operations at Coolidge and Bishop. The RAF is currently training, and other clients are training as well. The RAF trains every day. The 90-day NOTAMS are current. At Bishop it will be a 90-day NOTAM and a daily NOTAM.

Lee Unger: Pilots can hear the Marana AWOS by calling the number in the Chart Supplement or the AWOS telephone number listed in Foreflight.



"Know Before You Go!! Parachute Operations at Marana Regional Airport (KAVQ)" by Sonny Durante and the Parachute Operations Safety Workgroup directed by Dr. Thomas Cowan & previously Justin Hodge. Many thanks to Justin now at White Sands, NM. Linked here for reading and sharing:

https://www.faasafety.gov/files/events/WP/WP07/2024/WP07127584/Parachute_Operations_at_Marana_Regional_Airport_240220.pdf

This document may be used as a template for a flight planning document for other non-towered airports that have parachute operations.

Cary will get "Know Before You Go!! Parachute Operations at Marana Regional Airport (KAVQ)" on the ASAG website.

Cary Grant: We met with the Discount Tire flight operations pilots, reference their concern about the Manana air traffic and jump operations. We learned that the jump aircraft pilots were not flying the standard pattern when returning to land. **Hugh Funk** and **Tom Cowan** will talk with **Pat** (air ops supervisor) about that.

Paul Rowley: The Jump Operation NOTAMS are for six months. Six months seems to be a lot.

Hugh Funk: We train a great deal and because of operational security reasons, we can't announce the exact time that we'll be jumping.

RED STAR FORMATION – Mark Giannini



(Not Present)



Superior Glider Operations – Fairfax O'Riley

(Not Present)



Ag and Fire Support Ops - Michael Rutledge

(Not present)



Jim Timm & Craig
Tompkins

ASAG Accident & Deviation Report

Mid-October through Mid-November 2024

Accident Report & Pilot Deviation Summary



The following are the reports of aviation accidents, and incidents that have occurred in Arizona from mid-October through mid-November. We hope to use the following detailed accident/incident 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.

The Accident/Incident report is not very good this time. The number of occurrences was a bit high, but of most concern was an incident that claimed the lives of five people: four in the aircraft and one in a passing vehicle. We all need to continue to do what we can to prevent accidents, and these more pleasant temperatures we have been enjoying may also encourage more people to fly.

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

FLAT TIRE, Oct 12, 2024



Source: FAA Incident | Location: Mesa Falcon Field (FFZ) | Type: Cessna 414 | Injuries: 2 Uninjured | Commercial Pilot

During high-speed taxiing on the runway the aircraft got a flat tire causing damage to the fender. The aircraft was towed back to the parking ramp without further incident. The damage was minor.

STRUCK GROUND OBJECTS, Oct 17, 2024



Source: ASN, FAA | **Incident Location:** Whitman, AZ | **Type:** Cameron A275 Balloon

Injuries: 9 Uninjured | **Commercial Pilot**

While landing, the balloon struck the power lines and power pole.

LOSS OF CONTROL LANDING, Oct 17, 2024



Source: FAA Incident | **Location:** Tucson Ryan Field (RYN) | **Type:** GlaStar LSA | **Injuries:** UNK | **ATP/CFI Pilot**

While doing touch and goes the aircraft ground looped and blew out a main tire. No other aircraft were involved.

FUEL STARVATION, Oct 19, 2024



Source: FAA Incident | **Location:** 18 NM East of Phoenix/Mesa Gateway Airport (IWA) | **Type:** Piper PA-28R-200 ARROW | **Injuries:** 1 Uninjured | **Private Pilot**

Because of engine issues, a gear up landing was made on a road 18 NM east of Phoenix/Mesa Gateway Airport (IWA). The damage to the prop and wing was assessed to be minor.

LOSS OF CONTROL ON TAKEOFF, Oct 23, 2024



Source: FAA Incident | **Location:** Scottsdale (SDL) | **Type:** Cessna 441 Conquest II | **Injuries:** 1 Uninjured | **Private Pilot**

On departure, the aircraft went off the runway and into some rocks. The damage was assessed to be minor.

OFF AIRPORT LANDING, Oct 27, 2024



Source: ASN | **Location:** St George, Utah | **Type:** Cirrus SR20 G6 | **Injuries:** 3 Minor | **Private Pilot**

After departing St George Municipal Airport (SGU) the Cirrus made an off-airport landing about 5 miles south of the airport, which is across the state line in Arizona. The aircraft was completely destroyed by fire. They had refueled at St George, and the airplane was unable to establish a climb after takeoff. It appeared the pilot was attempting to return to St George.

ENGINE FIRE, Oct 31, 2024



Source: ASN, FAA | **Location:** Prescott Valley | **Type:** Piper PA-28-300 Cherokee Six | **Injuries:** 1 Uninjured | **Private Pilot**

The pilot flew an emergency landing to an open field just off the airport due to an engine fire and smoke in the cockpit.

LOSS OF CONTROL, Nov 4, 2024



Source: FAA Incident | **Location:** Scottsdale (SDL) | **Type:** Aviat S-2C (Pitts Airplane) | **Injuries:** 1 Uninjured | **ATP Pilot**

The aircraft went off the runway, and into the gravel. Airport operations helped remove it from the gravel, and no damage was incurred.

OVERRAN RUNWAY, Nov 5, 2024

Source: APA, ASN, FAA, NTSB | **Location:** Mesa Falcon Field (FFZ) | **Type:** Honda HA-420 Honda Jet | **Injuries:** 5 Fatalities, 1 Serious Injury | **Private Pilot**



A Honda Jet was destroyed when it crashed during an aborted takeoff attempt at Mesa Falcon Field Airport (FFZ). Four occupants of the aircraft, and a vehicle driver on Greenfield Road perished. One person on the airplane was seriously injured. ADS-B data suggests the airplane had accelerated to about 133 knots groundspeed before it aborted the takeoff roughly 3,400 ft down the runway. The airplane was unable to stop, overran the end of the runway, went through the airport perimeter fence before crashing into a vehicle on North Greenfield Road, and a post-crash fire ensued. The estimated distance between the end of the departure runway and the final resting position of the aircraft was 700 ft.

LOSS OF CONTROL LANDING, Nov 5, 2024



Source: FAA Incident | **Location:** Mesa Falcon Field (FFZ) | **Type:** Piper PA- ??? | **Injuries:** 1 Uninjured | **Student Pilot**

The student landed and went off the runway into the unpaved area between the runways. Airport Operations towed the aircraft to parking, and no damage was reported to either the aircraft or airport.

TAXIED INTO FENCE, Nov 7, 2024



Source: FAA | **Location:** Prescott (PRC) | **Type:** Cessna 172 | **Injuries:** 2 Uninjured | **Pilot Certification Unknown**

While taxiing in a non-movement area, the Cessna's right wing struck a fence and sustained substantial damage.

GEAR UP LANDING, Nov 8, 2024



Source: FAA Incident | **Location:** Casa Grande (CGZ) | **Type:** Piper PA-44-180 | **Injuries:** 2 Uninjured | **Commercial / CFI**

The Piper aircraft made a gear up landing, and the damage was minor.

RUNWAY EXCURSION, Nov 9, 2024

Source: FAA Incident | **Location:** Phoenix/Mesa Gateway Airport (IWA) | **Type:** Cessna T240 (Columbia 400) | **Injuries:** 1 Uninjured | **Pilot Certification Unknown**



A major portion of the runway was closed, but the Cessna Columbia elected to land on the short open portion of the runway. However, the aircraft rolled into the closed portion of the

October 10 – November 14, 2024 – PILOT DEVIATIONS (23)

9 Out of State Pilots & 2 Military Pilots 17 BRASHERS



These pilot deviations need to be examined to determine if a common thread exists that we should address to help reduce the number of deviations that continue to occur, and thus enhance aviation safety.

In the reporting period from October 10 through November 14, 2024 there were twenty-three pilot deviations reported by the FAA SDL FSDO. These deviations were committed by pilots with certificates ranging from Student Pilot through ATP, and there were nine out of state pilots, and two military pilots that committed these deviations. Of the twenty-three deviations reported, there was a need to issue seventeen Brashers.

"The Brasher" – A Brief History



Maj Gen Jack
Brasher

On August 13, 1985, Captain Jack Brasher, who was also a Major General in the Arizona Air National Guard, was the pilot in command of Republic Airlines Flight 77 from Chicago O'Hare (ORD) to Minneapolis-Saint Paul (MSP). During the flight, with the First Officer at the controls during a climb, the crew deviated from an assigned altitude by 700 feet; however, they quickly recovered to the correct altitude. At the time of the event, no mention of a potential pilot deviation was made to the crew. In fact, Captain Brasher was unaware that the FAA had any concern regarding altitude non-compliance. It was not until almost six months and 150 flights later, Captain Brasher received

notification from the FAA of a Notice of Proposed Certificate Action. During the investigation, when asked about the flight, Captain Brasher replied that he had no recollection of the flight, or any events associated with the flight. This event, and the subsequent investigation, served as the catalyst for the current FAA Order JO 7110.65, Air Traffic Control, paragraph 2-1-27, Pilot Deviation Notification, also known as the "Brasher Notification."

When ATC issues the Brasher Notification, they are giving the airman the opportunity "...to make note of the occurrence and collect their thoughts for future coordination with Flight Standards regarding enforcement actions or operator training." (Ref. FAA Order JO 7210.632, Air Traffic Organization Occurrence Reporting, Paragraph 3-1 Note). The ability of the airmen to review the circumstances while still fresh in their minds enables them and Flight Standards to identify and mitigate risk that would otherwise remain hidden and possibly cause further problems in the NAS.

Pilots need to listen carefully to ATC instructions and comply with them, and if you can't comply, tell ATC why you can't. Also, when flying in controlled airspace, pilots should never be creative but talk to ATC before they do something that differs from the instructions given. Pilots must always be aware of what type of airspace they are flying in, or may be about to enter, and know what may be expected of them. Always fly with care and forethought, don't be part of the problem.



23 Deviations, Oct 10 – Nov 14

# Deviations	Type of Deviation	BRASHERS
4	IFR Deviations	4
3	Bravo Airspace Deviations	3
7	Delta Airspace Deviation	3
3	Runway Incursions	2
4	Air Traffic Instruction	3
2	TFR Deviations	2



IFR DEVIATIONS (4) BRASHERS (4)

10/7 Route Deviation | ATP/CFI Pilot Out of Texas | Albuquerque Center (ZAB)

The airplane had been cleared via after SSKEE direct GUP direct KJAS. The controller observed the aircraft was off course and asked where they were navigating. The pilot stated they were direct JAS. The aircraft did not fly the routing as cleared. The event occurred near Wolf Crossing in Coconino County. **A Brasher was issued.**



10/14 Flight Plan Deviation | Comm/CFI Pilot | Albuquerque Center (ZAB)

The aircraft was inbound to CGZ, and the controller advised the pilot that radar services were terminated and that he should close his flight plan via through the frequency he was on or through flight service. The pilot acknowledged the clearance, but ZAB ATC did not receive the aircraft's cancellation. **A Brasher was issued.** Later the pilot stated that he canceled through ForeFlight.



10/17 Route Deviation | Private Pilot Out of Utah | Albuquerque Center (ZAB)

The aircraft had been cleared via direct to PRC. The controller observed the aircraft was off course and asked the aircraft where they were navigating. The pilot advised they were flying direct PEVYU (an initial approach fix to PRC). The aircraft had made an unauthorized turn direct to PEVYU. **A Brasher was issued.**



10/24 Departure Deviation | ATP Pilot Out of Virginia | Phoenix TRACON (P50)

The pilot deviation was reported by the TRACON when the pilot didn't comply with the Scottsdale LALUZ Departure Procedure. **A Brasher was issued.**



CLASS BRAVO AIRSPACE DEVIATIONS (3) (Entering Class Bravo Airspace Without Authorization) BRASHERS (3)

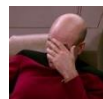
10/14 Student Pilot | Phoenix TRACON (P50)

The Piper violated the Phoenix Class Bravo Airspace approximately 16 miles northwest of the PXR VOR at 6,600 MSL in the 6,000-9,000-foot box. **A Brasher was issued.**



10/30 Military Pilot | Phoenix TRACON (P50)

The pilot deviation was reported by the Phoenix TRACON when two Blackhawk helicopters entered the Phoenix Class Bravo Airspace without authorization. **A Brasher was issued by the San Tan Sector Controller.**



11/5 Comm/CFI Pilot Out of Texas | Phoenix TRACON (P50)

The Cirrus violated the Phoenix Class Bravo Airspace in the 7,000-9,000-block northeast of Sky Harbor airport. The pilot climbed from 8,100-9,200 feet, then descended back down to 7,800 feet in the 8,000-9,000 block. **A Brasher was issued.**





CLASS DELTA AIRSPACE DEVIATIONS (7)

(Entering Class Delta Airspace Without First Establishing Two-Way Radio Communication)

BRASHERS (3)

10/10 Private Pilot | Mesa Falcon Field (FFZ)

The deviation was reported by Falcon Field when the Cessna entered the Falcon Field Class Delta Airspace without first establishing two-way radio communications. **The Brasher was issued by Chandler (CHD).**



10/12 Comm/CFI Pilot | Mesa Falcon Field (FFZ)

The aircraft entered the Falcon Field Class Delta Airspace without first establishing two-way radio communications. **A Brasher was issued.**



10/16 Pilot Certificate Unknown | Out of California | Flagstaff (FLG)

The Cessna called inbound from the west and was given entry instructions. The airplane did not acknowledge, and ATC reached out multiple times on all frequencies including guard. The Cessna tried to make a radio check as well. The Cessna switched to making calls in the blind on the downwind. The Cessna then called on ground and was given taxi instructions. At the end of the runway, The Cessna again made a CTAF formatted transmission and departed to the southwest. ATC tried to reach out again with no response.

10/22 Private Pilot Out of Alaska | Prescott (PRC)

The pilot deviation was reported by the Prescott ATC when a Cessna entered the Prescott Class Delta Airspace without first establishing two-way radio communications.

10/24 ATP/CFI Pilot Out of Colorado | Flagstaff (FLG)

The pilot deviation was reported by the Flagstaff ATC when a Piper entered the Flagstaff Class Delta Airspace without first establishing two-way radio communications. **A Brasher was issued.**



10/25 Military Pilot | Mesa Falcon Field (FFZ)

The pilot deviation was reported by the Phoenix TRACON when a T-38 entered the Falcon Field Class Delta Airspace without first establishing two-way radio communications. The pilot, a T-38 instructor, declined to give name, phone number, and pilot certificate number. They informed ATC that they are in training from Shepard Air Force Base.

10/27 Private Pilot Out of North Dakota | Mesa Falcon Field (FFZ)

The pilot deviation was reported by Falcon Field ATC when a Husky entered the Falcon Field Class Delta Airspace without first establishing two-way radio communications.



RUNWAY INCURSIONS (3)

Brashers (2)

10/20 Entering A Runway Without Authorization | Private Pilot | Phoenix/Mesa Gateway Airport (IWA)

The pilot deviation was reported by Gateway Airport (IWA) when a Grumman Tiger entered the Center Runway and departed without ATC authorization while a Piper was on short final.

10/22 Entering A Runway Without Authorization | Comm/CFI Pilot | Prescott (PRC)



A Cessna was instructed to taxi back to the ramp via TWY D, a left turn onto RWY12, TWY F3, TWY F. The Cessna read back the taxi instructions correctly. A tower controller then noticed the Cessna turn right onto TWY D3 towards RWY 21L and told the Ground Controller (GC). GC instructed the Cessna to stop and turn around. The tower controller had to cancel the takeoff clearance of an Embry Riddle airplane because the Cessna was in the Runway Safety Area. The Cessna then told the GC the instructions that they had received and read them back correctly. GC told the Cessna that the instructions were correct, but they just turned onto TWY D3 and almost onto the active runway **and then issued them the Brasher warning.**



11/1 Entering A Runway Without Authorization | Comm/CFI Pilot | Prescott (PRC)

A Cessna had conducted a touch and go to Runway 21L, and on the upwind, the Local Controller (LC) instructed them to turn crosswind over the campus. There was no response. The controller attempted to contact The Cessna multiple times with no response as the Cessna proceeded to fly a downwind and base turn to Runway 21L. ATC advised that a light gun signal was used to instruct the Cessna to make a full stop and also to exit the runway. The Cessna conducted a touch and go. The instructor pilot of Cessna contacted the controller while in the downwind again and advised that they had not been able to hear anything in the cockpit. **A Brasher was issued.**



AIR TRAFFIC CONTROL INSTRUCTIONS (4) Brashers (3)

10/2 Failure To Follow Air Traffic Control Instructions | Pilot Certification Unknown | Phoenix Sky Harbor (PHX)

The pilot deviation was reported by Phoenix Sky Harbor when the Pilatus failed to follow the ATC assigned departure headings.

10/25 Failure To Follow Air Traffic Control Instructions | Comm/CFI Pilot Prescott Airport (PRC)

The Cessna was instructed to follow another Cessna ahead in the downwind. The pilot reported the aircraft was in sight and would follow. They then turned base inside of the aircraft they were told to follow. The controller told them to "Go around and over fly the runway." **The controller gave them the Brasher warning after they landed.**



10/29 Failure To Follow Air Traffic Control Instructions | Private Pilot Out of California | Phoenix TRACON (P50)

The Beechcraft was on departure from Mesa Falcon Field (FFZ) and given 3,000 MSL as the initial altitude. However, the Pilot climbed to 5,000 feet. The controller had to stop an air-carrier's descent because of the Beech's climb. **A Brasher was issued.**



11/4 Failure To Follow Air Traffic Control Instructions & NMAC | ATP/CFI Pilot | Phoenix Deer Valley Airport (DVT)

A Piper was on the upwind for RWY 25L, and a Cessna was on the upwind for RWY 25R. At approximately 1NM upwind, The Cessna began drifting south into the upwind of RWY 25L. At approximately 1.7NM upwind, the Cessna's target overlapped the Piper's. Closest proximity was 0.03 NM and 100 feet. At the same time, the Piper informed the controller that there was an aircraft near them on their ADS-B. The controller acknowledged, and stated they could not see the altitude due to the targets overlapping, but suggested the Piper maintain their current altitude.

The Piper pilot advised the controller they were going to continue climbing, and wanted to report it as a Near Miss, and advised the controller the aircraft was turning towards them. The controller stated, "Traffic alert use caution."

The controller stated they issued this statement, but did not know what else to do or say, as far as a traffic alert goes, because the Piper had the aircraft in sight. **A Brasher was issued to the Cessna.**



TFR DEVIATIONS (2) BRASHERS (2)

10/2 Entering A TFR Without Authorization | Private Pilot | Phoenix TRACON (P50)

The Cessna was observed operating in the vicinity of Pegasus airpark on a 1200 transponder code inside the 30-mile VIP TFR. A Phoenix/Mesa Gateway airport (IWA) controller reached out on their tunable and was able to contact the aircraft and advise them to make a full stop. **They also issued the Brasher.**



10/25 Entering A TFR Without Authorization | ATP Pilot | Phoenix TRACON (P50)

A Bonanza entered the 30-mile VIP TFR, and no communication was established with ATC. They were identified, and contact was initiated with Mesa Falcon Field (FFZ) about 5 miles after entering the TFR. FFZ had them return to the Phoenix TRACON NAVAJO sector controller, and the NAVAJO controller identified them by assigning a discrete code. The aircraft continued on to land at Falcon Field (FFZ) **and FFZ issued the Brasher statement.**



Near Mid-Air Collision - NMAC (3) Oct 10 – Nov 14

10/3 Near Phoenix/Mesa Gateway Airport (IWA)

A NMAC was filed by Gateway airport (IWA) when a Blackhawk helicopter took evasive action to avoid an unknown Cessna 152. The closest proximity was approximately 10-20 feet.

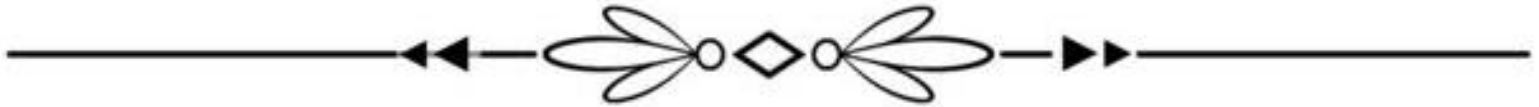
10/21 Near Mesa Falcon Field (FFZ)

A Piper aircraft reported a possible NMAC departing Falcon Field on the Sparky Departure. The pilot reported a controller restricted their climb to the pattern altitude of 2,400 feet for traffic. The pilot reported they had to quickly descend to 1,900 feet for a Cessna who turned into them. The pilot didn't advise ATC of the situation.

11/4 NMAC & Pilot Deviation at Phoenix Deer Valley Airport (DVT)

A Piper was on the upwind for RWY 25L, and a Cessna was on the upwind for RWY 25R. At approximately 1NM upwind, The Cessna began drifting south into the upwind of RWY 25L. Approximately 1.7NM upwind Cessna's target overlapped the Piper's. Closest proximity was 0.03 NM and 100 feet. At the same time The Piper informed the controller that there was an aircraft near them on their ADS-B. The controller acknowledged, and stated they could not see the altitude due to the targets overlapping, but suggested the Piper maintain their current altitude. The Piper pilot advised the controller

they were going to continue climbing, wanted to report it as a Near Miss, and advised the controller the aircraft was turning towards them. The controller stated, "Traffic alert, use caution." The controller stated they issued this statement but did not know what else to do or say as far as a traffic alert goes, because the Piper had the aircraft in sight. **A Brasher was issued to the Cessna.**



Paul Rowley: The Honda Jet V1 is 110 kts and rotate speed is 120 kts. With 700 feet remaining, the pilot was attempting to stop at 133 kts. He hit the fence at more than 90 knots.

Most doubt it was a unseen yoke lock problem, because the lock is big, **red** and very visible.

Craig Tompkins: Honda jets can have a voice recorder. This one did not.

Jim Price: The surviving passenger, who was in the rear seat, was able to tell investigators that he heard the pilot announce a brake failure warning.

Craig Tompkins: The 18-year-old boy survived because the fuselage broke off, right in front of him.

Cary Grant: Pilots need to think about the abort decision. After V1, there is no abort. This goes back to training.



Old Business



AFTW ZOOM Request

Cary Grant: We have agreed to support/pay for the AFTW Zoom account. It will be an ASAG/AFTW account, and the support will start January 1, 2025. We still want to use the FAA Zoom account for ASAG's monthly meeting. **Craig Tompkins** and **Ernie Copeland** both agreed to ASAG using the FAA Zoom for monthly meetings.

FAASTeam Rep Training – Cary Grant: The Training was held two weeks ago at the FSDO. It was nice to see people for a change (not on Zoom) and ASAG paid for donuts and bagels.



2025 ASAG Banquet

Awards Banquet, February 1, 2025 – Cary Grant

Nomination Packages are **DUE December 13, at midnight EST (2200 MST)** for CFI, MX Tech, and FAASTeam Rep. Send your nomination packages to www.generalaviationawards.com. Locally, we present the ATC Communicator of the Year and the Airport of the Year awards. Those nominations are sent to Craig Tompkins at the FSDO craig.tompkins@faa.gov. The **Deadline is 31 December**. Details for both can be found and www.ASAGAZ.org. We need to get a banquet flyer put together.



Lee Unger: Please submit Nominations of deserving CFI, Maintenance Technician, FAASTeam Representative, Airport and Air Traffic Communicator! Save the Date! The 2025 ASAG & FAA Nominate Aviation Safety Awards Banquet will be held on February 1, 2025, at the Phoenix Airport Hilton, 2435 S 47th St Phoenix, AZ. Nomination information for CFI, Aviation Technician, FAA Safety Team Representative here <http://www.generalaviationawards.com/> .Arizona Airport of the Year and Arizona Air Traffic Control Communicator of the Year Awards information here <https://asagaz.org/> with nomination packets for Airport and Communicator Awards sent to craig.tompkins@faa.gov



Nominate CFIs, AMTs & Safety Reps

Greetings,

Don't forget that [nominations](#) and applications for the 2025 General Aviation Awards are currently open. Submissions are due no later than midnight, December 13, 2024.

Please consider mechanics, flight instructors, and FAASTeam Representatives in your area whom you believe deserve national recognition for their contributions to the health and well-being of the general aviation (GA) community. Your status as a previous Honoree makes you especially important in this process. You are uniquely qualified to share the experience of winning the award and the benefits you received.

In recent years the total number of [nominations](#) has dropped. This means fewer aviators become eligible for national recognition. Please reach out to your local community, hang up posters ([download here](#)) at local FBOs and flight schools, message your fellow aviators and mechanics, and ask them to nominate themselves or someone they know. And don't be shy, you yourselves are eligible for any awards you may qualify for other than the one you have already received, so apply! In recent years, Catherine Cavagnaro, Adam Magee, and John Teipen are three aviators named for two awards and so can you!

I am new here but not to GA and I know many of you. I would like to see this award program reach new heights and you can help make that happen! Please let us know if we can help in this effort. Every and any opportunity to celebrate GA and its aviators benefits all of us! Visit

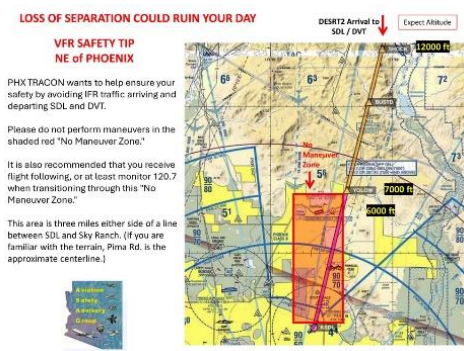
<https://www.generalaviationawards.com/nominate> for information and how to apply.

Best regards,

Lauretta Webb

GAA Board Chair

240-457-7308



[Poster Campaign and Brochure to DPE and Training Providers – Bob Mittelstaedt](#)

Cary Grant expressed his thanks to Bob Mittelstaedt for compiling the **Northeast Phoenix No Maneuver Zone** document and getting it posted at the FBOs and the flight schools.

Thanks to Cary Grant and Matt Schorman, P50 TRACON NATCA, for their contributions in developing this important aviation safety product with Bob Mittelstaedt. Please print and share the flyer at your airport and publish the link in your print products and on social media.

https://www.faasafety.gov/files/events/WP/WP07/2024/WP07130353/NE_Phoenix_No_Maneuver_Zone_05-18-24.pdf



Frequency Project Update – Lee Unger, Cary Grant, Jim Anderson, and Brian Stamper, PhD

Lee Unger: Aviation Safety Advisory Group of Arizona, Inc.'s amended request for air-to-air frequencies for the Phoenix flight training areas was received by the FCC for their consideration on November 24, 2024.

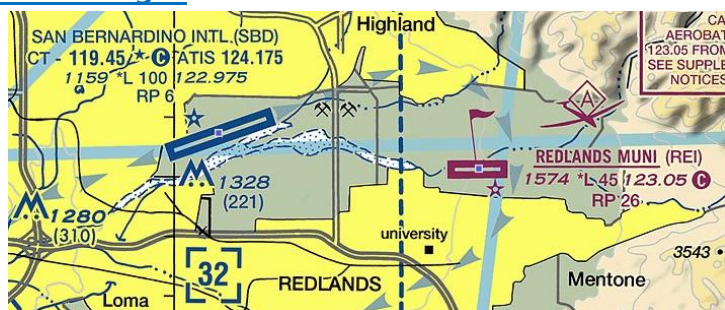
<https://www.fcc.gov/ecfs/filing/status/detail/confirmation/202411243058128095>

Sincere thanks to the late Terry Brandt and everyone who worked on this project over the years. It has been a true group effort.



SCAUWG Update – Lee Unger

The Nov 12 meeting included information about San Bernardino and Redlands. Notice of



Proposed Rule Making for the Modification of Class D Airspace & Establishment of Class E Airspace at San Bernardino International Airport (SBD). Comments Are Due by November 25th. Watch for updates and airport news here <https://raacp.org/category/airport-news/>

Hazards Associated with the SBD RNAV Rwy 24 Approach:

<https://raacp.org/letter-to-airmen-lta-sct-74-hazards-associated-with-the-sbd-rnav-rwy-24-approach/>



Marana Airport (AVQ) and Pinal Airpark (MZJ) Updates – Galen Beem Tito Sanchez, Sonny Durante & Lee Unger

Lee Unger: Superintendent Galen Beem has arranged a meeting 4 Dec to plan a future safety meeting. Cary Grant, Sonny Durante, Tito Sanchez and Lee Unger will be there.

Cary: Galen has submitted his first draft on the environmental study. This starts the clock. The FAA has 6 months to finalize. It could take subsequent drafts, which must be completed in a 6-month period. Once the 6- month period elapses, then they can start designing the tower, with groundbreaking as early as 18 months. Anticipate the completion of the Tower by the end of 2026 or in early 2027. The FAA is committed to staffing the tower.

Lee Unger: Sonny Durante requested of Galen Beem, to once again have access to the connector road for Tenants of the southeast hangars. Galen Beem said, "The airport layout plan (ALP) shows a new roadway to the east hangars. It will be done when funding is available. In the meantime, the FAA wants them to use the perimeter road. The FAA wanted the old connector removed as they were concerned with aircraft using it as a taxi lane." This is unfortunate since it causes vehicular traffic to drive through rows of hangars and on taxi lanes to access their hangars. This would be a potentially dangerous mix of airplanes and vehicles.

Tito Sanchez submitted, and we are waiting for an opinion on the requested changes to the missed approach procedures at Marana Regional KAVQ. The purpose for the changes being to avoid Parachutists.




AFTW and DPE Update – Cary Grant & Lee Unger **Approach Guide – Cary Grant**

- AFTW Nov 12, 2024 Meeting Video: <https://youtu.be/Bk1WAfg19I4>
- AFTW Nov. 12, 2024 Meeting Minutes:

<https://docs.google.com/document/d/1HXXx6hSzzr1yzEAU2TH2nW7W6zfedNTRNMJjZrFDBwek/edit?usp=sharing>

Cary Grant - Approach Guide Informational Handbook Approach Guide Informational Handbook: If you have any input for the Handbook, please let me know. We are looking for tips, such as, “When flying the RNAV into Deer Valley for runway 25, don’t expect to get a clearance from P50. You might be out there holding for quite some time, and it puts you right on the very edge of Scottsdale’s Class Delta airspace.” This guide will help answer questions such as, “Depending on the time of day, am I going to get an approach clearance in the North Valley?” If you have any of that nice to know information, send it to me, **Cary Grant**, arizonasag@gmail.com and we can add it to the Handbook. If you know people in the flight schools, please get the word out.

 **Jim Pitman** developed a document titled “**AFTW Pilot Brief**.” It contains info for DPEs, concerning the high amount of traffic areas and the Stanfield stack information: https://aftw.org/brief/AFTW_Brief.pdf . This will soon be on the AFTW website, <https://aftw.org/> and Cary will put it on the ASAG website <https://asagaz.org/> .

AFTW Meeting Video: <https://youtu.be/Bk1WAfg19I4>

AFTW Meeting Minutes: <https://docs.google.com/document/d/1HXXx6hSsr1yzEAU2TH2nW7W6zfedNTRNMJiZrFDBwek/edit?usp=sharing>

Lee Unger: AFTW would like more flight school attendance at the AFTW meetings.



Amazon UAS Delivery Plans – John Keith

Rich Lee sent a document to make people aware of the problems. It is a complicated situation. This seems to be happening quickly, and we need to be alert and challenge when possible.

Neil Davidson: How will drones avoid the balloons?

Craig Tompkins: The FAA’s Principal Operations Inspector (POI) was directed to come out here and was supposed to reach out to Neil Davidson. However, Neil was not contacted.



IMSAFE – Emotion, Pilot Counseling – Bob Holliday

Safford (KSAD) hosted an air show on Aug 9, and it was very successful. At the Safford Air Show, Bob talked with the Safford manager about user fees. Also, he talked with a couple of people who were influential in the community. **The Consensus:** User fees are not a good idea. User fees can limit the number of aircraft using the airport and lead to aircraft turning their

ADS-B off so as not to be billed. Please remember Bob has lots of resources available and if anyone needs to talk confidentially, Bob is available.

Now is the season for the Flu and COVID and if you are sick, please touch base with your Primary physician. If anyone needs pastoral care, please contact me. My email is pastorbobh@comcast.net or azdocholliday@comcast.net. Don’t wait. It is always better to talk, than to let things build up over time.



Video Project Update – Cary Grant

Nothing done yet. We need to start our next project. Hopefully, it will be about Class Bravo Airspace.

Video view counts: [SEZ](#) – 9,573, [AVQ](#) – 1,530, [P52](#) – 378 (Updated Nov 26, 2024)



Cary Grant: The 99s had a wonderful banquet (75th anniversary). Shanley Olson thanked ASAG for their help and support.

Cary Grant: Shout out to Alex Peña for both the VMC and IMC Clubs.

EAA VMC Meeting December 3rd registration link:

https://www.faasafety.gov/SPANS/event_details.aspx?eid=133805&caller=/SPANS/events/EventList.aspx

EAA IMC Meeting December 3rd registration link:

https://www.faasafety.gov/SPANS/event_details.aspx?eid=133802&caller=/SPANS/events/EventList.aspx



Craig Tompkins: Jan 17 – 19: Formation Clinic at CGZ. There may be a temporary tower.



[For Monthly Meeting WINGS Credit – Lee Unger](#)

Our ASAG meetings qualify for 2 Knowledge WINGS credits for pilots and 1 credit for Aviation Maintenance Technicians (AMTs). Thanks to **Ernie** and **Craig** for providing the Zoom attendance list which we use to provide WINGS credit. If the email you use on FAASafety.gov is different than your Zoom registration email on a particular day, please be sure to put your FAASafety.gov name and email in the Chat. Thank you!



[Arizona Pilots Association monthly newsletter](#)

<https://azpilots.org/pilot-info/newsletters>



[Click for DETAILS HERE](#)



Our next meeting will be Wednesday, **Dec 18**, at **12:00 noon, MST, (Arizona time)**.

Register in advance for the December 18 ASAG meeting with this link:

<https://faavideo.zoomgov.com/meeting/register/vJlslf--orz4tE8Az0gGqWzHkl0DIY7MBSHQ>



Motion to adjourn, Bob Holliday.

Neil Davison seconded the motion.

The meeting ended at **2:05** pm.

ASAG's email arizonasag@gmail.com

ASAG Officers



Cary Grant, Pres **Rich Lee**, VP **Jim Anderson**, Treas **Jim Price**, Sec