



MEETING MINUTES

Wednesday, Mar 15, 2023

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

Attendance (75):

Treasurer Report – James Anderson:

Treasurer's Report		
Aviation Safety Advisory Group of Arizona General Membership Meeting For the period February 1st, 2023 to February 28th, 2023		
Income		
Total Income		\$0.00
Expenditures		
Administrative and Operations		
Printing and Reproduction	\$78.06	
PO Box Rental	\$332.00	
Fundraising (Ways and Means)		
Fundraising Event	\$6,968.59	
Total Expenditures		\$7,378.65 (\$7,378.65)
Opening balance as of February 1st, 2023:		\$23,728.64
Balance on hand as of February 28th, 2023:		\$16,349.99
Aviation SAfety Advisory Group of Arizona		\$16,349.99
<i>James B Anderson</i> Treasurer's Signature		

The membership approved the Treasurer Report.

Note: ASAG recently purchased 3 trees in memory Lee Unger's husband, Tom (less than \$100).



2023 Banquet photos available: At <https://asagaz.org/> and <https://photosgranted.zenfolio.com/asag23>

Secretary Report – James Price: The membership approved the February 2023 Meeting Minutes. <https://asagaz.org/>



LASER Strike Report – None



Balloon Update – Neil Davidson

Balloonists attended the AOPA Buckeye Air Fair, February 17 – 19 with the intent of flying. However, the winds were “sporty”, so they did not fly. The Balloon club will meet March 21 (Tuesday) night. There will be a seminar on using ForeFlight and WingXPro.

Arizona Army National Guard (ARNG) at Picacho (PCA)



A Class D approval for Picacho ARNG (PCA) is pending approval. APA, ASAG and FAAS team continue to monitor progress of obtaining an air traffic control tower and support safety outreach to remind and educate pilots of the activities and risks in this airspace. For now, the ARNG is trying to get the verbiage about the control area back on the sectional chart.

Fire Bases: Cary Grant

Lead (forward air controller) Training at Gateway wraps up 17 March. IWA Tanker Base opens 15 April 2023 and PRC’s Tanker Base opens 1 May 2023. As we approach fire season make sure you check for Fire Fighting TFRS which can pop up suddenly and be present even if no smoke is visible from the air.

Mid-February 2023 – Mid-March 2023 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.



The following are the reports of aviation accidents, and incidents that have occurred in Arizona from mid-February thru early March. 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 relatively good because the number of accidents were down, and the incidents were also down. The very important part of this report is that no one lost their life or got seriously hurt. 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 suites our purpose of trying to get an idea of what is happening out there so we can help make flying safer.

RUNWAY EXCURSIONS



Date: February 20, 2023 (Incident) Pilot Certification Unknown

Location: Mesa (FFZ)

Type: Piper PA28-180

Injuries: 2 Uninjured

While landing after an instructional flight, the aircraft veered off the left side of the runway. The pilot reported a flat front tire, and a prop strike. Airport operations personnel removed the aircraft from the runway.

Source: FAA



Date: March 1, 2023 (Incident) Pilot Certification Unknown

Location: Mesa (FFZ)

Type: Piper PA28-181

Injuries: Unknown

During the landing roll out, the Piper Archer departed the runway, went through the safety area between intersections E3, and E4, and came to a stop on taxiway Echo. The airport management reported no damage to the airfield infrastructure as well no damage to the aircraft.

Source: FAA

POSSIBLE FUEL EXHAUSTION



Date: March 6, 2023 (Incident) ATP Rating.

Location: Laughlin/Bullhead (IFP)

Type: Rockwell 690A Turbo Commander

Injuries: 1 Uninjured, 1 Minor Injury

Per the ASN, the Rockwell 690A Turbo Commander departed Plainview-Hale County Airport, TX (PVW), and made an emergency diversion to Laughlin/Bullhead International Airport (IFP/KIFP), Arizona, after reporting problems while en-route to Las Vegas-Henderson Airport (HND), Nevada.

It landed between the runway and taxiway and struck a taxiway light during the process. The FAA suspected the aircraft had encountered a fuel exhaustion issue. Extent of Damage was undetermined.

Source: ASN, FAA

HARD LANDING



Date: March 8 Pilot Certification Unknown

Location: Not Given

Type: Eurocopter AS350

Injuries: Unknown Number Uninjured

During a hard landing, the tail rotors were damaged. The NTSB damage assessment was that the damage was minor.

Source: FAA, NTSB

INFLIGHT LOSS OF POWER IN ONE ENGINE



Date: March 8, 2023 Pilot Certification Unknown

Location: West of Tusayan, AZ.

Type: Piper PA34-200m Seneca

Injuries: 2 Uninjured

After departing Glendale Airport (GEU), with a destination of Kanab Municipal Airport, Utah (KNB), the Piper PA-34-200 Seneca experienced a forced landing west of Tusayan following an inflight loss of engine power in one engine over Coconino County short of an intended emergency destination of Grand Canyon National Park Airport (GCN). There was no aircraft damage.

Source: ASN

FEB 10 – MAR 9 PILOT DEVIATIONS (8)

These pilot deviations need to be examined to determine if a common threat exists that we should address to help reduce the number of deviations that occur, and thus enhance aviation safety. From February 10 thru March 9, there were eight pilot deviations recorded by the FAA SDL FSDO. These deviations were committed by pilot certificate levels from Private thru Commercial/CFI, and of these eight deviations made, there was a need to issue **four Brashers**. This month there were also **two out-of-state pilots** that committed the deviations. The number of Brashers reported were certainly up for the number of deviations committed this period. (Four Brashers for eight deviations.)

Note, a controller will issue a “Brasher notification” when further FAA action will be



Maj General Jack Brasher

taken, wherein the controller gives the pilot the opportunity to make note of the occurrence, collect information, their thoughts in preparation for their future interaction with Flight Standards. Pilots need to listen carefully to ATC instructions and follow them, and if you can't comply, tell ATC why you can't. When flying in controlled airspace, pilots shouldn't try to be creative, and talk to ATC before doing something that differs from the instructions given. Always be aware of what type of airspace you are flying in, or are about to enter, and know what may be expected of you. Always fly with care and forethought.



In summary, the general aviation deviations this reporting period are:

- Two IFR Deviations **2 Brashers**
- One Class Delta Airspace Deviation **No Brasher**
- One ATC Instructions **1 Brasher**
- Two Runway Incursions **No Brashers**
- One TFR Violation **1 Brasher**
- One Surface Alignment **No Brasher**

IFR DEVIATIONS

2/18, IFR Altitude and Route, Commercial/CFI Pilot, Albuquerque Center (ZAB)

Upon arrival, the aircraft was cleared to cross TFD (Stanfield VORTAC) at or above 4,500 for the ILS into CGZ. The aircraft descended below the altitude issued. On the departure the aircraft was issued the missed approach procedure for the ILS 5 approach. The aircraft did not fly the missed approach procedure. The pilot of the aircraft was given a **Brasher**.

3/3, IFR Altitude and Route, Commercial/CFI, Albuquerque Center (ZAB)

At 0153z, the ZAB controller cleared the aircraft for the ILS 5 approach to Casa Grande (CGZ). At 0220z, the aircraft called the ZAB controller after the missed approach. The aircraft was at 3,200 feet flying about on a 310 degree heading from CGZ. The aircraft did not follow the prescribed missed approach procedures after the ILS5 approach. The missed approach procedures instruct aircraft to climb to 2,100 feet, then make a climbing right turn to 5,900 feet direct to TFD (Stanfield VORTAC) and hold. The pilot was issued a **Brasher** by the ZAB controller at 0221z.

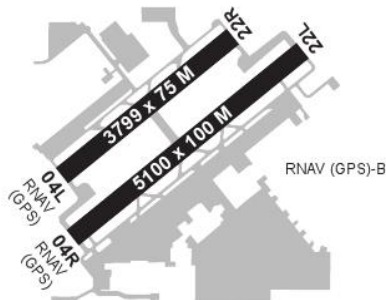
CLASS DELTA AIRSPACE DEVIATION

2/6, Entering Class Delta Airspace Without First Establishing Communication, Private Pilot, (Oregon), Deer Valley Airport Tower (DVT)

The aircraft entered the DVT class D airspace without establishing two-way radio communications in a timely manner, and conflicted with pattern traffic. However, there was no loss of separation. Note: The Pilot's Medical may be questionable.

ATC INSTRUCTIONS

3/2, Failure to Comply with ATC Instructions, Commercial Pilot (California), Mesa Falcon Field (FFZ)



The pilot was told to enter a left traffic for Runway 22R. The aircraft was observed to make a 180° turn in the downwind and started flying in the opposite direction of traffic. The aircraft was then instructed to return to the downwind for runway 22R. Another aircraft in the pattern reported the errant aircraft in sight, and the errant aircraft landed without further issue and was **issued the Brasher**.

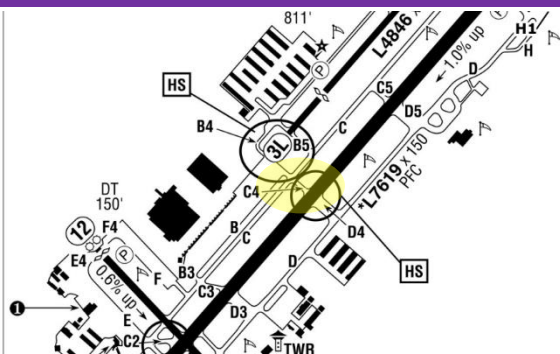
RUNWAY INCURSION

2/7, Entering A Runway Without Authorization, Commercial Pilot, Tucson International (TUS)



The aircraft was cleared to land, and correctly read back a landing clearance for runway 29L. During the base to final turn, the aircraft pilot thought taxiway Alpha was runway 29R, and changed and landed on runway 29R by mistake. An F-16 Fighter was just inside of a one mile final for 29R, and stated he was going around. Almost simultaneously, the controller instructed the F16 to go around.

2/8, Entering A Runway Without Authorization, Private Pilot, Prescott Airport (PRC)



Ground Control (GC) instructed the aircraft to turn left on Taxiway Charlie 4 and hold short of Runway 21L. The read back was correct, and the Local Control (LC) cleared a Cessna for takeoff on Runway 21L. The errant aircraft crossed the hold short line of Runway 21L on Taxiway Charlie and GC instructed them to stop. The LC canceled the takeoff clearance of the Cessna and instructed them to exit on Taxiway Delta 4.

TFR VIOLATION (SUPER BOWL TFR)

2/12, Entering A TFR Airspace Without Authorization, Private Pilot, Phoenix TRACON (P50)

The aircraft entered the 30NM TFR without a code or talking to ATC. DVT tower issued the **Brasher**. There was no loss of aircraft separation.

SURFACE ALIGNMENT

2/18, Aligned with the Incorrect Runway, Unknown pilot certification, (Aircraft with Canadian Registration), Deer Valley Airport (DVT)



The pilot deviation was reported by DVT when the aircraft overshot his turn to final for RWY 7L, and appeared to align with RWY 7R, thus conflicting with another aircraft.

[Luke AFB: Ron Tahtinen](#)

Luke Aux's ILS is out of service because of "metal bandits". Luke Aux is trying to put security out there to protect their assets. Hopefully by the summer the ILS will be operational. The Luke SATR is working great. Luke is still working on a Memo of Understanding (MOU) for Goodyear.

[AFTW: Cary Grant](#)

The meeting discussed P50 issues and emphasized that Pilots should avoid performing "Area Work" 5NM either side of a line from Scottsdale to Carefree Sky ranch, from 4000' to 7000' MSL. This area is the middle of the corporate traffic departing and arriving for SDL and DVT. They also discussed the DVT RNAV 25 approach.

[Casa Grande: Cary Grant](#)

Because of runway resurfacing plans, Casa Grande (CGZ) will shut down ILS approaches in May.

[Pinal Airpark \(MZJ\) NOTAM: Cary Grant](#)

Because of a runway upgrade construction project, no GA operations are permitted at MZJ. The NOTAM extends through June 30, 2023.



[SCAUWG – \(Southern California Airspace Users Working Group\) <https://scauwg.org/> Update : Ron Berinstein & Cary Grant](#)

Ron Berinstein: Reference the recent SoCal, SCAUWG meeting, mostly we talked about people who are trying to shut down Santa Monica (KSMO), Torrance (KTOA) & Whiteman Airport (KWHP). Santa Monica is scheduled to close Jan 1, 2028.

[Buckeye Air Fair: Mike Jesch](#)

Mike Jesch's presentation was about the FAA Wings program. AOPA had two seminar tents and they were very busy.

[CopperState Fly-In: Jim Timm <https://www.copperstateflyin.org/copperstate-fly-in-2023-1>](#)

It is postponed until November - but November may not see the Fly-In. There is a permit issue at Falcon Field.

[AFTW: Casa Grande \(CGZ\) – Cary Grant](#)

CGZ manager, David Reffner, referenced long range plans - a control tower in 5 to 10 years. Jump operations have returning to the airfield. Airports cannot discriminate against operators, so that's why parachute ops will return. Dave is collaborating with the operator to determine a safe place. The recommended landing place is on the center of the airfield.

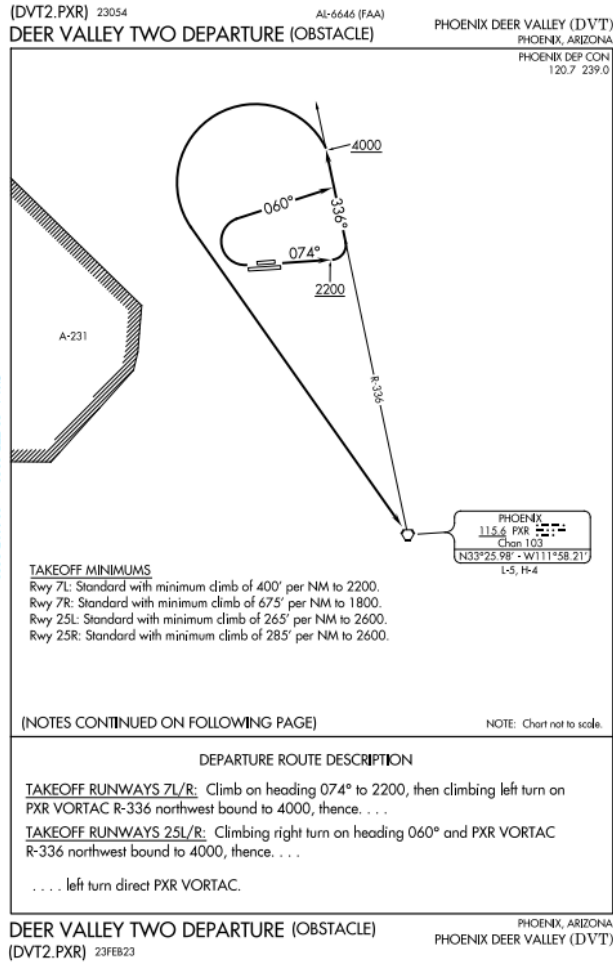
There are plans to extend the runway to the SW; it will then have an ILS approach on Runway 5 and an ILS approach on runway 23.

Marana (AVQ Update): AVQ will soon finish the environmental study associated with the proposed control tower.

old Business

Ak-Chin Regional (A39) – Hazard Lights Update - Ernie Copeland: No progress. Still working on it.

Deer Valley 1 departure is now Deer Valley 2 (DVT2)



Video Working Group: Jim Anderson



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 is working on the Cottonwood (P52) airport video and the P50 Class Bravo video.

Not much movement. The P52 video needs to be published as soon as possible.

From the Flight Deck Videos Currently Available for Arizona Airports

Deer Valley Airport (DVT)	https://youtu.be/2xYS3Zyn3uA	https://www.faa.gov/DVT
Falcon Field Airport, Mesa, AZ (FFZ)	https://youtu.be/_tRIShTBZzk	https://www.faa.gov/FFZ
Flagstaff Pulliam Airport (FLG)	https://youtu.be/V4LMuBINoTg	https://www.faa.gov/FLG
Phoenix-Mesa Gateway Airport (IWA)	https://youtu.be/G9nrLD6OM_s	https://www.faa.gov/IWA
Prescott Regional Airport - Ernest A Love Field (PRC)	https://youtu.be/WPbqla6oSS8	https://www.faa.gov/PRC
Tucson International Airport (TUS)	https://youtu.be/MDbCHubAvzE	https://www.faa.gov/TUS
Chandler Airport (CHD)	https://youtu.be/lvMF-jFDDhM	https://www.faa.gov/CHD



PHX Air-to-Air Frequencies – Lee Unger:

Thanks to SCAUWG and Sydney Bradfield, FAA, for their continued support. The project remains on track. Thanks to Tyler Howard and Cary Grant for providing data of operations, Tyler for towered airports in AZ and Cary for obtaining data for Luke. Thank you to

Stacy Elliot for preparing a heat map using the 2022 data.

AFTW meeting (14 March):

At the meeting, Jim Pittman mentioned that the Casa Grande traffic was not using the airport’s full name, but instead was incorrectly using “Casa Traffic” instead of Casa Grande Traffic.

FSDO Update: Craig Tompkins

Greater Southwest Maintenance Symposium was a 2-day event, March 9th and 10th. It was held at the Chandler-Gilbert Community College Aviation Center. The continuing education courses focused on Inspection Authority (IA) renewal and getting the IAs comfortable with IACRA. There were about 400 – 600 participants.

DPE meeting Two or three weeks ago there was a live DPE meeting at the FSDO. Going forward, the DPE meetings will be quarterly, instead of monthly.



Conducting Seminars in Person – Cary Grant & Ian Branson (IT Expert):

Ian Branson - how we can include hybrid meetings? It can be done for under \$500 and \$200 per event. Ian will put all equipment and cost in an email to Cary and Jim Anderson by Thursday, March 16th.

IMSAFE – Emotion, Pilot Counseling - Bob Holliday – ASAG has a Chaplain:

In August 2022, a copilot on a jump aircraft in North Carolina had a very hard landing, went around, and he was upset because the hard landing damaged the aircraft's landing gear. While they were enroute to an airport with a longer runway, the copilot told the pilot he needed air. He went to the back of the aircraft, opened the rear door and jumped to his death.

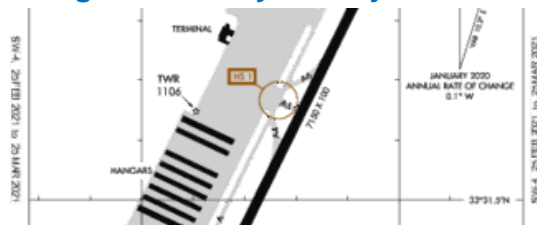
GA pilots do not have an avenue in which they can seek help.

Pastor Bob Holliday, a retired Tucson PD officer, survived an accident in Safford. He is now an ordained Methodist Pastor, involved in mental health. Pastor Holliday has agreed to be ASAG’s Chaplain, so we locate more in-depth services. You can contact Pastor Holliday at PastorBobH@Comcast.net or 520-403-4758

Scottsdale (SDL) and Glendale (GEU) have new ATC managers (ATM)

Jonathan Williams (SDL) and Jeffrey Favot (GEU)

Changes to runway/taxiway at GEU.



Hotspot - A5 is now closed. A4 is now a high-speed taxiway. A2 has been moved further south and is still a high-speed taxiway.

Bob Katz Seminars:

Sun, 26th, 7 pm PDT (Arizona time) “Utility of final Authority” - What it means to Think outside the Box.

https://www.faa.gov/SPANS/event_details.aspx?eid=120741&caller=/SPANS/events/EventList.aspx



AFTW next meeting is the 2nd Tuesday of May, 4:00 pm <https://aftw.org/>
Deer Valley forum - see agenda.

LRSATs:

DVT Pilot/Controller Forum 22 Mar 2023, 1800 Aeroguard Classrooms

DVT RSAT 29 Mar 2023: Hybrid, SPANS submitted.

These are IN PERSON meetings – RSVP Ty Howard as space is limited. Email: tyler.howard@faa.gov

The meeting closed at 1:55 MST.



The next ASAG meeting will be held Wednesday, **April 19**, 2023, at 12:00 pm, MST.

Minutes recorded and submitted by Jim Price, ASAG Secretary

ASAG OFFICERS:

PRESIDENT, Cary Grant

VICE PRESIDENT, Brian Schultz

SECRETARY, Jim Price

TREASURER, Jim Anderson

