



# MEETING MINUTES

Wed, Sep 20, 2023

Meeting called to order at 12:00 pm by Cary Grant  
**69** Attended.



Steven Brimmer, Monika Ciuba, Paulette Colgan, Mathew Corrigan, Deborah Blattstein, Greg Blunk (IWA Tower), Robert Bullock, Rolf Dammrau, Edward Daror, Garrett Dauphars, Mike Duane, Sonny Durante, Neil Davison, David Alan Day, Chris DeYoung, Ron Dziagwa, Raymond J Eastlack, Bryan Eckenrode, Ed Faron, DeWitt Gibson, Cary Grant, David Freiwald, George Hamaty, CW4 Chris Hammond, Pete Hermes, Justin Hodge, David Horvath, Garrett Housos, Shawn Huff, Craig Jackson, Russell Jones, Phil Jossi, Bob Katz, John Keith, David Kitts, David Lee, Lance Leighnor, Robley McCants, Ethan McQuown, Austen Mersereau, Chelsey Misner, Bob Mittelstaedt, Kristina Napier, Chris Nugent, James Price, Michael Putz, James Quinn, Mitchell Raab, Paul Rowley, Tito Sanchez, Matt Schorman, Brian Stamper, Ron Tahtinen, Andrew Taussig, Raymond Terlaga, James Timm, Craig Tompkins (SDL FSDO - FPM), Jeff Tripp, Peter Troccoli, Lee Unger, John J. Varljen, Wesley Waddle, Paul Wegeman, Daniel Weimer, Lawrence Wippman, Frederick Workley, Terri Wolcott, 603640027, and 6232352500.



TREASURER'S REPORT

## Jim Anderson, ASAG Treasurer

- We made a deposit made to the Hilton for our 2024 Banquet (\$500) to hold our dates.
- We have some web hosting fees coming up in September \$23.17 - Go Daddy.
- PO Box was checked earlier this month - nothing but junk mail.
- Checking balance as of September 19, 2023 - \$15,112.17

<b>Treasurer's Report</b>	
Aviation Safety Advisory Group of Arizona General Membership Meeting For the period August 1st, 2023 to August 31st, 2023	
<b>Income</b>	
<b>Total Income</b>	\$0.00
<b>Expenditures</b>	
<b>Administrative and Operations</b>	
Website Expenses	\$390.57
<b>Fundraising (Ways and Means)</b>	
Fundraising Event	\$500.00
<b>Total Expenditures</b>	\$890.57 (\$890.57)
<b>Opening balance as of August 1st, 2023:</b>	\$16,025.91
<b>Balance on hand as of August 31st, 2023:</b>	\$15,135.34
<b>Aviation SAfety Advisory Group of Arizona</b>	\$15,135.34
<i>James B Anderson</i>	Treasurer's Signature



SECRETARY'S REPORT

**Jim Price, ASAG Secretary** – The membership unanimously accepted the August 2023 ASAG Meeting Minutes.



LASER & UAS MITIGATION

No officers in attendance. No major illumination events to report. **Craig Tompkins** (Scottsdale FSDO) reported that during this fiscal year (Oct 1, 2022 – Sep 30, 2023), there have been 455 reported Laser strikes in Arizona. About 85% of those strikes were from green lasers; a couple were red and blue lasers.

**Cary Grant read the United Airlines LASER encounter instructions.**

**“You will need to do the following:**

- Ophthalmologic symptoms reported after "laser strikes" include blurry vision, pain or a foreign body sensation, spots or halos in the visual field, sensitivity to light and eye fatigue. In a majority of reported cases, these symptoms resolve within 12 - 24 hours.
- You should not resume flight duties until these symptoms have resolved and your vision has returned to normal.
- If symptoms last beyond 24 hours, have your eyes checked by an ophthalmologist or optometrist. They will pay special attention to the retina, the visual receptor tissue at the back of the eye, to evaluate for evidence of permanent damage.
- Should you visit a healthcare professional for your symptoms, it is recommended that you have them fill out a FAA Eye Evaluation Form (8500-7), with particular attention addressing visual acuities (near, distant, intermediate), visual fields, and retinal findings for both eyes. Should there be any unresolved visual defect, you should contact your AME to find out what needs to be done in reporting your condition to the FAA Office of Aerospace Medicine.
- You are encouraged to complete the FAA documentation and United FSAP online regarding your laser strike as soon as practical.
- (NOTE: Make a copy and keep it for your AME to submit during next physical)
- For further information about laser exposures, go to the FAA website by clicking [here](#).”

**There are three ways for pilots to report Laser Incidents:**

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](https://www.faa.gov/aircraft/safety/report/laserinfo/report_incident) at [https://www.faa.gov/aircraft/safety/report/laserinfo/report\\_incident](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](mailto: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](mailto:laserreports@faa.gov) and include the following information: Your name and contact information. Date and time you witnessed the laser incident.



BALLOONS

**Neil Davison** – Temperatures are cooling, and we are flying! As of April 22, if balloon pilots want to use their commercial license, they must have a 2nd class FAA medical.



ARIZONA ARMY NATIONAL GUARD

**CW4 Chris Hammond** – Not Present



PHOENIX TRACON

**Matt Schorman – (P50)**

Matt reported that there is nothing new at P50. He asked that pilots remain clear of the Carefree Arrival Corridor by 3 miles. Previously, P50 had requested that pilots remain clear by 5 miles.

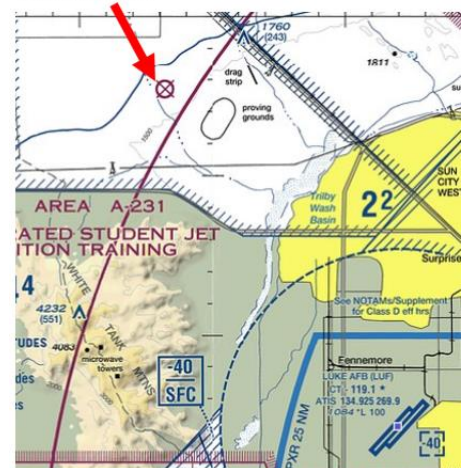


LUKE AFB

**Ron Tahtinen (Luke)**

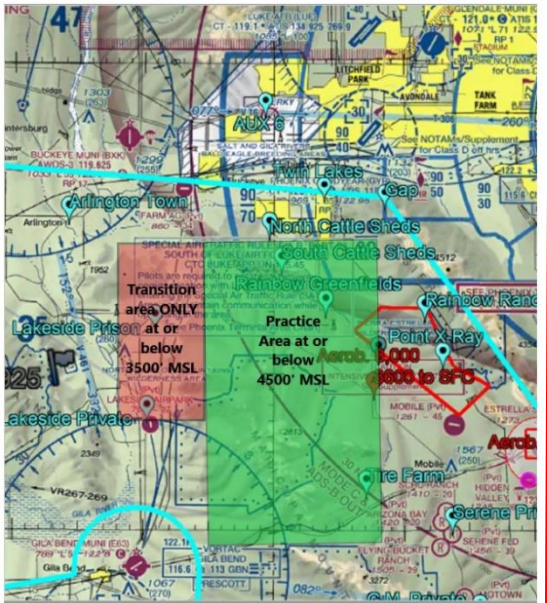
Because of vandalism, (stolen parts), the ILS at Luke AFB Aux 1 is inoperative and awaiting parts. USAF is expecting an update around April next year.

**Luke Aux 1**



A Memorandum of Understanding (MOU) BETWEEN 56TH OPERATIONS GROUP (56 OG) LUKE RAPCON (LUF) UNITED STATES AIR FORCE (USAF) LUKE AIR FORCE BASE, ARIZONA AND UNITED AVIATE ACADEMY (UAA), LUFTHANSA AVIATION TRAINING (LAT), AND 3RD GERMAN AIR FORCE TRAINING SQUADRON (GAF) PHOENIX-GOODYEAR AIRPORT, ARIZONA has been implemented. A copy of the MOU will be placed on the AFTW site.

**A Graphic from the aforementioned Memorandum of Understanding (MOU)**



**TUCSON TRACON**

**Bryan Eckenrode** Tucson (TUS) is in the midst of runway construction. Taxiways and runways will be closed. Like always, check NOTAMS, know before you go and obtain updates

on the way. You can also check:

<https://www.flytucson.com/about-tus/ase-program-construction/>

Recently, a jump aircraft was flying North of the Pinal Airport and came in close contact with an airliner. This event made the national news.



**PARACHUTE OPS**

**Bryan Eckenrode** The USAF will be working out of the Benson airport, operating under a Letter of Agreement (LOA). There is a problem with Tucson Approach radio reception within the area they are using. Even if the jump aircraft is at 11,000'. They are working on the problem.

**Justin Hodge** reported that Jump operations are working well at Coolidge and Bishop.



**RENO AIR RACES UPDATE**

No update.



**ACCIDENT/INCIDENT DEVIATION REPORT**



**Jim Timm, Craig Tompkins & Jim Price**

**Mid-Aug – Mid-Sep 2023 Accident Report and Pilot Deviation Summary – Jim Timm & Craig Tompkins**



**Some photos show the actual accident / incident. Most of the photos simply represent the aircraft type, make and model.**

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

In this reporting period aviation safety was not very good because of the large number of accidents. Fortunately, there were no serious injuries, and most importantly, no one lost their life.

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.

## **BIRD STRIKE**

**Date: August 19**

**Source: FAA Incident**

**Location: Prescott (PRC)**

**Type: Piper Cessna 172**

**Injuries: 2 Uninjured, Pilot Certification UNK**



The Cessna 172 sustained a bird strike during the crosswind leg of a touch and go landing on RWY 21L at PRC. The bird, presumed to be a crow, resulted in a large 3-inch by 12-inch dent on the leading edge of the right wing.

## **RUNWAY EXCURSION**

**Date: August 19**

**Source: FAA Incident**

**Location: Mesa Falcon Field (FFZ)**

**Type: Piper PA28-180**

**Injuries: UNK Uninjured, Pilot Certification: Commercial/CFI**



The Piper landed on Runway 22R, and the aircraft went off the departure end, and into the grass. ARFF, and airport Operations responded to the aircraft, and ARFF reported there was no damage to the aircraft and there were no pilot medical issues. The aircraft was returned to the RWY 22R overrun pavement, and the aircraft requested to taxi to the Echo Ramp,

which was accomplished satisfactorily. A runway inspection was made, and there was no damage or FOD on Runway 22R, and it was made available for service.

## RUNWAY EXCURSION

**Date:** August 20

**Source:** FAA Incident

**Location:** Chandler (CHD)

**TYPE:** Mooney M20K

**Injuries:** 1 Uninjured, **Pilot Certification:** Private Pilot



The Mooney aborted its takeoff on Runway 4L at CHD due to a lack of power. The pilot reported a shifting wind which resulted in a tailwind on takeoff, and the airplane went off the end of the runway, and into the dirt, resulting in a prop strike.

## CRACKED WINDSHIELD

**Date:** August 21

**Source:** FAA, Incident

**Location:** Phoenix (PHX)

**Type:** Beechcraft BE-400 (Beech Hawker Jet)

**Injuries:** UNK Uninjured, **Pilot Certification:** ATP/CFI



The Beech Hawker Jet took off from Mesa Falcon Field (FFZ) for Twin Falls, Idaho (TWF), and then diverted to Phoenix (PHX), declaring an emergency due to a cracked windshield. The aircraft made a safe landing at PHX without further incident.

## GEAR UP LANDING

**Date:** September 1

**Source:** ASN, FAA, NTSB, APA

**Location:** Coolidge Municipal (P08)

**Type:** Piper PA34-200T (Seneca)

**Injuries:** 2 Uninjured, **Pilot Certification:** Private Pilot



The FAA reported that the Seneca II took off from Mesa, Falcon Field (FFZ) with a destination of Coolidge Municipal Airport (P08). The airplane landed gear up at Coolidge, lost control, and struck a runway sign with a wing, and was substantially damaged.

## DENSITY ALTITUDE

**Date:** September 2

**Source:** ASN, FAA, NTSB, APA

**Location:** Prescott (PRC)

**TYPE:** Piper PA28-140

**Injuries:** 4 Minor Injuries, **Pilot Certification:** Private Pilot



The aircraft had departed Mesa Falcon Field (FFZ) with an ultimate destination of Grand Canyon-National Park Airport (GCN) and had stopped at Prescott Regional airport to re-fuel before continuing to Grand Canyon Airport. The NTSB stated the airplane took off from Prescott but was unable to climb, and the pilot attempted to make

an off-airport landing on a road. The tail hit a tree during the landing attempt. While none of the occupants were seriously injured, the airplane was damaged substantially.

## DENSITY ALTITUDE

**Date:** September 4

**Source:** ASN, FAA, NTSB

**Location:** Marble Canyon Airport (L41)

**TYPE:** Cessna 150M

**Injuries:** 2 Uninjured, **Pilot Certification:** UNK



The FAA reported that the airplane departed from Saint George Airport, and struggled to obtain altitude, and flew to Marble Canyon airport (L41). The FAA reported that when the airplane departed Marble Canyon it was unable to climb, stalled, and impacted a hill.

## NOSE GEAR COLLAPSED

**Date:** September 5

**Source:** ASN, APA

**Location:** Bullhead-Laughlin Airport (IFP)

**Type:** Rutan Long-EZ

**Injuries:** 1 Uninjured, **Pilot Certification** UNK



The Long-EZ departed Livermore California, and while landing at its destination, Bullhead-Laughlin Airport, the Nose Gear collapsed. The pilot lost control, and the airplane struck a sign, and some runway lights.

## LOSS OF CONTROL LANDING

**Date:** September 5

**Source:** FAA Incident

**Location:** Phoenix Deer Valley Airport (DVT)

**Type:** Cessna 170A

**Injuries:** 1 Uninjured, **Pilot Certification:** ATP



The Cessna landed on RWY 25R, and began to maneuver from side to side, and then came to rest nose down on the runway, incurring a prop strike. The extent of the damage was undefined.

## GEAR UP LANDING

**Date:** September 6

**Source:** ASN, APA, FAA (Incident)

**Location:** Marana Regional Airport (AVQ)

**Type:** Beechcraft B35S Bonanza

**Injuries:** 1 Uninjured, **Pilot Certification:** Private Pilot



The Beech Bonanza departed Ryan Field (RYN), and during the landing at its destination, Marana Regional Airport, the Bonanza made a gear up landing on Runway 12. All the damage was confined to the aircraft.

## LOSS OF CONTROL LANDING

**Date:** September 6

**Source:** FAA Incident

**Location:** Williams Gateway Airport (IWA)

**Type:** Cessna 172

**Injuries:** 1 uninjured, **Pilot Certification:** Student Pilot



The solo Student Pilot was cleared to land on RWY 12C, however, after touching down the aircraft went off the side of the runway into the grass. Ground Control activated the Crash Phone, and the Emergency Response personnel responded. The ARFF team declared the aircraft was fire safe, and the aircraft was towed back to

the ramp. No injuries or aircraft/airport property damage was reported.



## LANDING GEAR COLLAPSED

Date: September 6

Source: FAA Incident

Location: Marana Regional Airport (AVQ)

Type: Mooney M20E

Injuries: 1 Uninjured, Pilot Certification: Private Pilot



When the Mooney landed at Marana, the landing gear collapsed during the roll out. The extent of the damage was unreported.

## IN FLIGHT ENGINE FAILURE

Date: September 6

Source: ASN, FAA, APA

Location: Sunset Point

Type: Cessna 172 Skyhawk II

Injuries: 1 Uninjured, Pilot Certification UNK



The Cessna Skyhawk had departed Saint George Municipal Airport, in Utah (SGU), and had a planned destination of Mesa Falcon Field (FFZ). The airplane made a forced landing on the southbound lane of Interstate highway I-17 near Black Canyon City following a loss of engine power. Using the Guard Frequency, the pilot attempted to communicate

with ATC but was unsuccessful. He was able to communicate with several other aircraft who attempted to provide assistance.

## Mid-Aug – Mid-Sep 2023 PILOT DEVIATIONS (18)



## 10 BRASHERS

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.

In the reporting period from August 11 through September 14 there were eighteen pilot deviations reported by the FAA SDL FSDO office.

These deviations were committed by pilot certificate levels ranging from Private through ATP, and two Military pilots. In this reporting period there were also five out of state pilots that committed the deviations. Of these eighteen deviations reported, there was a need to issue ten Brashers.



Maj Gen Jack  
Brasher

Note, a controller will issue a Brasher notification when further FAA action will be taken, and the controller is thus giving the aviator the opportunity to make note of the occurrence, collect information, and their thoughts 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 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. Please fly with care and forethought.

**The general aviation deviations this reporting period are:**

- 5 IFR Deviations 4 Brashers
- 6 Class Bravo Airspace Deviations 3 Brashers
- 1 Class Charlie Airspace Deviation 1 Brasher
- 2 Class Delta Airspace Deviations 1 Brasher
- 1 Air Traffic Control Instructions No Brasher
- 1 Surface Incident (Taxi Instructions) No Brasher
- 1 Movement Area Deviation No Brasher
- 1 Restricted Area 1 Brasher

## 5 IFR DEVIATIONS

### 8/16, IFR Altitude Deviation, Military Pilot, Tucson TRACON

Three F16's departed Tucson on a north bound STEREO Route, climbing to 17,000' MSL. One F16 climbed on its own through FL188. While the aircraft were climbing, they requested a continued climb due to the weather. The controller advised them to maintain 17,000' and called Albuquerque Center to advise them of the request. The Tucson TRACON issued a **Brasher** to the F16 that had climbed through FL188.



### 8/17, IFR Standard Instrument Departure (SID) Deviation, ATP\* (Oklahoma), Van Nuys (VNY)

The Hawker H25B Corporate Jet was cleared to depart Van Nuys Airport (VNY) RWY 16R by Pre-Departure Clearance via the WLKKR4 SID. The SID assigns a right turn to 210 degrees after the PPRRY Way Point. Instead, without a clearance, the aircraft turned left to a 124-degree (137T) track. The Ground Controller at Seattle Paine Field (the destination airport) issued the **Brasher**.



### 8/23, IFR Altitude Deviation, ATP/CFI (Tennessee), Scottsdale Airport (SDL)

The pilot deviation was reported by the Phoenix TRACON when the SF-50 Cirrus Vision Jet descended below his or her assigned altitude of 7,000 feet, which resulted in a loss of separation with terrain/obstacles. The Cirrus was not issued a low altitude alert.

### 9/2, IFR Standard Instrument Departure (SID) Deviation, Private Pilot (Oregon), Phoenix TRACON (P50)

The Biltmore Controller noticed that the Mooney M20 turned northwest bound out of 2,800' prior to 4,000' as they should have done on the DVT3 Departure. This occurred in the Deer Valley (DVT) Class Delta Airspace, and toward their usual traffic pattern. The Biltmore Controller reported the issue to management and gave the Pilot a **Brasher** warning.



### **9/8, IFR Altitude Deviation, Military, Albuquerque Center (ZAB)**

The F35 was level at 15,000 feet. At 1657z, another aircraft checked on with the Albuquerque Controller, stating he was out of 14,800 feet, and climbing to FL210. The Albuquerque Controller climbed the aircraft to FL260. Two aircraft read back the clearance, so the Albuquerque Controller reissued the clearance to the aircraft again. Once again, two aircraft answered the clearance. At this time, the Albuquerque Controller observed the F35 climbing out of 15,000 feet. The Albuquerque



Controller re-issued 15,000 feet to the F35. The F35 had taken and acted on a clearance intended for another aircraft and had made an unauthorized climb to 16,300 feet. The event occurred near Phoenix, and the Albuquerque Controller issued a **Brasher** to the F35 pilot.

## **6 CLASS BRAVO DEVIATIONS**

### **8/21, Entering Class Bravo Airspace Without First Obtaining a Clearance, Commercial Pilot, Phoenix TRACON (P50)**



The Piper Cheyenne climbed into the Phoenix Class Bravo Airspace without a clearance while VFR, and contacted the Santan Sector Controller to pick up an IFR clearance that was on file. He or she was given a **Brasher** warning.

### **8/29, Entering Class Bravo Airspace Without First Obtaining a Clearance, Private Pilot, Phoenix TRACON (P50)**

The pilot deviation was reported by the Phoenix TRACON then the Beech Bonanza entered the Phoenix Class Bravo Airspace without authorization. (Data showed the aircraft registration had been canceled & the pilot medical had expired.)

### **8/30 Entering Class Bravo Airspace Without First Obtaining a Clearance Commercial/CFI Phoenix TRACON (P50)**

The Cirrus was observed entering the PHX Class Bravo Airspace without authorization southwest of Falcon Field where the floor of the Bravo airspace is 2,700 feet, and the aircraft was observed at 3,700 feet. The VFR target was tracked to Williams Gateway Airport (IWA), and IWA called the Phoenix TRACON informing them they were in contact with the aircraft. IWA was instructed to issue a **Brasher** warning.



### **9/4, Entering Class Bravo Airspace Without First Obtaining a Clearance, Private Pilot, Phoenix TRACON (P50)**

The VFR target entered the Phoenix Class B Airspace just northeast of Mesa Falcon Field in the 5,000 ft block of Bravo Airspace. The aircraft continued northbound, exited Class Bravo, then re-entered the Class Bravo Airspace in the 7,000 block of Airspace. The aircraft eventually landed at Prescott Airport (PRC). PRC ATCT issued the **Brasher**.



### **9/5, Entering Class Bravo Airspace Without First Obtaining a Clearance, Private Pilot, Phoenix TRACON (P50)**

The Beech Bonanza violated the Phoenix Class Bravo Airspace 10 miles northwest of Sky Harbor airport in the 4,000-9,000 shelf at 4,400 feet and climbing. The pilot called the Phoenix TRACON prior to the Biltmore sector controller accepting the handoff from Luke Approach. The ADS-B information for this aircraft was incorrectly displayed and the Pilot was made aware of this discrepancy. The aircraft ended up climbing to 5,000' prior to exiting the 4,000-9,000' shelf. There was no Loss of separation. (Note: The pilot had an expired medical.)

### 9/13, Entering Class Bravo Airspace Without First Obtaining a Clearance, Commercial/CFI Pilot, Phoenix TRACON (P50)

The Piper Seminole entered the Phoenix Class Bravo Airspace without authorization. There was no loss of separation.

## 1 CLASS CHARLIE DEVIATION

### 8/31, Entering Class Charlie Airspace Without First Establishing Communication, Private Pilot, Tucson TRACON (U90)

The aircraft violated the Tucson Class Charlie Airspace and landed at Ryan Field (RYN). The Tucson



TRACON called RYN to issue a **Brasher**, and to give the pilot the TRACON phone number. The pilot called the TRACON and advised them the aircraft had some maintenance and GPS issues. No other traffic was affected.

## 2 CLASS DELTA DEVIATIONS

### 8/11, Entering Class Delta Airspace Without First Establishing Communication, Commercial Pilot, Prescott Regional Airport (PRC)



The Lancair entered PRC's Class Delta Airspace without first establishing two-way radio communications. There was no loss of separation. The **Brasher** Warning was issued by the PRC Ground Controller.

### 8/30, Entering Class Delta Airspace Without First Establishing Communication, Pilot Certification UNK, Tucson Ryan Field (RYN)

The pilot deviation was reported by Ryan ATC when the Air Tractor entered the Ryan Class Delta Airspace without first establishing two-way radio communications.

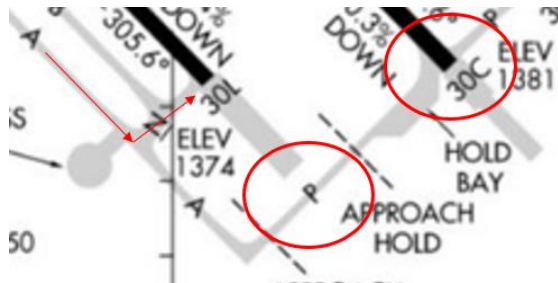
## 1 AIR TRAFFIC CONTROL INSTRUCTIONS

### 8/25, Failure to follow Air Traffic Control Instructions, Private Pilot, Mesa Falcon Field Airport (FFZ)

While in the pattern, the Piper Cherokee turned to follow the wrong aircraft creating a conflict. ATC observed the incorrect turn and issued the Cherokee go-around instructions with a climb. The Cherokee didn't follow ATC's instructions, creating further conflicts in the pattern. (This was during a practical test with a DPE on board.)

## 1 SURFACE INCIDENT, TAXI INSTRUCTIONS

### 8/9, Failure to Follow Taxi Instructions, Pilot Certificate UNK, (Canada), Williams Gateway Airport (IWA)

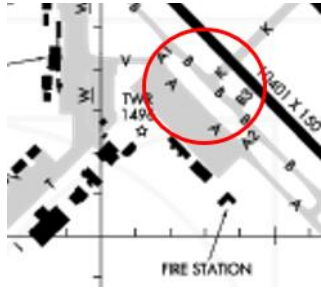


The A-4 Skyhawk Fighter entered Taxiway PAPA without a Clearance. The aircraft was issued the taxi instructions to RWY 30L via ALPHA & NOVEMBER. Ground Control observed the aircraft passing Taxiway NOVEMBER and tried to reach out to the pilot(s), but he or she didn't reply. Both local controllers tried to reach out to the pilot(s) but couldn't get a reply. Ground Control

reattempted to establish contact, and the aircraft replied as they made the turn off of Alpha, and onto

Taxiway PAPA. Ground Control told them to hold position, and then reassigned them to RWY 30C & switched them to the tower frequency.

## 1 MOVEMENT AREA DEVIATION



### 8/9, Entering a Movement Area Without Authorization, Tug Driver – No Pilot Rating Required, Williams Gateway Airport (IWA)

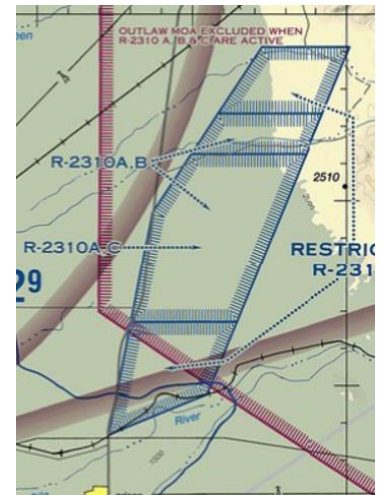
The Aircraft Tug entered taxiway Alpha abeam taxiway Kilo without establishing communication with ATC to obtain a clearance into the movement area.

## 1 RESTRICTED AREA DEVIATION

### 8/10, Entering a Restricted Area Without Authorization, Private Pilot (Texas), Albuquerque Center (ZAB)



The Mooney was VFR at 4,600 feet and an Albuquerque Controller observed that the Mooney was inside of restricted area R2310, which was active at 10,000 feet and below. The pilot stated that he did not realize the airspace was active. A **Brasher** was issued.



## Aug 11 – Sep 14 – 0 NEAR MIDAIR COLLISIONS (NMAC's)



# Old Business

[Ak-Chin Hazard Light Progress](#) – Ernest Copeland was not able to attend the meeting and provide an Ak Chin update.



### [SCAUWG https://scauwg.org/](https://scauwg.org/) Report – Lee Unger

SCAUWG held their meeting on August 8.

Keeping airports open remains a challenge. Airports under threat of closure: Santa Monica – KSMO; Torrance - KTOA; & Whiteman Airport - KWHP. A

reminder to Arizona to be good neighbors, respect noise abatement procedures, and continue with community outreach regarding the value of airports. Thanks to Rich Lee for sharing his knowledge and experience with these matters.

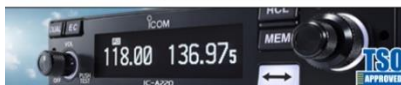
Thanks to Webmaster Ron Berinstein for [SCAUWG.ORG](http://SCAUWG.ORG) which provides the latest in aviation news including the Arizona page <https://scauwg.org/arizona>

**PACIFIC AIRSHOW RETURNS TO HUNTINGTON BEACH SEPTEMBER 29-OCTOBER 1! CAUTION practice sessions start days before the TFR.** The three-day event, which stretches along 5 miles of coastline, will headline the world-renowned U.S. Air Force Thunderbirds, Canadian Forces Snowbirds and, for the first time in Huntington Beach history, the F-22 Raptor Demonstration team, along with dozens of other military and civilian aviators from around the world. Pacific Airshow has announced it plans to remain in the City of Huntington Beach indefinitely, and that it delivers more than \$120 million in annual economic benefit to the community. For information, [www.pacificairshow.com](http://www.pacificairshow.com) or follow Pacific Airshow on social media @pacificairshow. (Thanks to Long Beach Flying Club for this notice).

Visit [SCAUWG.ORG](http://SCAUWG.ORG) for the latest in aviation news including the Arizona page [SCAUWG.ORG](http://SCAUWG.ORG) Arizona



Frequency Project



**[Lee Unger, Cary Grant, Jim Anderson, and Brian Stamper, Ph.D.](#)**  
**[ASAG's request for Air-to-Air Frequencies for Flight Training Operations in the Phoenix Airspace:](#)**

**121.950 MHz, 122.750, 122.775, 122.850, 120.650 MHz and 127.050 MHz**

are now under consideration, we are requesting four, one for each quadrant.

<https://photos.app.goo.gl/1rL4P3SzoGY2rZW66>

Thank you, Cary Grant; Stacy Elliot, Arizona Flight Training Workgroup (AFTW), University of North Dakota, Safety Advisor; Jim Anderson and Brian Stamper, Ph.D. for the charting.

With the spread of 0.025 MHz as is the case here, between 122.750, 122.775, the adjacent channel separation protection being a minimum of 0.6 nm apart, interference was tested. Mr. Sydney Bradfield, FAA WSA Spectrum Engineering Services, AJW-1570, Los Angeles Western Pacific Regional Office was hopeful that with today's radios and minimal adjacency by placing the quadrants assigned to these frequencies to be diagonal, that there will be little to no interference. Cary Grant and Jim Anderson's in-flight testing has shown this to be the case as there was no interference.

Mr. Sydney Bradfield also suggested that "Since the Grand Canyon is using the same frequencies and it seems to be right at the edge of Line-of-sight and also right at the threshold of aircraft receiver sensitivity, it definitely would be great support if you could perform testing and monitor each of 121.950 MHz, 122.750, 122.775, 122.850, 120.650 MHz and 127.050 MHz "for any reception of air-to-air communication operations from the Grand Canyon over the maximum number of days/time and opportunity we would have available at the edge of the worst case minimum distance toward the Grand Canyon air-to-air airspace/frequencies."

**In § 87.187(bb) and (cc) frequencies 120.650 MHz, 121.950 MHz, 122.850 MHz and 127.050 [1] are listed for the Grand Canyon.**

Thanks to Jim Anderson who has done testing of the Grand Canyon frequencies and did not encounter any interference. If you have an opportunity to test these frequencies, your testing and corresponding reporting would be greatly appreciated.

If you have any information regarding any kind of conflict and/or interference with any of these frequencies in the Phoenix airspace, please share your information, comments, and/or data with the Aviation Safety Advisory Group of Arizona (ASAG) by contacting Lee Unger and/or Cary Grant.

ASAG's frequency project workgroup strives to request waivers for four interference free, uncontested frequencies upon our next request of the FCC for waivers.

Thank you to Maj Deborah Blattstein, MD, PhD, FAWM. Civil Air Patrol, Arizona Wing CDO, Search and Rescue Mission Pilot for sharing that 122.775 is the frequency for Snake Eye re: KGXF Gila Bend Air Force Auxiliary Airport. The frequency workgroup appreciates this information and will do further research.

Thank You from the ASAG Air-to-Air Frequency Workgroup,

Cary Grant, <mailto:cbgrant@azboss.net>

Jim Anderson

Brian Stamper, PhD

Lee Unger <mailto:leeunger4@gmail.com> 520-990-3792



**Marana Airport Update**

**[Galen Beem, Airport Superintendent, Lee Unger, Sonny Durante, and Tito Sanchez](#)**

Thanks to Galen Beem for his update: "Things going good here at KAVQ. Things are flying by.... The air traffic control tower update: We are still working on the Environmental Process. We had a meeting this afternoon to go over the new EO 14030 and some of the other updates to the process.

We are finalizing the Airport Layout Plan (ALP) Update. We are also currently open for bids on the AWOS replacement. Hoping to have the AWOS replaced by the beginning of 2024."

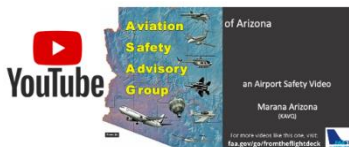
Thanks to Sonny Durante and Carl Foster for their efforts to implement Live ATC, where you can listen to real time and archived recordings of communications on CTAF. <https://www.liveatc.net/>



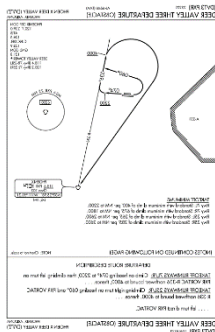
Like always, exercise caution at non-towered airports. It has been reported that on occasion, jump planes forego entering the pattern on downwind. As Craig Tompkins has said, "Keep your head on a swivel."

- Arizona Pilots Association monthly newsletter <https://azpilots.org/pilot-info/newsletters>
- Visit Aviation Safety Advisory Group of Arizona, Inc. (ASAG) website <https://asagaz.org>
- KRYN Recommended NW Entries by Brian Stamper, Ph.D. & KRYN
- Workgroup [https://www.faasafety.gov/files/events/WP/WP07/2023/WP07124011/KRYN\\_NW\\_entry\\_procedures\\_stand\\_alone\\_230510\\_.pdf](https://www.faasafety.gov/files/events/WP/WP07/2023/WP07124011/KRYN_NW_entry_procedures_stand_alone_230510_.pdf)

**[Video Project – Jim Anderson](#)**



Cottonwood video has been completed and Cary played it for the group. Jeff Tripp, Cottonwood Airport Manager, asked that we change "the town of Cottonwood" to "the city of Cottonwood."



### DVT3 Departure / SID Deviation posters at DVT and FFZ:

A DVT3 poster is at the FFZ FBO, AVFLIGHT, thanks to David Kitts. Bib Mittelstaedt will post the DVT3 poster at Cutter (DVT).



**2024 Banquet:** Jim Anderson has received the contract and submitted the deposit for the venue – Phoenix Airport Hilton.

Jessica Cox: Confirmed! Jessica will be our keynote speaker.



### Jim Timm - Sep 13 Falcon Field Microburst damage update

97 of the city-owned hangars sustained damage, 42 of them are missing doors. Many flight school aircraft such as Leopard, CAE, Red Rock and aircraft on the flight line, covered and non-covered tie downs, sustained damage. It is estimated as many as 100 aircraft were damaged. Several businesses with large hangars sustained damage. The weather service defined the storm as a microburst.

The Commemorative Air Force's (CAF) hangar was condemned.

Girls In Aviation – September 23 has been Cancelled due to the microburst damage.



### Terri Wolcott, Las Vegas FSDO: CGN is very busy this time of year.

When Las Vegas has big events, they have set up a PPR system and phone number so pilots can get a PPR.

PPR for Las Vegas area airports (LAS, VGT, HND): (702) 261-7775. Please Check NOTAMS.



# New Business

### Casa Grande (CGZ) Runway and Taxiway Pavement Preservation and Closure Schedule

The Casa Grande Municipal Airport has a Pavement Preservation project that will take place in October and November 2023. The scope of this project includes Seal Coating and Pavement Markings on Runway 05-23 and all connecting taxiways to TW-B. Phase 1 of the project is tentatively scheduled to start on Tuesday, October 17<sup>th</sup> and be completed on Thursday, October 26<sup>th</sup> (10-days). The Runway will be Closed for Phase 1 construction, and a NOTAM will be issued one week before the closure begins. Upon re-opening of the runway, there will be temporary markings in place for a minimum of thirty days while the seal cures. Then we will begin Phase 2 of the



project to stripe the final pavement markings. The final markings are tentatively scheduled to start on Wednesday, November 29<sup>th</sup> and be completed on Friday, December 1<sup>st</sup> (3 days). The Runway will be Closed a second time for Phase 2 construction, and a NOTAM will be issued one week before the second closure begins.

Runway 05-23 & Connector Taxiways - Pavement Preservation	Date(s)	Duration	NOTAM Status
Phase 1	10/17/2023 – 10/26/2023	10 days	Runway Closed
Phase 2	11/29/2023 – 12/01/2023	3 days	Runway Closed



**Lee Unger:** AFTW Next Meeting Tues Nov 14, 4 pm.

Chartered VFR waypoints project. Which waypoints should be removed?

Which waypoints should be renamed?

Should any be added?

Please email your input to [mailto: jim@jimpitman.com](mailto:jim@jimpitman.com) <https://aftw.org/next-meeting/>

<https://aftw.org/category/meetings/minutes/>



Update

**DPE meeting – Craig Tompkins:** In the 1st Quarter of 2023, there was a DPE meeting, but since then, “they have fallen dead.”



### October CFI Forum

**Karen Perry**, who lost her three children and ex-husband in the 2011 Thanksgiving Eve Superstition Mountains crash, will be the speaker / presenter. Her topic will be “CFIT.”



## IMSAG – ASAG Chaplain, Rev Bob Holliday, is AVAILABLE FOR COUNSELING

Reverend Bob is the Sr. Pastor, Epworth United Methodist Church and Director of The METRO Center. [linkedin.com/in/rev-bob-holliday-b7292977](https://www.linkedin.com/in/rev-bob-holliday-b7292977)

### Future ASAG Meetings

Wednesday, October 18, at 12:00 pm



**Motion to adjourn. Adjourned at 2:13 pm**

Minutes recorded and submitted by  
Jim Price, ASAG Secretary

**ASAG OFFICERS:**  
PRESIDENT, Cary Grant  
VICE PRESIDENT, Brian Schultz  
SECRETARY, Jim Price  
TREASURER, Jim Anderson