

# MEETING MINUTES

President Cary Grant Called the Meeting to order at 12:00 pm  
**Dec 20, 2023**



## 76 attended.

Abigail Matsuyoshi, Abraham Blattstein, Alexander Peña, Andrew Taussig, Bob Katz, Bob Holliday, Bob Mittelstaedt, Brad Walstrom, Brendon Umbs, Brian Stamper, Cary Grant, Chris Swanson, Christian Webb, Craig Jackson, CW4 Chris Hammond, Dane Andersen, David Freiwald, David Horvath, David Kitts, David Roden, David Wormell, DeWitt Gibson, Don Evans, Edward Daror, Eric Fahrner CAE, Ernest Copeland (FSDO), Fairfax O'Riley, Felix Hernandez, Garrett Housos, George Hamaty, Grace Assan Lantz, Greg Blunk, IWA Tower, Gregg Schmillen, Heather Monthie, James Price, James Timm, Jared Yoshiki, AOPA, Jason Gauer, Jim Anderson, Jim McClay, John Varljen, Justin Hodge, Kenny Hawkins, Lance Leighnor, Larry Steck, LC S, Lee Unger, Matt Schorman, Michael Klein, Michael Palik, 56 FW Safety, Mike Duane, Mike Jesch, Mike Mohle, Mitchell Raab, Nicholas Summerour, Paul Rowley, Paul Wiley, Phil Corbell, Phil Jossi, Randell Meyer, Richard Lee, Robert Fletcher, Robert Funk, Rodney Holberton, Rolf Dammrau, Ron Dziagwa, Ron Tahtinen, Russell Demaray, Sami Ziaaeein, Shad Ahlstrom, Shauna-Rae Brown, Shawn Huff, Sonny Durante, Thomas Cowan, Tito Sanchez, & Tom Wolf.



TREASURER'S REPORT

### Jim Anderson

We have sold two tables, one to Aerial Engagement & one to Lux Air at \$625 each. We have also received an anonymous donation of \$2,000 for our 2024 banquet. Hopefully, we can sell more tables, get some silent auction items, etc.



### **We use our money to:**

- Sponsor AFTW, outreach with videos.
- Run ASAG's website, <https://asagaz.org/>.
- Provide an annual Banquet.

### **Banquet Proceeds used to purchase:**

- Trophies
- Dinners
- Plaques

Discount Tire is a wonderful sponsor, and they help us greatly. Bob Mittelstaedt moved that we accept the Treasurer's Report.

Ed Daror seconded this.

The membership unanimously accepted the December 2023 ASAG Treasurer's Report.

Treasurer's Report	
Aviation Safety Advisory Group of Arizona General Membership Meeting For the period November 1st, 2023 to November 30th, 2023	
<b>Income</b>	
Fundraising (Ways and Means)	
Fundraising Event	\$606.57
<b>Total Income</b>	\$606.57
<b>Expenditures</b>	
<b>Total Expenditures</b>	\$0.00
	\$606.57
<b>Opening balance as of November 1st, 2023:</b>	\$15,718.74
<b>Balance on hand as of November 30th, 2023:</b>	\$16,325.31
<b>Aviation Safety Advisory Group of Arizona</b>	\$16,325.31
<i>James B Anderson</i>	Treasurer's Signature



SECRETARY'S REPORT

### Jim Price, ASAG Secretary

Ed Daror motioned that we accept the November ASAG Meeting Minutes as published. Lee Unger Seconded the motion. The membership unanimously accepted the November 2023 ASAG Meeting Minutes.



LASER & UAS MITIGATION

**Cary Grant:** We continue to have Laser Strikes. ASAG member **Bob Holliday** has contacted Phoenix’s CBS affiliate KPHO, Channel 5 and arranged a Laser Strike investigative report with Morgan Loews. During Morgan’s reports, he typically has an airtime of 5 to 10 minutes. Cary Grant, using his aircraft, will show the camera operator and reporter what it is like to be Lased in the cockpit. The reporter will also be



KPHO's Morgan Loews

working with instructors and students that have been Lased.

**Ernie Copeland, SDL FSDO:** There have been 279 Laser Strikes since Oct 1. That is way more than last Fiscal year. We know of a serial Laser offender in Prescott, but he or she has not been identified or arrested.

**Matt Schorman, P50:** Tell us where the Laser event happened. Was it at a gas station, intersection, etc.? We are advised of 2 – 7 Laser hits per night coming out of Phoenix. Not so many Laser reports in Class Bravo, but lots of UAS events in the Phoenix Bravo airspace.

The next Operation Raincheck will be Jan 9. These will be held on Tuesday evenings, 6 – 8 pm.

### 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. **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** – Not in attendance.

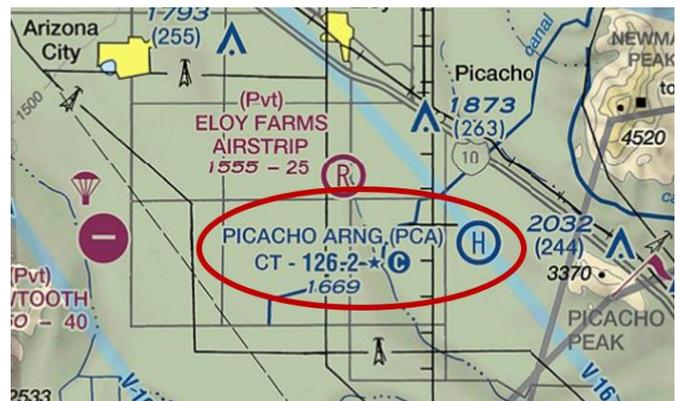


ARIZONA ARMY NATIONAL GUARD

### **CW4 Chris Hammond (AZ National Guard):**

Picacho ARNG (KPCA) has a control tower and pilots should treat KPCA as a Class Delta at

and below 2,500 AGL. The Air National Guard had to start the request all over again to designate KPCA as Class Delta. The Guard is waiting for funding to provide the AWOS, which is required for Class Delta designation.





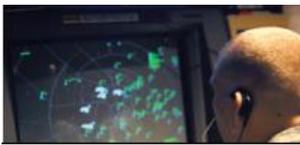
P50

**Matt Schorman P50:**

Desert arrivals airspace is better (Carefree Ranch), 4-7 thousand, 3 miles. For Bravo Transition, please call before firebird lake. You can call as far away as Stanfield because there are blind spots.

**Brandon Esquer – (P50)**

No new problems. There are still aircraft maneuvering in the airspace between SDL and Carefree Sky Ranch, between 4,000.



LUKE AFB

**Ron Tahtinen (Luke AFB):** No updates.

**Michael Palik, Luke AFB, Chief of Wing Safety:** He has been watching Buckeye’s proposal to have the air races at KBXK. No news yet. Luke Days will occur March 23 and 24<sup>th</sup>, 2024.



PARACHUTE OPS

**Tom Cowan & Justin Hodge**

**Tom:** I haven’t been able to “get out” and our plans have been pushed to January. No activity.

**Justin Hodge:** Jump operations are going well in Bishop and Coolidge. In October, there were a couple of aircraft from the flight school that flew under the parachutists about 3,500 feet.

We spoke with the flight school, brought them out and let them participate in the operations. **CAE’s Eric Fahrner** is producing a “Entering Parachuting Areas” video for their flight school. Currently, when jump operations are active, Justin does not see aircraft from the flight schools flying in the jump area. However, non-flight school pilots and aircraft are seen during jump ops. Justin has seen a decrease in aircraft in the jump areas. Justin and Tom will continue to educate.

**Tito Sanchez (Marana, KAVQ Pilot):** A USAF C-130 pilot dropping jumpers at AVQ, took control (on the CTAF) and demanded that pilots not enter the traffic pattern at Marana (AVQ) so they could have jumpers land on the runway. That is inappropriate. Tom and Justin will investigate and correct!

**Cary Grant:** If pilots see a parachute symbol on the sectional, that is where the jump operations occur.

**Paul Rowley:** Is the NOTAM for jumps in the Coolidge area a 27/7 NOTAM? **Justin Hodge** answered, “Yes, 24/7”. This reduces the tracking of troop movement. One can just ask if jump ops are happening.

**Tom Cowan:** You can count on Jump ops 24 hours a day. They are choreographed with constant broadcasts.

**Justin Hodge:** If there is anyone that has information on servicing an ILS, please email me at [jhodge@cpsworld.com](mailto:jhodge@cpsworld.com)



TUCSON TRACON

**Cary Grant:** The runway closure at Tucson, caused by the demolition of 11R/29L, may discourage practice approaches. See <https://www.flytucson.com/about-tus/airfield-safety-enhancements/>

This closure will put a lot more pressure on Ryan for approaches and patterns.



PAUWG

Phoenix Airspace Users Work Group

**Phoenix Airspace User Workgroup (PAUWG) Meeting: Jim Timm.** There didn’t seem to be much of anything that was important.

**Note:** See the 11-16-2023 PAUWG minutes which were attached separately.



## Jim Timm, Craig Tompkins & Jim Price

# Mid-Nov – Mid – Dec 2023 Accident Report and Pilot Deviation Summary – Jim Timm & Craig Tompkins



The following are the reports of aviation accidents, and incidents that have occurred in Arizona from mid-November through mid-December. 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 very large number of accidents/incidents reported, and the number of fatal accidents that had also occurred in this past reporting period.

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.

### **DUST DEVIL UPSET**

**Date:** 11/16  
**Source:** ASN, FAA  
**Location:** Yuma Airport (NYL)  
**Type:** ELA-10 Eclipse Gyroplane  
**Injuries:** 1 Minor Injury, 1 Uninjured  
**Pilot Certification:** Sport Pilot



While landing, the ELA-10 gyroplane, a dust devil hit it, and it departed the prepared surface striking a sign, damaging the nose wheel, and left side of the fuselage. The full extent of the damage was unknown.

### **GEAR UP LANDING**

**Date:** 11/16  
**Source:** FAA Incident  
**Location:** Flagstaff (FLG)  
**Type:** Cessna 177RG  
**Injuries:** 1 Uninjured  
**Pilot Certification:** Private Pilot



The Cessna Cardinal made a gear up landing as a result of a landing gear malfunction.

## WINDSHIELD BLEW OUT

**Date:** 11/17

**Source:** ASN, FAA

**Location:** North Of Yuma

**Type:** Beechcraft 95 Travel Air

**Injuries:** 1 Uninjured

**ATP/CFI Pilot**



After takeoff, the Beech Travel Air experienced a rudder oscillation that violently shook the aircraft, causing the windshield to blow off. The flight landed safely at the Yuma Airport (KNYL).

## RUNWAY EXCURSION

**Date:** 11/18

**Source:** FAA Incident

**Location:** Chandler (CHD)

**Type:** Piper PA-28-161

**Injuries:** 1 Uninjured

**Student Pilot**



Because of poor weather conditions, the pilot requested an immediate landing, and upon landing the pilot landed long, and ran off the end of the runway, and into the overrun area. The pilot then taxied to parking without further incident, and there was no reported damage to either aircraft or airport property.

## TAIL STRIKE

**Date:** 11/18

**Source:** FAA Incident

**Location:** Prescott (PRC)

**Type:** Vans RV-6A

**Injuries:** 2 Uninjured

**Private Pilot (Sport Pilot)**



The airplane had a tail strike during landing and lost its tie down loop. During a runway check, the loop was found, and returned to the aircraft owner.

## BIRD STRIKE

**Date:** 11/19

**Source:** FAA, Incident

**Location:** Goodyear (GYR)

**Type:** Cirrus SR20

**Injuries:** 1 Uninjured

**Pilot Certification UNK**



The aircraft struck a bird while landing at Goodyear (GYR). Upon inspection, the pilot and airport operations reported the temperature sensor below the right wing was bent "a little bit." Later the airport operations recovered the remains of a bird from the runway. The extent of any other damage was undetermined.

## LOSS OF CONTROL IN FLIGHT (Fatal)

**Date:** 11/21

**Source:** ASN

**Location:** Plano, Texas

**Type:** Mooney M20C

**Injuries:** 1 Fatality (Arizona Pilot)

**Pilot Certification:** UNK

The Mooney crashed in a parking lot in Plano, half a mile west of the Air Park-Dallas Airport (F69). The sole person on board was an Arizona resident, and he died in the crash. Preliminary information indicates the pilot was in radio contact with Addison Tower and stated he might divert to Addison if he would not be able to land at F69, stating "it may be too dark for me." The pilot reported seeing the runway and radioed that he would attempt to land to the north. The tower asked the pilot if he was going around, but there was no response. The airplane impacted the side of a building and was consumed by the post-crash fire.



## LOSS OF CONTROL LANDING

**Date:** 11/22

**Source:** FAA, Incident

**Location:** Prescott (PRC)

**Type:** Cessna 172

**Injuries:** 1 Uninjured

**Pilot Certification:** UNK

While landing, the Cessna went off the runway, and struck a taxiway light. There was no reported damage to the aircraft.



## IN FLIGHT FIRE

**Date:** 11/25

**Source:** ASN, FAA, NTSB

**Location:** Near Buckeye

**Type:** Van's RV-9

**Injuries:** 1 Uninjured

**Commercial/CFI Pilot**

The aircraft made an emergency landing on Wickenburg Road, 16 miles west of Buckeye because of a fire in the engine compartment. The Arizona Fire & Medical Authority responded and extinguished the fire. The NTSB determined the extent of damage was substantial.



## IN FLIGHT POWER LOSS

**Date:** 11/26

**Source:** ASN, FAA

**Location:** Casa Grande (CGZ)

**Type:** Cessna 182G

**Injuries:** 1 Minor Injury

**Commercial/CFI Pilot**

The Cessna Skylane experienced a loss of engine power on approach and landed in a ditch short of Runway 5 at Casa Grande Municipal Airport (CGZ). Damage to the aircraft was substantial. (The airplane was used by the skydive operation at Casa Grande).



## LOSS OF DOOR

**Date:** 11/29 (Approximate Date)

**Source:** APA Member

**Location:** West Chandler

**Type:** Unknown Experimental

**Injuries:** UNK Uninjured

**Unknown Pilot Certification**



A door came off of an Experimental Aircraft while in flight west of COSTCO (in west Chandler). The aircraft owner wanted to know if anyone found it and reported the loss to the Chandler Police Dept. in hopes they could assist in locating the missing door. (I suspect someone maybe found it laying on the ground, and in disgust, thinking it fell off a car or truck, probably threw it in the trash – not telling anyone.)

## LOSS OF ENGINE COWL

**Date:** 12/4

**Source:** ASN, FAA

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

**Type:** Piper PA-28-180

**Injuries:** 2 Uninjured

**Unknown Pilot Certification**



The Piper Cherokee took off from Mesa Falcon Field, and shortly after takeoff it had the engine cowling come off, and it cracked the windshield. The aircraft then made a safe emergency landing at Williams Gateway airport (IWA).

## LOSS OF CONTROL ON TAKEOFF

**Date:** 12/6

**Source:** ASN, FAA, NTSB

**Location:** Taylor (TYL)

**Type:** Remos GX

**Injuries:** 1 Serious Injury

**Sport Pilot**



The Remos crashed shortly after takeoff from Taylor Airport (TYL). Apparently, the crash was observed by an overflying aircraft, and reported the incident. The aircraft came to rest inverted just off the edge of the runway and was severely damaged. Responding authorities reported the pilot was the only person onboard, and he sustained life-threatening injuries, and was air evacuated to Phoenix.

## OVERRAN THE RUNWAY

**Date:** 12/6

**Source:** FAA, Incident

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

**Type:** Piper PA-28-180

**Injuries:** 1 Uninjured

**Unknown Pilot Certification**



The Piper was cleared for a touch-and-go landing; however, the aircraft didn't lift off after landing as expected, but continued down the runway, and ran off the runway. The crash phone was pulled, and a foam truck responded as did the EMS team and two airport operations vehicles. The runway was inspected for FOD, and the airplane was towed to the ramp without further incident. There were no reported injuries or damage to the aircraft.

## HARD LANDING

Date: 12/7

Source: ASN, FAA

Location: North Phoenix

Type: Ultramagic N-300 Balloon

Injuries: 9 Uninjured

Unknown Pilot Certification



The hot air balloon made a hard landing as a result of changing wind currents and the balloon sustained damage during the impact with a light standard and the terrain in north Phoenix.

## TAXIING INTO PARKED AIRCRAFT

Date: 12/7

Source: FAA, Incident

Location: Goodyear (GYR)

Type: Cessna 172

Injuries: 1 Uninjured

Student Pilot



While the Cessna was turning onto the ramp its wingtip struck the rudder of a parked airplane damaging it. The full extent of the damage was unknown. The student's Cessna was undamaged.

## TAIL STRIKE

Date: 12/7

Source: FAA, Incident

Location: Prescott (PRC)

Type: Cessna 172

Injuries: 1 Uninjured

Unknown Pilot Certification



The Cessna had been cleared for touch-and-go landings, and the aircraft landed and told the controller he was making a full stop landing. When asked of the reason for the aborted takeoff the pilot stated he had a minor tail scrape. A runway inspection was made, and no damage was found, and there was no damage noted on the aircraft.

## INFLIGHT LOSS OF CONTROL (Fatal)

Date: 12/8

Source: ASN, FAA, NTSB

Location: Near Eloy

Type: Series 5 Kitfox

Injuries: 1 Fatality

Private Pilot



The aircraft which was returning to Tucson from Eloy. It was destroyed by fire during an accident 1.6 miles southwest of Eloy Municipal Airport (E60). The sole pilot onboard the two-seat single engine airplane was fatally injured.





## IN FLIGHT LOSS OF POWER

**Date:** 12/10

**Source:** ASN

**Location:** Near Golden Shores

**Type:** Beechcraft A36 Bonanza

**Injuries:** 1 Fatality

**Unknown Pilot Certification**



The crash happened Sunday near Golden Shores in Mohave County. (Arizona's Family)

The aircraft encountered an engine problem, and crashed in a remote, rugged area, near Golden Shores, about 24 minutes after takeoff from Bullhead City. The aircraft was located by a resident half an hour after takeoff. There was a post impact fire, and the pilot sustained burns, and other serious injuries, which later proved to be fatal.



The crash happened near Golden Shores, located just east of the California border, around 4 p.m. Sunday. (Mohave County Sheriff's Office)

## BROKEN CONTROL STICK

**Date:** 12/12

**Source:** FAA

**Location:** Prescott (PRC)

**Type:** Long EZ

**Injuries:** 2 Uninjured

**ATP/CFI Pilot**



During the flight, the control stick broke. The pilot was able to control the aircraft with the remaining portion of the stick and made a hard landing at Prescott (PRC). The extent of damage was determined to be minor.

# Nov 11 – Dec 15 PILOT DEVIATIONS (34)

## BRASHERS (11)



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 continue to occur, and thus enhance aviation safety. In the reporting period from November 11 through December 15 there were thirty-four pilot deviations reported by the FAA SDL FSDO office. These deviations were committed by pilots with certificate levels ranging from Student through ATP, and there were also ten out of state pilots that committed the deviations. Of these thirty-four deviations reported, there was a need to issue eleven Brashers.

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.



Maj Gen Jack  
Brasher

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. Always fly with care and forethought.

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

- 9 IFR Deviations ... 3 Brashers
- 2 Class Bravo Airspace Deviations ... 2 Brashers
- 4 Class Delta Airspace Deviations ... 2 Brashers
- 5 Air Traffic Control Instructions ... 0 Brasher
- 14 Runway Incursions ... 4 Brashers

### IFR DEVIATIONS (9)

11/13, IFR, No Clearance

Commercial/CFI

Albuquerque Center (ZAB)

A Cessna 172 called the ZAB controller and advised that he would like to "pick up my IFR." The ZAB controller, not recognizing that the aircraft had requested an IFR clearance, and the radar identified the C-172, the controller entered VFR into the aircraft's data tag, thinking the aircraft wanted flight following. The C-172, believing he had received an IFR clearance climbed to and remained at 10,000 feet. Later, another ZAB controller advised the C-172 that he was not at an appropriate VFR altitude. The C172 responded that he was IFR at 10,000 feet. The C-172 was flying IFR without receiving a clearance to do so. **A Brasher was issued.**



**11/9, IFR Altitude Deviation**

**Minnesota ATP/CFI**

**Phoenix TRACON (P50)**

The Astra Jet was climbing to an assigned altitude of 5,000 feet when he leveled off at 4,700 feet then descended to 4,000 feet. This resulted in a conflict with VFR traffic, and a descent below the Minimum Vectoring Altitude (MVA).

**11/12, IFR Altitude Deviation**

**Ohio Private Pilot**

**Phoenix TRACON (P50)**

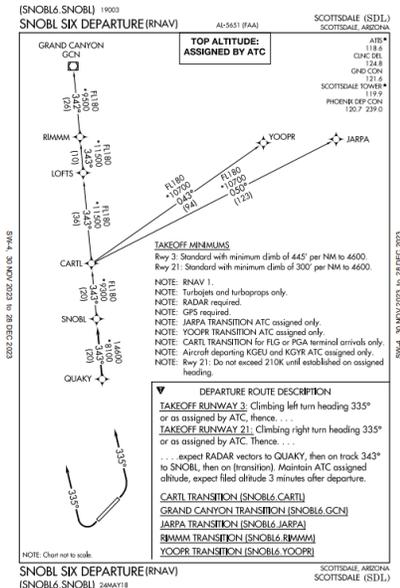
The Cessna 210 read back a climb clearance intended for another A/C, which resulted in a loss of separation with an air carrier that was southwest bound and descending.

**11/12, IFR Standard Instrument Departure (SID) Deviation**

**Montana Commercial Pilot**

**Phoenix TRACON (P50)**

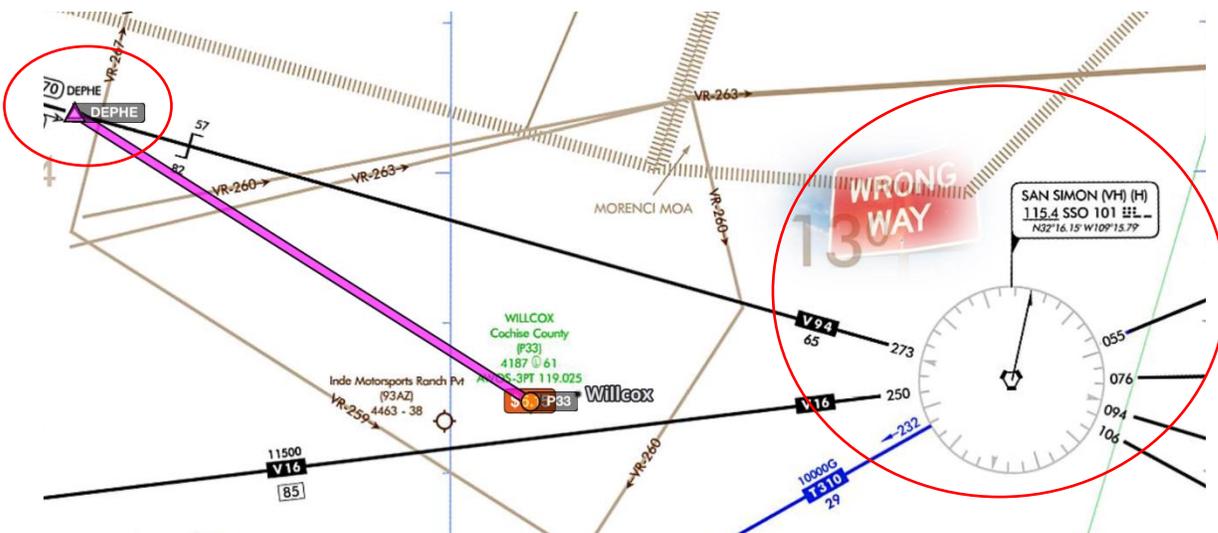
The Piper Malibu Meridian did not fly the **SNOBL6** departure out of Scottsdale as published. There was no loss of separation.



**11/18, IFR Route Deviation**

**Texas Private Pilot**

**Albuquerque Center (ZAB)**



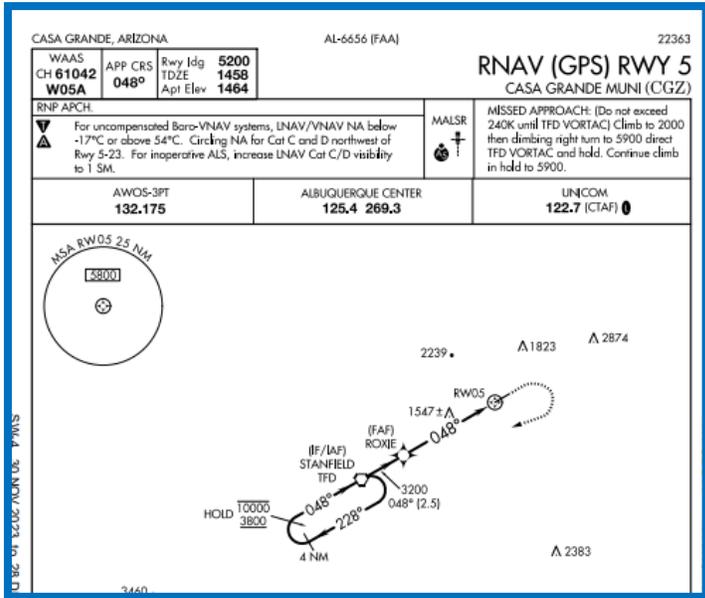


The Cessna 182 had been cleared from P33 (Wilcox, AZ) via 'as filed'. The filed routing was P33 direct DEPHE. The C182 departed P33 and was proceeding, **but instead of proceeding to DEPHE** (which is northwest of P33), he or she flew direct to SSO (which is northeast of P33). This unauthorized turn resulted in the C182 entering a 9,700-foot minimum instrument altitude (MIA) area while climbing out of 7,200 feet. **A Brasher was issued.**

### 11/19, IFR - Altitude & Clearance Deviation

Commercial/CFI Pilot

Albuquerque Center (ZAB)



The Piper Cherokee had been cleared for the RNAV RWY05 at CGZ (Casa Grande). After flying the approach, the Piper Pilot initiated a missed approach. The published missed approach is to climb to 2,000 feet, then a climbing right turn to 5,900 feet direct to the TFD VOR. The Piper followed the missed approach procedure, but the aircraft stopped the climb at 4,000 feet and then descended to 3,800 feet, prior to TFD. The Piper was NOT in contact with the ZAB controller. The Piper then initiated another approach to CGZ without a clearance to do so. **A**

**Brasher was issued.**



### 11/22, IFR Standard Instrument Departure (SID) Deviation

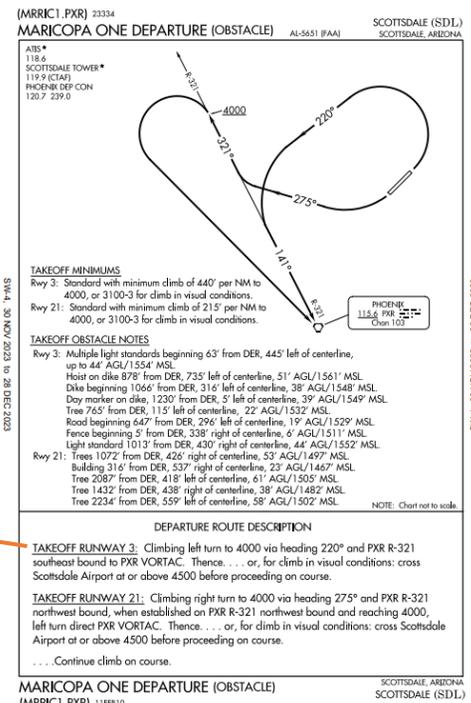
ATP Pilot

Phoenix TRACON (P50)

The Piper was cleared for the Scottsdale KSDL MRRIC1 SID, and further routing, however the Piper did not comply with the MRRIC1 departure. The Piper turned to a heading of 164° **instead of flying the heading of 220°**. ATC issued a low altitude alert as well as a climb to 6,000 ft.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 3:** Climbing left turn to 4000 via heading 220° and PXR R-321 southeast bound to PXR VORTAC. Thence . . . or, for climb in visual conditions: cross Scottsdale Airport at or above 4500 before proceeding on course.



### 12/3, IFR Altitude Deviation

**Oklahoma Commercial Pilot**

**Phoenix TRACON (P50)**

The pilot deviation was reported by the Phoenix TRACON when the Citation II climbed above his or her assigned altitude of 6,000 feet resulting in a loss of separation with a Pilatus Turboprop northbound at 7,000 feet. The closest proximity was 0.06 NM, and 700 feet vertical.

### 12/10, IFR Course Deviation

**Virginia Pilot, certification unknown**

**Phoenix TRACON (P50)**

The Phoenix TRACON (P50) reported the pilot deviation when the Metroliner was assigned a heading of 190° on departure with a good read back. On departure the Metroliner pilot flew a heading of 90°. Fortunately, there was no loss of separation.

## CLASS BRAVO DEVIATIONS (2)

### 11/20, Entering Class Bravo Airspace Without First Obtaining a Clearance

**PA Commercial/CFI Pilot**

**Phoenix TRACON (P50)**

The Piper Malibu departed Mesa Falcon Field (FFZ) VFR on a northbound heading and climbed up to 7,000 feet through the Phoenix Class Bravo Airspace without clearance. When they checked in with the Phoenix TRACON Jerome Controller, they were **given a Brasher by the TRACON.**



### 12/2, Entering Class Bravo Airspace Without First Obtaining a Clearance

**Student Pilot**

**Phoenix TRACON (P50)**

The Piper Cherokee was squawking a 1200 VFR Transponder Code over Deer Valley Airport (DVT) as the TRACON Biltmore Controller observed the aircraft climbing to and leveling off at 6,500 feet. The floor of the Bravo airspace in the area is 6,000 feet. Eventually the pilot called the TRACON as they flew eastbound for VFR flight following, and that is when **the controller issued the Brasher warning.**



## CLASS DELTA DEVIATIONS (4)

### 11/16, Entering Class Delta Airspace Without First Establishing Communication

**ATP Pilot, Prescott (PRC)**

The P51D was observed entering the Prescott Class D Airspace from the east, at an indicated altitude of 5,600 feet, and at 240 KIAS. The local controller reached out numerous times, and so did all other positions, including 121.5 on the PET 2000 emergency frequency. The P51D was observed crossing both RWY21L and RWY21R finals at approximately a 1 NM final, and no closer to any traffic than approximately 1 NM, and at 240 KIAS from SE to NW. The P51D then exited the airspace to the NNW. **No Brasher was issued as the aircraft was unable to be contacted.**



### 11/21, Entering Class Delta Airspace Without First Establishing Communication

**Private Pilot, Phoenix TRACON (P50)**

The Lancair departed VFR to El Paso, Texas (ELP) and then proceeded to fly through the following Class Delta airspaces without a clearance: SDL, FFZ, CHD. **The pilot was issued a Brasher warning from the TRACON Biltmore controller for a possible pilot deviation, and the pilot refused to take the phone number given.**



## 11/21, Entering Class Delta Airspace Without First Establishing Communication

### Commercial Pilot Chandler (CHD)

The Cessna was noticed departing from Stellar Airpark (P19) and transitioning through the northwest corner of the Chandler Class Delta Airspace without establishing communications with the tower. The aircraft was observed inbound to Mesa Falcon Field (FFZ), **so Chandler advised FFZ to issue a Brasher warning to the pilot.**



## 11/21, Entering Class Delta Airspace Without First Establishing Communication

### Commercial/CFI Pilot Mesa Falcon Field (FFZ)

The pilot deviation was reported by Mesa Falcon Field (FFZ) when the Airbus Helicopter entered the FFZ Class Delta Airspace without first establishing two-way radio communications.

## AIR TRAFFIC CONTROL INSTRUCTIONS (5)

### 10/31, Failure to follow Air Traffic Control Instructions

#### Colorado Private Pilot

#### Prescott Airport (PRC)

The Cessna 182 entered Taxiway Delta without ATC authorization. The Cessna landed on runway 21L and was instructed by the tower to exit on Taxiway Delta 4 and contact Ground Control (GC). The readback was correct. The C182 exited at Taxiway Delta 4 and began taxiing southwest bound on Taxiway Delta **without contacting GC**. GC reached out to the C182 and instructed them to stop. No other traffic was involved.



### 11/12, Failure to follow Air Traffic Control Instructions

#### Private Pilot

#### Mesa Falcon Field (FFZ)

At FFZ, a Cessna 172 turned base without permission. The aircraft did not follow air traffic control's pattern instructions, which resulted in a conflict within the pattern traffic.

### 11/16, Failure to follow Air Traffic Control Instructions

#### Commercial Pilot

#### Scottsdale Airport (SDL)

The Mooney M20T taxied to Runway 21 via Taxiway Alpha 16 without ATC authorization. The Mooney called Ground Control (GC) for taxi instructions. GC instructed the M20T to taxi via Taxiway Alpha to the Northwest run-up area and to advise when the run-up was complete. GC did not assign a departure runway. The read back was correct. The Mooney did not advise when their run-up was complete but taxied via Taxiway Alpha 16 to Runway 21 without receiving taxi instructions to the runway.

### 11/20, Failure to follow Air Traffic Control Instructions

#### Student Pilot

#### Chandler Airport (CHD)

The Cessna 172 (Student solo) was instructed to take off on Runway 22R, and the airplane took off, and stayed in the pattern, and was instructed to land on runway 22R. The airplane appeared to line up for Runway 22L and the controller issued a go around inside a 1/2 mile final. No other traffic was involved.

### 11/28, Failure to follow Air Traffic Control Instructions, Private Pilot

#### Phoenix TRACON (P50)

The Phoenix TRACON reported the pilot deviation when the Van's RV12 descended below the assigned altitude of 5,500 feet in the Phoenix Class Bravo Airspace, resulting in a loss of separation with an air carrier at 5,000 feet. The closest proximity was .94 NM and 300 feet vertical.

## RUNWAY INCURSIONS (14)



### 11/3, Landing on a runway without authorization

Student Pilot

Mesa Falcon Field (FFZ)

The Piper Cherokee landed on Runway 4R without ATC authorization. The controller had cleared the Piper pilot to land Runway 4L. While the read back was correct, the Piper lined up for, and landed Runway 4R. A Cessna 172 that was on a one-half-mile final was sent around. **The facility reported that the Piper had shown difficulty in following basic instructions so they felt a last second go-around for them would be hazardous. A Brasher was issued.**



### 11/11, Taking off on a runway without authorization

Private Pilot

Mesa Falcon Field (FFZ)

A Cessna 170 taxied to and departed Runway 4R without ATC authorization. The Cessna made a transmission on the Ground Control (GC) frequency saying they were at spot 2, and ready to taxi. GC spoke to another aircraft, and then asked who else tried to call. The Cessna didn't answer, but it taxied via Taxiways Bravo, Delta, and Delta 1 to Runway 4R without receiving any taxi instructions. The Cessna then made a transmission while holding short of Runway 4R as if they were on the CTAF frequency with the airport closed, and that they were taking the runway for departure. The Controller tried numerous times to contact the Cessna with no response. GC also tried reaching out to them, and the Cessna departed on Runway 4R. No other traffic was involved.

### 11/14, Entering a runway without ATC authorization

Private Pilot

Phoenix Deer Valley Airport (DVT)

A Mooney M20 entered Taxiway Bravo 3 and crossed the hold short line of Runway 7R without ATC authorization. Ground Control (GC) issued the instructions: For Runway 7L to taxi via Taxiway Alpha. The read back was correct. The Mooney taxied via Taxiway Alpha and Taxiway Bravo 3 instead. The Mooney called the North Controller (NC) and said they were holding short of Runway 7L, ready for departure. The NC advised the Mooney that they did not see them at Runway 7L and that they were holding short of Runway 7R at Taxiway Bravo 3 and instructed them to contact the South Controller (SC). The Mooney read back "cross Runway 7R" and the NC immediately corrected them and told them to hold their position. The Mooney had crossed the hold short line of Runway 7R but was short of the runway edge line. The SC issued multiple go arounds to aircraft on final for Runway 7R to get the Mooney departed.

### 11/14, Entering a runway without ATC authorization

California Private Pilot

Tucson Ryan Field (RYN)

The pilot deviation was reported by Ryan Field ATC when the Flight Design Light Sport Airplane taxied past the hold short bars for Runway 6R.

### 11/16, Taking off on a runway without ATC authorization

Commercial/CFI Pilot

Mesa Gateway Airport (IWA)

The Piper Cherokee departed Runway 30L without ATC authorization. The Piper was inbound, and the Local Control (LC) cleared them to land on Runway 30L, and the read back was correct. The Piper pilot conducted a touch-and-go to Runway 30L instead of coming to a full stop. No other traffic was impacted.

### 11/17, Landing on a runway without ATC authorization

ATP/CFI Pilot

Chandler Airport (CHD)

A Cessna Twin landed Runway 22L without ATC authorization. The Local Control (LC) instructed the Cessna to enter a right downwind and then a right base for Runway 22R, and the read backs were correct. The controller cleared the

Cessna to land on Runway 22R, and the read back was correct. The Cessna landed on Runway 22L instead of Runway 22R. No other traffic was involved.

### 11/19, Entering a runway without ATC authorization

California Commercial Pilot

Phoenix Deer Valley Airport (DVT)



The Cessna Twin crossed the hold short markings at RWY 25L at the C3 intersection, but the aircraft was still short of the runway edge line. Traffic on short final was sent around by the south controller. **A**

**Brasher was issued.**

### 11/20, Entering a runway without ATC authorization

Student Pilot

Goodyear Airport (GYR)

The Cirrus SR20 entered Runway 3 without ATC authorization while another aircraft was on short final. The Cirrus pilot advised the controller that they were ready for departure. The controller instructed the Cirrus to hold short of Runway 3. The hold short read back was correct. The other aircraft was on an approximate 1/4 mile final and advised that they were initiating a go around because the Cirrus had entered Runway 3 and was lined up on the runway for departure. The aircraft on final offset to the right of the runway and did not overfly the Cirrus.

### 11/27, Entering a runway without ATC authorization

Commercial/CFI Pilot

Phoenix Deer Valley Airport (DVT)



The Short S-312 Tucano was instructed to cross RWY 7R at B9. The Tucano turned left and taxied eastbound onto RWY 7R. Ground Control (GC) alerted the South Controller who then issued a go around to a Cirrus who was on an approximate 1/2 mile final. GC instructed the Tucano to continue down the runway and turn right at C10. The Cirrus did not overfly the Tucano. **A Brasher was issued.**

### 11/28, Entering a runway without ATC authorization

Private Pilot

Chandler Airport (CHD)

The Cessna 172 had a wrong surface landing which was followed by a runway incursion. The pilot was cleared to land on RWY 4R, however they landed on taxiway C. The Cessna was then told to hold short of RWY 4R, but they proceeded across RWY 4R to taxiway B.

### 11/28, Entering a runway without ATC authorization

Student Pilot

Scottsdale Airport (SDL)

The pilot deviation was reported by the Scottsdale ATC when a Cessna crossed the hold short line of Runway 3 without ATC authorization. The student pilot of the Cessna had acknowledged a clearance for a different airplane.

### 11/29, Entering a runway without ATC authorization

ATP Pilot

Mesa Falcon Field (FFZ)



The controller had instructed the Piper Cherokee to turn left on Taxiway Bravo and hold short of RWY 22L. The pilot turned left on Bravo and taxied through the hold short lines for Runway 22L. **The Ground Controller issued the Brasher warning.** No aircraft was sent around due to this event.

### 12/1, Entering a runway without ATC authorization

Pilot certification unknown

Goodyear Airport (GYR)

The pilot deviation was reported by Goodyear ATC when a Cirrus SR20 entered Runway 3 and was lined up on the runway for departure without a clearance.



**12/2, Entering a runway without ATC authorization**

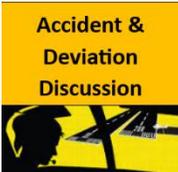
**Pilot certification unknown**

**Mesa Gateway Airport (IWA)**

The pilot deviation was reported by Gateway (IWA) ATC when the Piper Cherokee crossed the hold short line of Runway 12R without ATC authorization.



**Nov 11 – Dec 15 – NEAR MIDAIR COLLISIONS (NMAC's) (0)**



**Bob Katz:** Terri Wolcott (Las Vegas FSDO) and I are going to include the pilot's side of the story. We will turn it into an interactive seminar so people can learn from these mistakes and think about what they would have done in the same circumstances.

**Paul Rowley:** The data doesn't report conclusions without knowing more.

**Ernie Copeland:** The deviations show a lack of planning and situational awareness.



*Don't be Cheap!  
Get an iPad and an  
ADSB-IN Receiver &  
**Maintain  
Situational  
Awareness***



**Old Business**

[Ak-Chin Hazard Light Progress – Ernest Copeland:](#) No updates.



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

[Southern California Airspace Users Working Group SCAUWG https://scauwg.org/](https://scauwg.org/)

Thanks to SCAUWG's Webmaster, Ron Berinstein for <https://scauwg.org/> which provides the latest in aviation news, including the Arizona page <https://scauwg.org/arizona>.

Keeping airports open remains a challenge. Airports under threat of closure are:

- Santa Monica – KSMO.
- Torrance - KTOA
- Whiteman Airport - KWHP.

Businesses want this real estate. This is a reminder to Arizona pilots 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 of how business and politics apply to airport closures.



**Frequency Project**



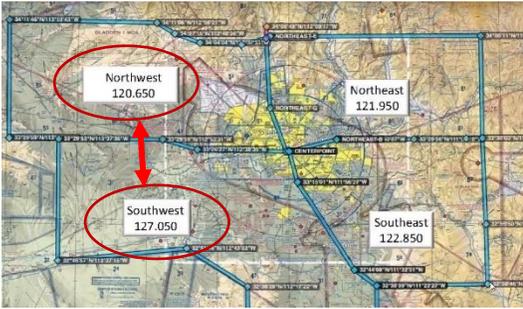
[Lee Unger, Cary Grant, Jim Anderson, and Brian Stamper, Ph.D.](#)

[ASAG's request for Air-to-Air Frequencies for Flight Training Operations in the Phoenix Airspace:](#)

**ASAG's request of the FCC for Air-to-Air Frequencies for Flight Training Operations in the Phoenix Airspace are 120.650 MHz, 121.950 MHz, 122.850 MHz, and**

**127.050 MHz, one for each quadrant, is a work in progress.** Practice area map by Stacy Elliot, AFTW.

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



**Freq update, Lee Unger:** IWA Tower’s primary local frequency is 120.600 MHz. The Southwest Quadrant proposed frequency was 120.650 MHz. Therefore, 120.650 has been moved to the Northwest Quadrant to deconflict with IWA Tower and 127.050 has been moved to the Southwest Quadrant. This change will be vetted at the January 9 AFTW and January 17, 2024 ASAG meetings. After the vetting, the plan is to submit these four frequencies, with their proposed Quadrant assignments, to the FCC.

If you have any information regarding any kind of conflict with any of these frequencies or do any testing 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 [leeunger4@gmail.com](mailto:leeunger4@gmail.com) and/or Cary Grant [cbgrant@azboss.net](mailto:cbgrant@azboss.net)

ASAG's frequency project workgroup strives to request waivers for four interference free, uncontested frequencies upon our next request of the FCC for waivers. If/when these frequencies are approved by the FCC, the information will be publicized. Thanks to all contributors to this safety project. Cary Grant, Jim Anderson, Brian Stamper, Ph.D., Lee Unger.



**Marana Airport Update**

**Lee Unger, Sonny Durante, and Tito Sanchez**

Thanks to Galen Beem, Airport Superintendent, Marana Regional Airport for his support of ASAG and for providing frequent updates.

For all flights, especially those to non-towered airports with parachute operations, check NOTAMS, scroll down and check LTAs/Letters to Airmen.

Know before you go and recheck on the way.

Tito, Sonny and Lee look forward to meeting with Dr. Thomas Cowan who has graciously volunteered to be ASAG’s liaison with the military and contract jump operators, and

Justin Hodge, Air Ops Manager, Complete Parachute Solutions TTF, Inc. to work toward improving safety for parachutists and aircraft operating at AVQ.

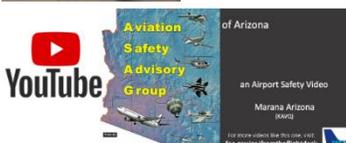
We are disappointed that AOPA has completely taken over the seminars at the Buckeye Air Fair. Various ASAG members have volunteered to talk with AOPA, in an effort to include local FAA Team Reps who can also present seminars.



**Ryan Airfield Update**

See 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, Cary Grant, and Lee Unger, Brian Stamper, Ph.D. and Scott Woodworth: P50 Airspace**

Our videos are doing well, and people like them. You can find a video at

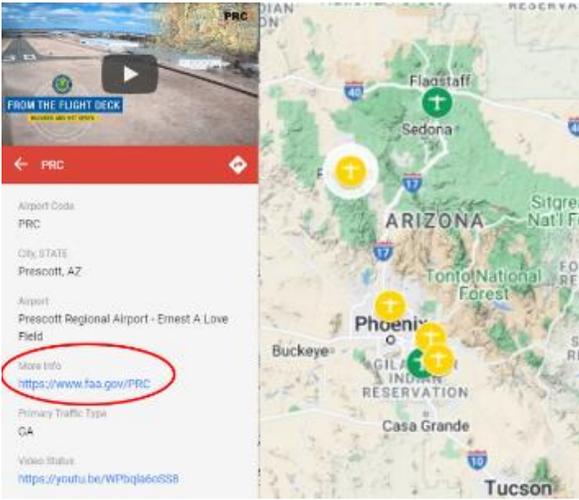
[https://www.youtube.com/results?search\\_query=asag+arizona+safety](https://www.youtube.com/results?search_query=asag+arizona+safety) or you can simply

search YouTube <https://www.youtube.com/> for “asag arizona safety”. Our videos are also available at <https://asagaz.org/>

Jim Anderson said that we could have an online seminar and gather information for a video/storyboard regarding Phoenix Airspace. Cary asked if this could happen in Late January? Jim Anderson said the answer is YES.

Our From the Flightdeck Video series. We have had over 5,000 views.

There is now a pamphlet for Prescott (PRC) and Falcon (FFZ). These pamphlets accompany the “From the Flightdeck” series.



## About From the Flight Deck

Go to the FAA's From the Flight Deck series at [https://www.faa.gov/flight\\_deck](https://www.faa.gov/flight_deck). (You can also do a Google search of "from the flight deck" and easily find this link). There, you will see a map showing airports with different colored icons. Below the map is a legend to help you identify the meaning of those colors. Basically, airports with a **Blue** icon will have a video coming soon. A **Green icon** indicates that the airport has a **From the Flight Deck Video** and Airports designated with a **Yellow icon**, like Prescott (PRC), Falcon Field (FFZ), Deer Valley (DVT) and Phoenix Mesa Gateway (IWA), also have a **Know Before You Go Pilot Handbook** available.

**Additionally**, if you are planning a flight to Tucson (TUS), clicking on Tucson's green icon will show you lots of information about its

Long-Term Airfield (runway) changes.



**2024 Banquet: Jim Anderson** has received the contract and submitted the deposit for the venue – Phoenix Airport Hilton. Pricing for tables will remain the same as 2023. A table for ten will cost \$625.

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

Photo Backdrop - Jim Anderson will take care of it.

See <https://www.generalaviationawards.com/nominate>

Nominations for Airport of the Year and ATC Communicator of the Year are due to Craig Tompkins by December 31, 2023. See <https://asagaz.org/>



## Master Mechanic and Master Pilot Dinners? Our Treat!

For individuals receiving the Charles Taylor Master Mechanic and Orville and Wilbur Wright Master Pilot awards at our yearly banquet venue, we had a great discussion about buying their individual banquet dinner(s).

**Ed Daror:** Recommended that we should buy dinner for the recipients.

**Jim Price:** The banquet is a great venue for the award and brings more people to the banquet. Jim highly recommended that we pay for the Charles Taylor and Master Pilot award recipients' dinner.

**Phil Corbell:** Moved that ASAG should cover the cost of their dinner. **Jim Price** and **Ed Daror** sustained the motion.

**Ernie Copeland:** We have had at least one nomination for each special award. Concerning the Communicator of the Year Award, **Ernie Copeland** and **Cary Grant** will have an offline discussion.

**Ian Branson** has agreed to be our Banquet sound system director.



Please print a Banquet Flyer and post it at your FBO, Flight Planning Room, Flight School, your refrigerator, etc. Click on this link:  
<https://jdpricecfi.com/PDFs/ASAG-Banquet-Flyer7.pdf>



# New Business



**AFTW Meeting - Lee Unger:** Next AFTW Meeting is Tuesday, January 9, 2024, at 4:00 pm.

If you have Comments: <https://aftw.org/contact/>

Register for the next Meeting: <https://aftw.org/next-meeting/>

For the Meeting Minutes: <https://aftw.org/category/meetings/minutes/>

For all flights, check NOTAMS, scroll down and check LTAs/Letters to Airmen.

Ask about Letters of Agreement. **Know before you go** and recheck on the way.



**DPE meeting.** No discussion.

## For 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.



**Buckeye Airfair (BXX)**, Feb 16 – 18, 2024

<https://www.buckeyeaz.gov/community/residents/events-in-buckeye/buckeye-air-fair>

**Copperstate Fly-in, 2024** (awaiting dates)

**RSATs** will resume in Feb 2024.

**Ernie Copeland announced:** The PROTE (Portable Reduced Oxygen Training Enclosure) is coming to CAE, January 24, 25, 26, and 27.



## IMSAFE – 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)

The FAA just created their Psych Wellness Committee.

**Paul Rowley: ATC at FFZ is overwhelmed.** There are too many aircraft in the pattern. **Cary:** we should have a discussion with a Falcon (FFZ) Group.

## Future Bob Katz Seminars

We will have a new seminar in late January or early February. It will be called “Mindless Madness over Medford.” It involves a Piper Chieftain that went down on departure – a real fiasco. It will involve the truth of SID STARS and ODPs.

## Next ASAG Meeting

Wednesday, January 17, at 12:00 pm



Register in advance for the **January 17<sup>th</sup> meeting** by clicking on this link:

[https://faavideo.zoomgov.com/meeting/register/vJltc-2ggT0uH3iGZWylq7\\_9LeNlQKSz5uw](https://faavideo.zoomgov.com/meeting/register/vJltc-2ggT0uH3iGZWylq7_9LeNlQKSz5uw)

**Motion to adjourn. Adjourned at 2:56**



Minutes recorded and submitted by Jim Price, ASAG Secretary  
**ASAG OFFICERS:**  
PRESIDENT, Cary Grant  
VICE PRESIDENT, Brian Schultz  
SECRETARY, Jim Price  
TREASURER, Jim Anderson