

MEETING MINUTES

<https://asagaz.org>

TFR

Pres. Cary Grant
called the Meeting
to order at **12:00 pm**



Sep 17, 2025

72 attended:

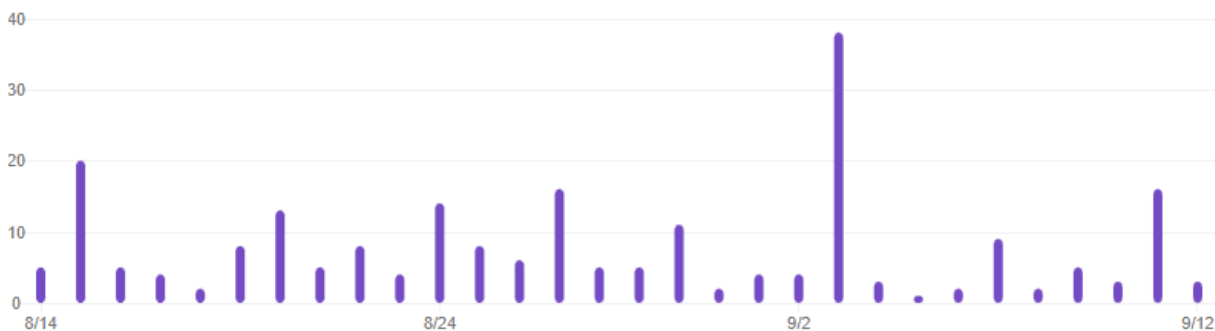
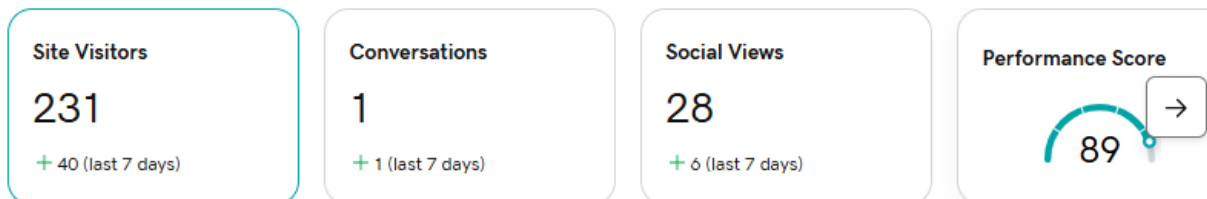
Alexander Kocksch, Alexander Peña, Andrew Norris, Andrew Taussig, Bob Katz, Bob Holliday, Bob Mittelstaedt, Bob Walstrom, **Brian Harrison**, Brian Harrop, Bryan Eckenrode, Carter Teeters, Cary Grant, Chris DeYoung, Chris Nugent, Christian Locher, Christine Perry, Craig Tompkins, CW5 Chris Hammond, **Dan Morgan**, Daniel Weimer, David Horvath, David Kitts, Dr Abraham Blattstein, Edward Fallon, Edwin Halstead, Ernest Copeland, Ethan McQuown, Garrett Dauphars, Gary VanPelt, George Hamaty, Gregg Schmillen, Greemar Corpuz, Ivan Manoogian, James Price, James Timm, Jay Gines, Jim Anderson, John Cirino, John Cramer, John Santarossa, **Ken Miller**, Lawrence Wippman, Lee Unger, Mark Giannini, Matt Schorman, Mitchell Raab, Paul Wiley, Peter Hermes, Peter Troccoli, Randell Meyer, Ray Puckett, Richard Lee, Rodney Holberton, Rolf Dammrau, Ron Dziagwa, **Ron Martin**, Ronald Serafinowicz, Russ Jones, Scott Woodworth, Sonny Durante, **Steven Green**, Terri Wolcott, **Thomas Branch**, Thomas Cowan, **Thomas O'Neill**, Timothy Marshall, Tito Sanchez, **William Hockett**, & **William Okruch**.

**Welcome
to our 9
first time
attendees!**

Cary Grant, ASAG President:

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

ASAG Web Site Visits in last 12 months – 2,963





Jim Anderson, ASAG Treasurer

Jim Anderson:

Starr Aviation donated \$485.20 to offset what we had donated to the PROTE (Portable Reduced Oxygen Training Enclosure) event.

Banquet contract is now complete.

The Banquet is coming up on February 7th, 2026 and **we would like to have volunteers help us with the Silent Auction.**

The Banquet contract has been signed with Phoenix Airport Hilton.

Move to accept Jim Anderson's Treasurer's Report: **Bob Holliday**

Seconding the motion: **Mark Giannini**

The members unanimously accepted the Treasurer's Report.



Treasurer's Report

Aviation Safety Advisory Group of Arizona
General Membership Meeting
For the period August 1st, 2025 to August 31st, 2025

Income

Contributions, Gifts and Grants

Corporate Donations

\$485.20

\$485.20

Total Income

Expenditures

Total Expenditures

\$0.00

\$485.20

Opening balance as of August 1st, 2025:

\$14,634.63

Balance on hand as of August 31st, 2025:

\$15,119.83

Aviation Safety Advisory Group of Arizona

\$15,119.83

James B. Anderson

Treasurer's Signature

Only activity in August was the Starr donation to cover the PROTE expenses - \$500 less fees net to ASAG \$485.20.

Requesting volunteers to help with the silent auction

- *Leads for donations
- *Collection of donations
- *Running the silent auction
- *Door prizes
- *Talking to guests about the items

PREVIOUS ASAG MEETING MINUTES



Jim Price, ASAG Secretary

Tom Cowan moved to accept the **August 2025** meeting minutes.

Sonny Durante seconded the motion.

The members unanimously accepted the **August 2025** Minutes.

The minutes are on our website, <https://asagaz.org/monthly-meeting-minutes>



Mailbox Address for ASAG?

Cary Grant: ASAG no longer has a PO Box. **Jim Anderson** said that for Corporate filings, we use Chris Henrichsen's personal home address. Our email address, arizonasag@gmail.com, is forwarded to Jim Anderson's email address.

We decided that we will use our email address, arizonasag@gmail.com, for contact purposes. **Jim Anderson** will distribute/forward as necessary.



Updates from Community Representatives



[Cory Geffre/Jake Helms, Scott Woodworth, Pima County Sheriff's Department, Aviation Jim Kennedy, Scott Joy, Jason Kaufman:](#)

Scott Woodworth: We have had 9 Laser Stikes in the past period. Several were in Tucson. Strikes were also reported in Safford (Graham County) and one in Bisbee Douglas (Cochise County).

If you are hit by a Laser, report it to ATC. When you fill out the Laser Report Form, there is a new section that asks, "Was there an effect on your flight?" If you select "No," they won't investigate it. Please check "Yes." You might have needed to raise your arm to protect your eyes, or you might have been distracted – those are effects on your flight.

Cary Grant: You were demonstrating a Laser that was modified with more batteries, and the laser was so strong that it actually burned holes in the divider. Does that modification increase the legal charges against the perpetrator? **Scott**

Woodworth: No. If the aircraft is harmed or crashes, the charges are increased to a Class 2 Felony.

Scott Woodworth: Shining lasers at aircraft, and particularly at the pilots, is serious and possibly life-threatening. Blinding pilots can cause a crash.

John Cramer: "I live 4 miles from Marana Airport. What can I do if I hear of a Laser strike?"

Scott Woodworth: A third-party report doesn't help us.

The best course of action is for the pilot to report the laser strike to ATC. Report with your location and the location of the offender.



KOLD interview with **Cary Grant**, Mar. 28, 2025 <https://www.kold.com/2025/03/29/arizona-ranked-sixth-nation-laser-strikes/>

KOLD interview with **Deputy Scott Woodworth**, Sep. 3, 2025

<https://www.kold.com/2025/09/04/record-number-laser-strikes-2025-southern-arizona/>

Ways for Pilots to Report Laser Incidents – Cary Grant:

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

1. Hit the transponder identification button as soon as pilots are aware of being Lased. This will mark the plane's position on the air traffic controller's radar scope, which may help law enforcement triangulate where the laser light is originating from.

2. Verbally alert ATC of the attack using the phrase "laser attack," including direction and location of the laser source, beam color and length of exposure (flash, pulsed or perceived intentional tracking).

3. Once on the ground, complete the [FAA-requested Laser Beam Exposure Questionnaire](#).

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

- [Report a Laser Incident](https://www.faa.gov/aircraft/safety/report/laserinfo/report_incident) at https://www.faa.gov/aircraft/safety/report/laserinfo/report_incident - or -
- You can download and complete the [FAA Laser Beam Exposure Questionnaire](#) (PDF) from your personal computer. Completed questionnaires can be saved and attached to an email to laserreports@faa.gov, or can be

printed and faxed to the Washington Operations Control Center Complex (WOCC) — (202) 267-5289 Attn: Domestic Events Network (DEN)

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

See <https://asagaz.org/> for more information.



Neil Davison and Christine Perry

Christine Perry: Our meeting was held last night [Sep 16], and we discussed safety. Most of us haven't flown for a while because it has been so hot. Fiesta will be held October 4 – 12 in Albuquerque.



CW5 Chris Hammond & Gary Jones

CW5 Chris Hammond: Ops normal. Nothing new to report.

Cary Grant: Please treat Picacho as if it were Class Delta.

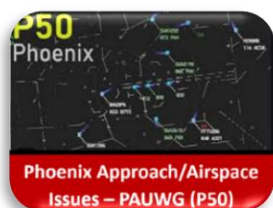
91.126 Operating on or in the vicinity of an airport in Class G airspace.

<https://www.ecfr.gov/current/title-14/section-91.126>

(d) Communications with control towers. Unless otherwise authorized or required by ATC, no person may operate an aircraft to, from, through, or on an airport having an operational control tower unless two-way radio communications are maintained between that aircraft and the control tower.

Class Delta airspace is usually an area extending from the surface up to a specified altitude (often 2,500 feet AGL), with a standard radius of 4.4 nautical miles (5 statute miles) around an airport with an operating control tower.

CW5 Hammond: Fire season training is done for the season.



Matt Schorman & Brandon Esquer (P50) Phoenix TRACON. LTC Palik (Luke 56 FW Safety), Bryan Eckenrode (U90) Tucson TRACON

Cary Grant: The 492nd Special Ops Wing is moving from Hurlburt Field, Florida to Davis Monthan AFB in Tucson. See <https://www.492sow.af.mil/>

Brian Eckenrode (U90): Special Ops will be bringing Pilatus and Osprey aircraft to Davis Monthan AFB. Brian asked all pilots to use flight following. This will help them remain clear of jump operations.

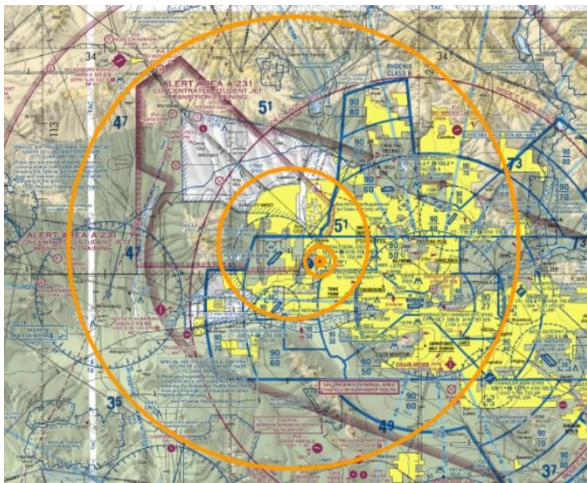
Brian Eckenrode (U90): Recently, prior to an Air Force jump operation near Benson, the Air Force failed to issue a NOTAM. When U90 reminded them of the need for a NOTAM, it was inappropriately listed under Fort Huachuca (FHU). This is not free-for-all airspace, and the Air Force needs to understand that. U90 is working with the Air Force to educate them.

Thomas Cowan: The Special Ops Headquarters (Wing) move will be completed in 2026. The real issue is workups and the transition to operational training.



Matt Schorman: Nothing to report. Don't maneuver in the **No Maneuver Zone**.

Keep your head on a swivel and don't rely on ADS-B to find traffic.



VIP Special TFR for the Charlie Kirk Memorial Service at State Farm Stadium in Glendale, Sunday, Sep 21.

30 NM Radius TFR, on the Phoenix VORTAC 282-degree radial at 19.9 nautical miles. From the surface up to but not including 18,000 feet MSL. **Times:** 11:00 AM until 4:30 PM, Sunday, Sep 21.

10 NM Radius No-Fly Zone, on the Phoenix VORTAC 282-degree radial at 19.9 nautical miles. From the surface up to but not including 18,000 feet MSL. **Times:** 11:00 AM until 4:30 PM, Sunday, Sep 21.

Affecting GEU, GYR, DVT, PHX, BXK, SDL, P19 and E68.



Matt Schorman: See <https://www.faa.gov/> for the SPANS for Operation Raincheck tour dates. Operation Raincheck is booked up for October and November. December will be advertised soon. The seminars start at 1800, and **they fill up fast!**



Cary Grant, SUMMARY: The comment period to the FAA will close on **September 19, 2025**. MOA expansion involves lowering the MOA floors to 500' AGL and in one case, down to 100' AGL. **Christ Nugent** asked **Cary** to send him his draft comments.

Please participate by sending your own comments to the FAA via email.

NOTE: To comment to the FAA

Email Submission: **The FAA prefers individuals to submit comments via email.**

Email: 9-natl-csa-public-notice-airspace@faa.gov

Please use the **Subject line:** "Airspace Study 24-AWP-91-NR, Arizona RSOP proposal"

Additional Instructions.

- Please include your name, physical address, and email address.
- Comments provided containing a factual basis supporting the views or recommended suggestions are most helpful.
- Comments received on or before (September 19, 2025), will be considered before final action is taken on the proposal.

Here is Cary Grant's Response:

September 17, 2025

Response to FAA request for public comment on U.S. Air Force Proposal to lower floors of Military Operations Areas (MOA) and military support of training that requires supersonic flight at lower altitudes.

Arizona Aviation Safety Advisory Group

The Arizona Aviation Safety Advisory Group is a 501 (c) 3 collaborating with all users of Arizona's airspace. We wish to support the Air Force's mission but feel the lowering of the MOA floors to 500 feet AGL, and in the case of the Tombstone MOA proposing 100' AGL, as is currently allowed in Jackal Low and Fuzzy, and proposing "adjusting the attributes to allow for supersonic speed at lower altitude" 1 are serious impediments to safe use of Arizona's airspace by General Aviation Pilots.

Our concerns are:

1. Current General Aviation flight instruction practice areas extensively use the airspace below the existing MOA floors as shown in Figure 1. The Gladden and Bagdad MOAs overlap the practice areas used by the Prescott area flight schools that include Embry-Riddle Aeronautical University, Leighnor, and Yavapai Community College. The proposed expansion of these MOAs will eliminate approximately 25% of the available airspace currently in use, and force flight activity into already saturated areas. This increases the potential for a mid-air collision which has happened multiple times among training aircraft in our state. The Prescott area also sits close to noise-sensitive areas, and the flight schools must be mindful of noise complaints over many of their eastern practice areas. Moving one quarter of the flight operations to other areas will only exacerbate the noise problem. Prescott Airport ranks fourth in the state behind Mesa, Falcon, and Phoenix Deer Valley, and is 24th in the nation for all airports for total traffic counts.

See Table 2. Student and general aviation VFR southwest cross-country flights to locations such as Wickenburg, Parker, Blythe, Yuma, and southern California will not be possible under the proposed MOA expansion.

2. The Outlaw MOA expansion will have a similar impact to flight operations using the airspace in the Southeast Practice Area as shown in Figure 1. This area is primarily used by pilots and dozens of flight schools based out of Gateway, Chandler, and Falcon Fields, but also sees use from flight schools and pilots based at any of the seven Phoenix area general aviation airports. These schools include University of North Dakota, Arizona State University, CAE Oxford Academy, ATP Flight Schools, California Aeronautical University, Aeroguard Training Academy, Sierra Charlie Flight Academy, United Aviate Academy, Lufthansa's Flight Training Academy, as well as many smaller training schools. Together, Falcon, Gateway, and Chandler account for 818,732 operations as shown in Table 1. The Phoenix area has four airports in the top 100 busiest in the nation, with Phoenix Sky Harbor 9th, Mesa Falcon 20th, Phoenix Deer Valley 21st, and Scottsdale 72nd. If we include Prescott, as previously mentioned, the state has five of the busiest airports in the top 100. Aviation Performance Systems, based at IWA, provides upset recovery training for various airlines and government operators globally. They operate a fleet of Extra 300s and jet trainers, operating southeast of IWA and are equally concerned with the mid-air collision potential with today's traffic intensity and the MOA expansion will impact them negatively. In addition, there are military contractor training providers using both Falcon and Gateway airports providing high speed flight maneuvering using the airspace around the Outlaw MOA. Also affected will be Superior Airport glider operations, training high school students for Glider ratings. It is located inside the western part of the Outlaw MOA. Figure 2 shows the traffic tracks for the Phoenix area during a 24-hour period. Figure 3 depicts the traffic out of IWA for a 24-hour period and as pointed out, over 800 aircraft a day transit below 5000'AGL in or near the western area of the Outlaw MOA. Figure 4 shows the area between Phoenix and Tucson and the gray circles show the Notice to Airmen for active parachute drop operations. Many of these operations are conducted by other government agencies and contractors operating around the clock. ASAG, the jump operators, FAA, and flight training providers are genuinely concerned about the potential for a mid-air collision between aircraft and jumpers and we have an extensive education program in place to try and mitigate the risk. The expansion of the Outlaw MOA will force more aircraft into an already dangerous airspace.

3. ASAG is concerned about access to any airport underlying the MOA. Many of these airports are used for student cross-country training as well as by other general aviation pilots. Under the proposed lowering of the floor to 500 feet AGL, VFR access to these airports is almost impossible and is impossible under IFR if the MOA is active. Numerous backcountry airstrips are used by slow-moving aircraft that generally operate between 1000 to 2000 AGL. Access will be impossible for these pilots. The mountains east of IWA are used annually in the spring for wild-land fire training with extensive flight training taking place for air-attack lead and bomber pilots.

4. Due to the floor of the MOAs being lowered to 500 AGL and lower, ASAG is concerned about the extent of supersonic flight within the MOAs. With the large amount of training activity by both military and civilian pilots in and around the MOAs, the task saturation, and demands of maneuvering flight will leave truly little time for pilots to devote to traffic awareness or avoidance. Will pilots be counting on Air Traffic Control to separate VFR traffic in the MOA? This will not be possible when aircraft are maneuvering below ATC's RADAR coverage at 500 feet AGL. Using Luke AFB's own Mid-Air Collision Avoidance charts, see Figures 5,6, and 7, and speeds for the F-16, the time to see and react to a target is 12.5 seconds. This presumes clear conditions and clearing for traffic. These numbers cannot be counted on while maneuvering, at higher speeds, at lower altitudes, with terrain and ground clutter obscuring the view of other airplanes. How do supersonic speeds affect the times shown in Figure 7? Will a civilian or military pilot have any hope of picking up a converging aircraft? Very unlikely.

5. According to the FAA's FY2024, see Table 5, Albuquerque Center has experienced a 40% increase in Loss of Standard Separation counts ranking among the highest centers in the country along with Salt Lake City, Chicago, and Boston. The majority of the MOA expansion is within Albuquerque Center's area of responsibility and there has been little increase in manning levels as shown in Table 6.4

ASAG wishes to support the U.S. Air Force's mission; however, the proposed expansion of the floors to 500 AGL, and in the case of Tombstone to 100 AGL, and aircraft maneuvering at supersonic speeds, creates hazards for which we do not see a safe way of mitigating the risks and we cannot endorse this plan as it is currently proposed.



Cary B. Grant, President, Arizona Aviation Safety Advisory Group

[P08 \(Coolidge\) and 1A20 \(Bishop\) – Tom Cowan & Justin Hodge:](#)

[Tom Cowan:](#) Discussed the memorial service on Sep 21. Expect road closures because of ground movement.

[Cary Grant and Tom Cowan:](#) Sept 21 TFRs: Do not fly!

Secret Service has their work cut out for them.

The RAF Seminar will be held at CAU at Falcon Field and Dave Kitts has agreed to host it. The seminar will be on Friday, Nov 7 at 1300. Cary will take care of the SPANS. It is suggested that the meeting would be hybrid. This would help people in the UK attend (2100 UK time)

The Annual Jump Seminar will be held at Marana. Cary has a sponsor for that. Let's look at March or April for this event. Coolidge will not jump during Pancake Breakfast events.

The "15 Key Points of Military Parachute Training — for Pilots" can be found at:

https://www.faasafety.gov/files/events/WP/WP07/2025/WP07134455/15_Key_Points-Military_Parachute_Training_for_Pilots-Thomas_Cowan_-_2025-01-03.2.pdf



[Mark Giannini:](#) No major event in the next month or so. November 8, we will have Desert Thunder at Lake Havasu.

[Mark](#) expects cemetery formation flyovers on Veterans Day.



[Fairfax O'Riley:](#) Not Present



[Michael Rutledge & Hunter Wall:](#) Not Present



Jim Timm & Craig
Tompkins

ASAG Accident & Deviation Report

Mid-AUG through **Mid-SEP** 2025

Accident Report & Pilot Deviation Summary



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

The Accident/Incident report is a bit shorter than last time, but again, the number of FAA reported incidents were significant.

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

8/14 NOSE GEAR COLLAPSE @ FFZ



Source: FAA Incident

Location: Mesa Falcon Field (FFZ)

Type: Pipistrel Alpha

Injuries: 1 Uninjured

Pilot info. Comm/CFI Pilot

The aircraft experienced a nose gear collapse and prop strike upon landing. The aircraft was towed to the ramp and there was no damage reported to the airport property.

8/18 OPEN DOOR @ GYR



Source: FAA Incident
Location: Goodyear Airport (GYR)
Type: Vans RV-10
Injuries: 1 Uninjured
No Pilot Information

Shortly after departure the pilot reported an open door and made a safe landing. After landing a window was discovered missing and was found in the RWY Safety Area.

8/18 GEAR COLLAPSE @ FFZ



Source: FAA Incident
Location: Mesa Falcon Field (FFZ)
Type: Beechcraft Musketeer
Injuries: 2 Uninjured
Comm/CFI Pilot

The nose gear of the aircraft collapsed during landing which resulted in a prop strike.

8/24 EMERGENCY LANDING near Taylor



Source: ASN
Location: Near Taylor
Type: Cessna 120
Injuries: 2 Uninjured
No Pilot Information

The Cessna ran out of fuel and landed in terrain off an airport.

8/24 TAXI EXCURSION @ PHX



Source: FAA Incident
Location: Phoenix Sky Harbor Airport (PHX)
Type: Cirrus SR22T
Injuries: Unknown Uninjured
Private Pilot

The Cirrus was observed taxiing on the airport infield, then corrected, and departed on the assigned RWY without incident.

8/25 TAIL STRIKE @ TUS



Source: FAA Incident
Location: Tucson International (TUS)
Type: Cessna 172
Injuries: 1 Uninjured
No Pilot Information

The Cessna experienced a tail strike while departing, and landing. The aircraft then taxied to the FBO and reported damage to the tail guard.



1 Near Midair Collision (NMAC's) AUG 13 – SEP 11

8/9 @ Goodyear Airport (GYR)

A Van's RV-7 was departing and was given a left downwind departure, and a Diamond Aircraft was on the downwind to the same RWY. The RV-7 started his left turn early, and it appeared to the controller that he may be in conflict with the Diamond on the downwind. When queried by the controller, the RV-7 provided his altitude, and that he had the Diamond in sight, and it was passing behind him.





In the reporting period from **August 13, 2025** through **September 11, 2025** there were **18 pilot deviations** reported by the FAA SDL FSDO. These deviations were committed by pilots with certificates ranging from **Student Pilot** through **ATP/CFI**, and there were **5 out of state pilots**, **1 foreign pilot**, and **1 military helicopter pilot** that committed these deviations. Of the eighteen deviations reported, there were **8 Brashers issued**.

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

"The Brasher" – A Brief History

On August 13, 1985, Captain Jack Brasher, who was also a Major General in the Arizona Air National Guard, was the pilot in

command of Republic Airlines Flight 77 from Chicago O'Hare (ORD) to Minneapolis-Saint Paul (MSP). During the flight, with the First Officer at the controls during a climb, the crew deviated from an assigned altitude by 700 feet; however, they quickly recovered to the correct altitude. At the time of the event, no mention of a potential pilot deviation was made to the crew. In fact, Captain Brasher was unaware that the FAA had any concern regarding altitude non-compliance. It was not until almost six months and 150 flights later, Captain Brasher received notification from the FAA of a Notice of Proposed Certificate Action. During the investigation, when asked about the flight, Captain Brasher replied that he had no recollection of the flight, or any events associated with the flight. This event, and the subsequent investigation, served as the catalyst for the current FAA Order JO 7110.65, Air Traffic Control, paragraph 2-1-27, Pilot Deviation Notification, also known as the "Brasher Notification."

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



Maj Gen Jack Brasher

Obviously, pilots don't get the message to be more careful in their flying. Some of these deviations could be attributed to out-of-state pilots that may not be accustomed to flying in some of the complex/ crowded airspace that we have here in Arizona.

I would certainly like to think that the information presented has been valuable to the pilots out there and will make them safer pilots.

Pilots must listen carefully to ATC instructions and comply with them, and if they can't comply, tell ATC why they can't. Also, when flying in controlled airspace, pilots should never do something on their own but always talk to ATC before they do anything that may differ from the instructions given. Pilots must always be aware of what type of airspace they are flying in, or maybe about to enter, and know what may be expected of them. Always observe the airport, and runway markings, and signs and obey them. Fly with care and forethought, don't be part of the problem.

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

- 2 IFR Deviations 2 Brashers
- 5 Class Bravo Airspace Deviations 1 Brasher
- 3 Class Delta Airspace Deviations 2 Brashers
- 5 Runway Incursions 3 Brashers
- 3 Surface Incidents No Brashers



2 IFR DEVIATIONS & 2 BRASHERS

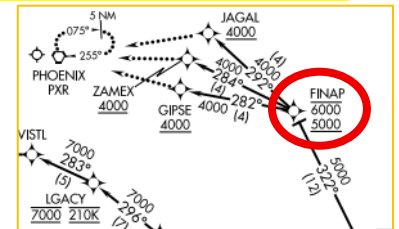
8/17 IFR ALTITUDE DEVIATION



ATP/Cfi Pilot **out of Florida**

Phoenix TRACON (P50)

The Gulfstream was inbound to PHX via the PINGG arrival and descended through 5,000 to 4,700. The controller recognized a problem and issued a climb to maintain 5,000. The Gulfstream continued the flight and landed safely at Sky Harbor. **PHX ATCT issued the Brasher to the pilot after landing.**



8/25 IFR ALTITUDE DEVIATION

Foreign Pilot, no Pilot Certification Available

Phoenix TRACON (P50)

The Citation climbed above his assigned altitude of 4,000 feet, resulting in a loss of separation with an air carrier inbound to Phoenix Sky Harbor. The Citation was later climbed to 6,000 and put on course. **The TRACON controller issued the Brasher prior to a frequency change.**



5 CLASS BRAVO AIRSPACE DEVIATIONS & 1 BRASHERS

Entering Class Delta Airspace Without Having Authorization

8/14, Phoenix TRACON (P50)

Private Pilot

A Piper pilot violated the Phoenix Class Bravo Airspace, and there was no loss of separation.

8/31, Phoenix TRACON (P50)

Private Pilot out of California

The Mooney violated the Phoenix Class Bravo Airspace by transitioning from the northeast towards the southwest, and the aircraft crossed over Phoenix Sky Harbor Airport without radio communication with PHX ATCT or the TRACON. It was tagged as an airspace violator by a controller at the TRACON, and the aircraft callsign was obtained through ADS-B data. Communication attempts were made by the TRACON on the Guard frequency and the PHX ATCT frequency without any response. The aircraft could not be visibly located, as it appeared to have its lights off. The aircraft continued to fly southwest bound. **A Brasher warning could not be issued.**

9/1, Phoenix TRACON (P50)

Private Pilot

The Bonanza departed Chandler airport VFR squawking 1200 and was northbound. They climbed to 6,500 ft. into the 4,000 – 9,000 shelf of the Phoenix Class Bravo Airspace without first receiving a clearance. When they were level at 6,500 feet, they called the Phoenix TRACON for flight following to Payson. **They were issued the Brasher warning.**

The pilot stated the ink was smeared on his pilot certificate and he didn't know the number.

9/4, Phoenix TRACON (P50)

Private Pilot out of Massachusetts

The Carbon Cub entered the Phoenix Class Bravo Airspace without authorization. The location was Tolleson.

9/6, Phoenix TRACON (P50)

Commercial Pilot

The Pipistrel flew into the Phoenix Class Bravo Airspace at 4,500 ft. in the 3,400 – 9,000 ft. box northeast of PHX.



3 CLASS DELTA AIRSPACE DEVIATIONS & 2 BRASHERS

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

8/23, Chandler Airport (CHD)

Student Pilot

A Piper entered the Chandler Class Delta Airspace from the north at 2,600 ft and exited the airspace at 2,800 ft on the south without first contacting Chandler ATC. The Phoenix TRACON was notified, and they were able to communicate with the Piper, and they had the Piper contact the Chandler tower. **Chandler tower issued a Brasher notice to the pilot who was on a student solo flight.**

8/31, Phoenix Deer Valley Airport (DVT)

Commercial/CFI Pilot out of California

The Cessna was approximately five miles southwest of Deer Valley Airport, and the aircraft entered the Deer Valley Class Delta Airspace without first establishing communication with a Controller. Multiple attempts were made to contact the Cessna, and communication was eventually established. Once contact was made, the aircraft was issued a landing clearance and the Cessna landed without incident and taxied to parking.

9/6, Scottsdale Airport (SL)



Private Pilot

A Bonanza entered the Scottsdale Class Delta Airspace without establishing two-way radio communications. Scottsdale ground control contacted Deer Valley ATC to advise them of the situation and requested that Deer Valley issue a Brasher warning to the Bonanza upon its landing. **Deer Valley Tower issued a Brasher Warning to the Bonanza.**



RUNWAY INCURSIONS

5 RUNWAY INCURSIONS & 3 Brashers Entering A Runway Without Authorization



8/11, Scottsdale Airport (SDL)

ATP Pilot

The tower controller instructed the Gulfstream to line up and wait, and the read back was correct. The Gulfstream began the departure roll, and the controller observed the Gulfstream rolling and issued a takeoff clearance. After the Gulfstream was airborne, the pilot asked if they were initially given a takeoff clearance, and the controller let them know they were not. **The Controller issued a Brasher.**



8/13, Flagstaff Airport (FLG)

Private Pilot

The Piper did a full stop and taxi back, and on the taxi back they requested taxiway A2. He was given, taxi to A2 and was told how many feet of RWY was remaining. The Piper then proceed directly onto the runway at A2, and attempted to takeoff. The aircraft was advised they were not cleared for takeoff. and they taxied to A3, and off the RWY. Another aircraft was on a right base to the RWY. **A Brasher was issued.**



8/14, Mesa Gateway Airport (IWA)

Commercial/CFI Pilot

The deviation was reported when the Piper was only cleared to land, with a good read back. However, after landing the aircraft, started to take off again as part of a touch & go procedure.



8/17, Mesa Falcon Field (FFZ)

Student Pilot

A Piper was holding short at the end of the RWY, waiting to cross to parking. A student solo was holding short of the approach end of the RWY waiting to depart, and another aircraft was on a 1- 1/2 mile final. The controller issued crossing instructions to the Piper and received two read backs. The controller once again instructed the Piper only to cross and again received two read backs. At this point, the ground controller noticed the Piper crossing at the departure end and informed the controller. The controller responded by sending the aircraft on final around. The aircraft holding for takeoff had mistakenly taken the instructions for the Piper and had crossed the runway. The controller then instructed the student to continue the crossing, make a 180° turn, and hold short of the RWY. The student then reached out on the Ground Control frequency and was reissued the Hold Short instructions. Upon receipt of the read back, the student was instructed to monitor the tower.



8/18, Mesa Gateway Airport (IWA)

Commercial/CFI Pilot

The Piper called the controller inbound requesting multiple touch and goes. The controller instructed the Piper to enter left base for the left runway, and the read back was correct. On short final for the left runway, the Piper asked the controller if they were cleared to land on the left runway. The controller replied, "Affirmative, cleared to land" but the Piper conducted a touch and go. **The controller issued a Brasher warning.**

Surface Incidents

3 & 0 Brashers



LANDING ON THE WRONG RUNWAY 8/13, Mesa Falcon Field (FFZ)

Commercial/CFI Pilot

A Stearman landed on a taxiway after being cleared to land on the adjacent RWY. The Stearman overflew two aircraft: A Cessna and a Piper who were both holding short of the RWY. No other aircraft were utilizing the taxiway as the Stearman completed its landing roll out and taxied to the ramp without further incident.



FAILURE TO FOLLOW TAXI INSTRUCTIONS 8/14, Mesa Gateway Airport (IWA)

Commercial Pilot out of Florida

The Mitsubishi Turbo Prop was instructed to taxi to the RWY via Taxiway Y, Y2, B, and to hold short of taxiway G, with a good read back. The Mitsubishi was observed taxing on Taxiway Y directly to Taxiway G. Ground Control attempted to hold the Mitsubishi before entering Taxiway G, but they were not on frequency or failed to respond. The Mitsubishi was observed turning onto Taxiway G and then contacting the tower for departure.



WRONG SURFACE LANDING

8/20, Tucson International (TUS)

No Pilot Information (Military Pilot)

The controller had cleared the Blackhawk Helicopter for the option on RWY 12 and approved a sidestep to the Jet Center. When the Blackhawk was on an approximate 1/2 mile final for the RWY, the pilot advised the controller that they were breaking off the RWY arrival and heading directly to the Jet Center. The

controller informed the Blackhawk that landing at the Jet Center would be at their own risk. The pilot read back their callsign, and the Blackhawk landed on a taxiway in front of an airplane taxiing south on the same taxiway.



Cary Grant: Reference the Blackhawk helicopter that landed on a taxiway instead of the Jet Center at Tucson, "I am amazed."

David Kitts: I am amazed at the Stearman that landed on a taxiway didn't get a Brasher.

Cary Grant: There were a significant number of events in a short period of time.



Old Business



Banquet Photos

2025 Banquet photos are available at <https://photosgranted.zenfolio.com/asag25>
Also see <https://asagaz.org/> (scroll down)



FREQUENCY PROJECT

[Lee Unger, Cary Grant, Jim Anderson, and Brian Stamper, PhD](#)

Lee Unger: We are waiting for a response from the FCC. (Still under review). Filing details are available at: <https://www.fcc.gov/ecfs/filing/status/detail/confirmation/202411243058128095>



SCAUWG <https://scauwg.org>
Southern California Airspace
Users Working Group

[Lee Unger](#)

SCAUWG meeting main point of discussion was 29 Palms Expansion of their Special Use Airspace North and East of 29 Palms which will include Lake Havasu. The draft EA is available online at [29PalmsPSUA](#)
or <https://www.29palmspsua.com/Alternatives.aspx>.

Mike Jesch asked the FAA for an extension to the comment period (ended 15 Sep).

Lee thanked Chris Nugent for this help with the 29 Palms Expansion comments.

Annual California Pilot's meeting will be held Oct 18. See their website for more information <https://calpilots.org/>



MARANA REGIONAL AIRPORT (AVQ) UPDATE

[Galen Beem \(AVQ Superintendent\), Tito Sanchez, Sonny Durante & Lee Unger](#)

Tito Sanchez: Marana plans to have an operational Control Tower in 2028.

Environmental studies are at the airport manager's office. Contractors are being sought after.

Jim Timm wondered if the tower would be prefabricated. No one knew the answer to that.



Cary Grant: There continues to be a lack of professionalism in the area, with lots of cat calls.



Pilot Counseling – Bob Holliday, ASAG’s Chaplain

The New Mental Health in Aviation Act was passed. The government is much more supportive of pilots who seek help.

See: <https://www.aopa.org/news-and-media/all-news/2025/june/11/pr-aopa-commends-house-committee-passage-of-the-mental-health-in-aviation-act#:~:text=The%20Aircraft%20Owners%20and%20Pilots%20Association%20%28AOPA%29%20commended,mental%20health%20is%20addressed%20in%20the%20aviation%20community.>

We all should learn about this.

Cary Grant: Bob’s email has been hacked. If you receive an email from Bob, ensure that it’s really his email, pastorbobh@comcast.net. As your Chaplain, if anyone would like to contact me to confidentially discuss any personal issues, you can email me at pastorbobh@comcast.net



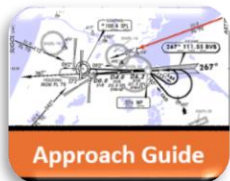
Lee Unger, Eric Fahrner & Craig Tompkins

Find next meeting <https://aftw.org/next-meeting/> Tuesday November 11, 2025 04:00 PM MST (2300 GMT)

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

Brent Crow’s Safety Summit for Sep 19 has been cancelled.

Brent Crow will be in Prescott Sep 25 where he and Cary will be giving a seminar on CFIT.



Cary Grant: AFTW is still working on the Approach Guide for how and when pilots should make approaches around the state. The Approach Guide is for best practices for approaches around the valley, such as the best time get an approach. If you have any of that nice to know information, send it to **Cary Grant**, arizonasag@gmail.com and he can add it to the Handbook. **CLICK ON this link:** https://docs.google.com/document/d/18Jpf9d9g-THIsu2Yg7IRcdxkq7D_D5DrXoljNBT34Q/edit?tab=t.0 for the Recommended Procedures for Practice Instrument Approaches in the Phoenix Area Google Doc, (Work

in Progress). **If you know people in the flight schools, please get the word out.**

If you are willing to volunteer to help with this project, email Jim Pitman JimPitman@gmail.com



Jim Anderson & Lee Unger

Very little progress on Video Project. **Jim Anderson** said that the workgroup needs to have a meeting and accelerate the pace.

From the Flight Deck Videos Currently Available for Arizona Airports:

Grand Canyon (GCN) <https://youtu.be/db8n0fuBwJE?si=RZoZG7DQmByTFWG2> & <https://www.faa.gov/gcn>

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>

Due to construction, the **Tucson** video has been removed

Chandler Airport (CHD) <https://youtu.be/lvMF-jFDDhM> & <https://www.faa.gov/CHD>

Casa Grande and Coolidge working on the LTAs. Thanks to [Matt Schorman](#) for referring our workgroup to two people with the FAA Albuquerque Center who are going to meet with [Alberto Garcia](#), who has been in our meetings. They will work on the LTAs. The LTAs will address the **Stack procedures** and Jump Operations in that airspace.



Lee Unger

It is a fluid situation. No Updates. For Tucson International Airport (TUS) Long-Term Airfield Changes, click on <https://www.faa.gov/tus> "Check the NOTAMs and listen to ATIS closely for closed surfaces and other pertinent operational information."

Check KTUS NOTAMS here: <https://notams.aim.faa.gov/notamSearch/disclaimer.html>

See [KTUS Airfield Safety Enhancement](#)



Chris Nugent, APA President – Airport User Fees:

It is quiet at the moment. Current legislation is progressing.

Part 108 notice of proposed UAS line of sight operations. Comments need to be in by 6 October.

- Pilot and Aircraft Privacy Act – Sen. Ted Budd (R-NC) and Rep. Bob Ounder (R-Mo) have introduced Bills S.2175 and H4146, titled the Pilot and Aircraft Privacy Act which is intended to address growing concerns about the misuse of FAA mandated ADS-B technology. This legislation, introduced in June 2025, would:
 - Prohibit the use of ADS-B to identify any aircraft for the purpose of collecting fees from pilots or aircraft owners.
 - Limit the use of ADS-B to its intended purposes of improving air traffic safety and efficiency.
 - Expand to all federal, state and local entities, a provision in the FAA Reauthorization Act of 2024 preventing investigations from being initiated based solely on ADS-B data.
 - Require public-use airport owner/operators to disclose the impact of any new fees on general aviation and related businesses and require collected revenue to be used for airport airside safety improvements.
- APA and the Arizona Aviation Safety Advisory Group (ASAG) have authored a joint letter urging the Arizona legislature and Congressional representatives to support this national level legislation or enact similar legislation at the state level. We will keep you updated on the feedback from our legislators.
- FAA Notice of Proposed Rulemaking (NPRM) – Unmanned Aerial System (UAS) Beyond Line of Sight (BVLOS) Operations – On August 5, 2025, the FAA released proposed rules to allow UAS weighing up to 1,320 lbs to fly beyond visual line of sight (BVLOS) of the operator. The current Part 107 UAS rules do not allow BVLOS without a waiver. This is a complex set of rulemaking which covers 647 pages in the NPRM. Here are a few highlights:
 - Enables a wide range of VLOS operations including package delivery, aerial survey/inspection, agriculture, public safety and flight testing.
 - Operations will be restricted to altitudes at or below 400 feet (consistent with current Part 107 UAS rules)
 - Airman certificates will not be required for Part 108 operations as the UAS systems covered by this NPRM will be autonomous with limited operator interface. This is different than Part 107 which requires the UAS operator to have an airman certificate.
 - BVLOS UAS will be required to have Detect and Avoid (DAA) capability that will enable them to automatically detect and avoid other "cooperating aircraft" which includes other UAS and manned aircraft reporting their position via ADS-B.

- However, the proposed rule grants the BVLOS UAS the right of way over FAR Part 91 aircraft that are not equipped with ADS-B out. **This means that if you are operating a balloon, glider, ultralight or GA aircraft without ADS-B capability in the vicinity of a BVLOS operating area you are required to see and avoid UAS.** As you know this would be difficult if not impossible. The FAA does plan to define new requirements for portable low-cost electronic conspicuity (EC) device that can be used by manned aircraft to retain the right- of-way over a Part 108 UAS. However, until the EC or portable transponder technology is approved by the FAA this provision of the rulemaking presents an unacceptable risk to manned aircraft.
- APA will be reviewing the full NPRM and provide comments by the 6 October 2025 deadline. We encourage you to make individual comments as well to ensure thorough feedback from GA community. Comments can be submitted via [Regulations.gov](https://www.regulations.gov) using docket number FAA-2025-1908.
- Arizona SUA/MOA Changes – as we reported last September, the USAF has proposed to change the majority of the MOAs in Arizona to expand footprints, lower operating altitudes allow use of flares and supersonic flight down to 5,000 AGL in the Tombstone, Outlaw, Jackal, Morenci and Reserve MOA's.
- APA, ASAG and a number of other general aviation organizations submitted comments and voiced their concerns over the flight safety impacts of these changes. You can find the [APA comment letter here](#).
- The FAA is conducting a separate study of the USAF proposal and has requested that the aviation community submit comments by 19 September 2025. You can find the [FAA request for public comment letter here](#).
- The US Marine Corps has also recently requested comments on proposed changes to SUA adjacent to the Marine Corps Air Ground Combat Center, Twentynine Palms, CA. This proposal encompasses SUA to the East of Twentynine Palms and establish new permanent Restricted Areas and MOAs and establish a new MOA. Although a majority of this airspace is located in California, the existing Turtle MOA extends into Arizona and encompasses Lake Havasu City (KHII). Comments are due by 15 September 2025. You can find the [USMC request for public comment letter here](#).
- APA will be submitting feedback on both the FAA and USMC request for comments by the required due dates. As with the FAA Part 108 NPRM, we encourage you to make individual comments as well to ensure thorough feedback from GA community.

Christine Parry: We are involved in the comments.

Cary Grant: ASAG needs to get involved in the comments.



APAs Scholarship program deadline is Oct 31. See our website <https://azpilots.org/pilot-info/scholarship-program> to find the application.

Open to students 16 to 25, for Pilots, A&P, ATC and Airport Management.

Cary Grant

Pilot Controller Forums are finished for 2025.

Cary Grant

Color Codes for departures and arrivals at some airports are those procedures for flight school pilots only. See attachment to the email.



New Business

Avigation Easement

Rich Lee:

All town/city/county planning commissions should be approached and asked to add "Avigation Easements" to all "new" developments in the vicinity of an airport or on

the approach/departure corridors to/from the airport.

An "avigation easement" is an easement or right of overflight in the airspace above or in the vicinity of a particular property. It also includes the right to create such noise or other effects as may result from the lawful operation of aircraft in such airspace and the right to remove any obstructions to such overflight. [Adams v. United States, 230 Ct. Cl. 628 (Ct. Cl. 1982)]

Here is a sample Easement: [Faa.gov/sites/faa.gov/files/airports/central/airports_resources/forms/RPZeasement.pdf](https://www.faa.gov/sites/faa.gov/files/airports/central/airports_resources/forms/RPZeasement.pdf)

The City of Chandler put Avigation Easements in the contract of all new home buyers in close proximity to CHD. This helps prevent noise and overflight litigation. Getting this in your city starts at City Government.



Doors open at 5:00 pm.

Banquet starts at 6:00 pm.

Phoenix Airport Hilton, 2435 S 4th St., Phoenix, AZ

Jim Price will develop a flyer for the Banquet after receiving Bob Mittelstaedt's bio and photo.



Bob's presentation will be **"Airplanes, Submarines and Non-flying Partners and Spouses."**



Cary Grant: General Aviation Awards window opened Aug 1. You can now nominate.

Monthly Meeting WINGS Credit – Alexander Peña



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



Arizona Pilots Association monthly newsletter

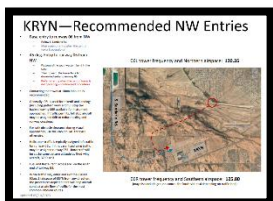
<https://azpilots.org/pilot-info/newsletters>



Northeast Phoenix No Maneuver Zone poster

by Bob Mittelstaedt. Download at: [7/2024/WP07130353/NE Phoenix No Maneuver Zone 05-18-24.pdf](https://azpilots.org/pilot-info/newsletters) or ASAG's website <https://asagaz.org/posters-campaigns>

Please print and share the flyer at your airport and publish the link in your print products and on social media.



Ryan Airfield Recommended NW Entries, by Brian L. Stamper, PhD, FAAS Team Representative.

https://aftw.org/wp/wp-content/uploads/2024/08/RYN_NW_Entry_Procedures.pdf

Ryan Pilot Checklist by Geoff Kusel, Air Traffic Manager, Ryan Field Tower . <https://aftw.org/kryn-operations/>



"Know Before You Go!! Parachute Operations at Marana Regional Airport (KAVQ)" by Sonny Durante

and the Parachute Operations Safety Workgroup, directed by **Dr. Thomas Cowan.**

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

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



Greater Tucson Practice Areas (TUS, AVQ & RYN) by Brian Stamper, PhD

https://www.faasafety.gov/files/notices/2018/Nov/Tucson_Practice_Areas.pdf



VMC & IMC CLUB MEETINGS – Alex Peña: Their next meeting is **Oct 7, 2025.** VMC

begins at 6:30 pm and the IMC Club meeting follows. [Chandler Municipal Airport Terminal Meeting Room, 2380 S Stinson Way, Chandler, AZ 85286](https://www.chandleraz.gov/2380/S-Stinson-Way) Look for the SPANS on www.FAASAFETY.gov



Arizona Flight Training Workgroup AFTW <https://aftw.org/>

The Next AFTW Meeting - Tuesday, Nov 11, 2025 04:00 PM MST (2300 GMT)

Find the next AFTW meeting at <https://aftw.org/next-meeting/>

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

Thanks to Jim Pitman for "Arizona Flight Training Workgroup (AFTW) Pilot Brief" linked here

<https://aftw.org/brief>

Please share this information with all Pilots, including Instructors, DPEs and Flight Schools who operate in Arizona. Please join us at AFTW meetings. Everyone interested in improving flight training safety in Arizona is invited to participate.

Meetings are held via Zoom on the **2nd Tuesday at 4:00pm every other month (odd months, Jan, Mar, May, Jul, Sep, Nov)**.

Click [HERE](#) to register for one or more future meetings.

You can access previous meeting recordings and minutes [HERE](#).



Phoenix 99's meet the 2nd Wednesday of each month (except June and July) at [Jackson Jet Center](#), (formerly Swift Aviation), located at [2710 E. Old Tower Road](#) on the South side of Sky Harbor Airport. Website at <https://phx99s.org/> **Reference:** [Karen Hausteen](#)

CITY OF PRESCOTT ARIZONA
PRESCOTT REGIONAL AIRPORT
Ernest A. Love Field

PRESCOTT AIRFEST

— 2025 —

Join Us!

- ✓ Airplanes on Display
- ✓ Food Trucks
- ✓ Military Presence
- ✓ Prescott Fire Department's "Touch-the-Truck"
- ✓ Copperstate Ambulance's "Touch-the-Truck"

Saturday, October 4th, 2025
Start At : 11:00am - 3:00pm
Entry:
6110 Wilkinson Dr., Prescott, AZ 86301

WANT TO HELP US GROW AIRFEST?
DONATE OR SPONSOR!

Contact Us
928-777-1114

Email Us
kellie.worthen@prescott-az.gov

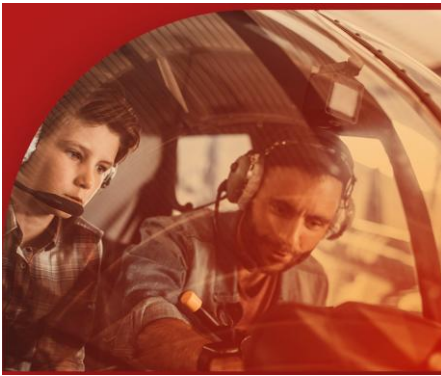
Oct 4, AirFest, Prescott

<https://airport.prescott-az.gov/news/prescott-airfest-2025/>



Nov 1, Safford Airshow

<https://flysaafford.com/airshow/>



Nov 8, Above and Beyond Flights – Arizona Charity Family Fly Days, Chandler Airport

<https://aboveandbeyondusa.org/>



ASAG's next meeting will be **Oct 15 (3rd Wednesday in August)**, at **12:00 noon, MST (Arizona time)**.

Click on this Link to Register in advance for the October meeting:
<https://faavideo.zoomgov.com/meeting/register/DZMsytv6QpOfgb8UnojGlw>



Motion to adjourn: **Jim Timm**.

Thomas Cowan seconded the motion.

The meeting ended at **2:26 pm**.

ASAG's email arizonasag@gmail.com



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