



# MEETING MINUTES

<https://asagaz.org>

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



## Dec 17, 2025

### 76 attended:

Alexander Kocksch, Alexander Peña, Andrew Taussig, Ben York, Bob Katz, Bob Holliday, Bob Mittelstaedt, Carter Teeters, Cary Grant, Chris Nugent, **Christian Jordan**, Christian Locher, Christian Webb, Christine Perry, **Christopher Specht**, Christine Perry, **C J deVries**, **Cole Richardson**, Craig Tompkins, Dan Fuller, Daniel Weimer, David Kitts, DeWitt Gibson, Ed Daror, Ernest Copeland, Ethan McQuown, Felix Hernandez, Frank Frassetto, George Hamaty, George Schmillen, **Ian Tarrago**, James Price, James Timm, Jim Anderson, John Cirino, John Santarosa, John Varljen, Julian Fruhling, Karen Hausteen, Ken Enger, Kenneth Winter, Lee Unger, Mark Giannini, **Martin Ament**, Matt Corrigan, Matt Higginbotham, Michael Juilfs, Michael Mohle, Mitchell Raab, **Ned Richer**, Neil Davison, Pamela Stephan, **Paul Nolastname**, Paul Rowley, Peter Troccoli, Phil Corbell, Phillip Fowler, Randell Meyer, Rich Wayne, Richard Lee, Rodney Holberton, Rolf Dammrau, Ron Dziagwa, Ron Erkens, Ronald Serafinowicz, **Sam Tomaine**, Savannah Ivanitski, Scott Grane, **Scott Stren**, Scott Woodworth, Sonny Durante, Stanley Trachta, Tito Sanchez, **Warner Harper**, Wes Waddle, & Yi Sak Kim

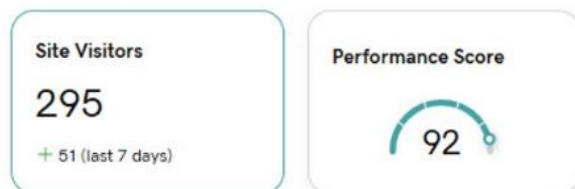
**Welcome  
to our 11  
first time  
attendees!**

### 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

### ASAG Web Site Visits Last 12 months – 2998





**Aviation Safety  
Advisory Group**  
(<https://asagaz.org>)  
and the Scottsdale  
FSDO present . . .



## **The 52nd Annual Arizona Safety Awards Banquet**

**Saturday, February 7, 2026  
Phoenix Airport Hilton  
2435 S 47<sup>th</sup> St Phoenix, AZ  
(Southeast of Phoenix Sky Harbor)**

### **The Awards Presentation Features**

- *AZ Flight Instructor of the Year*
- *AZ FAAS Team Representative of the year*
- *AZ Maintenance Technician of the year*
- *AZ Air Traffic Communicator of the year*
- *AZ Airport Safety Award*
- *Ruth Reinhold Award (presented by the Arizona Pilots Association)*

### **Keynote Speaker – Bob Mittelstaedt**



Bob studied Mechanical Engineering at Tulane University and, through NROTC, earned his Private Pilot License and a Navy officer commission. After five years "seeing the world" on nuclear submarines he left active duty for The Wharton School and an MBA. Then, while with a consulting firm for two years he resumed flying and earned Commercial, Multi-Engine and Instrument ratings. He then returned to Wharton for a 31-year career in Philadelphia while co-owning airplanes and flying for business and family vacations all over the country.

He was a consultant to the Nuclear Regulatory Commission to help design the investigation of the Three Mile Island nuclear accident. This spurred interest in accident chains in a variety of situations and industries, including aviation. He collected examples for years; tested concepts with executives and in 2004 wrote *Will Your Next Mistake Be Fatal? Avoiding the Chain of Mistakes That Can Destroy Your Organization*. The book includes several aviation mistake chain accidents.

From 2004 to 2013, Bob was the Dean of the W. P. Carey School of Business at ASU. Over 40 years he served on numerous boards of directors and was a founding investor and board member of Innovative Solutions & Support, a mid-size avionics company, providing support for military, commercial and business aviation markets.

He has volunteered with the Deer Valley Pilots Association and as the AOPA Airport Support Network Volunteer at DVT for over 15 years. He is a recipient of the FAA's Wright Brothers Master Pilot Award.

His talk will address the importance of identifying and mitigating mistakes with Crew Resource Management, especially for single pilot operation with a non-pilot spouse or companion. Real life personal examples, audience interaction, and a quiz for the chance to win a prize (without requiring you to admit any mistakes) will be part of the presentation.



**ENDS WHEN THE AWARDS  
HAVE BEEN PRESENTED.**



**\$65 per person**

**Table for 10 - \$625**

**Order tickets at <https://asagaz.org/> or  
[bit.ly/3WfVwFJ](https://bit.ly/3WfVwFJ)**

**Mark your calendar for Saturday, February 7, at  
6:00 pm. (Social Hour & Silent Auction begin at  
5:00 pm and Doors open at 6:00 pm)**

**Pre-Register for Wings Credit at [faasafety.gov](https://faasafety.gov)**

**CLICK HERE TO  
PURCHASE TICKETS**





### **Jim Anderson, ASAG Treasurer**

First table sold through APA.  
Thank you, APA.  
We are working on donations  
for the silent auction.  
Generous anonymous donor  
has agreed to sponsor a BOGO

(Buy One and Get One FREE) offering for the first 10 tickets  
sold. The donor will pay for the spouse/friend. We want to  
encourage non-flying spouses/significant others to attend the  
banquet.  
The GA Awards deadline has been extended to Jan 16. Pressure  
on us. Get those nominations out. Banquet is Feb 7.  
Communicator of the year and Airport of the year deadlines  
have been extended to 30 December.

**Looking for donations for the ASAG Banquet Silent  
Auction/Door Prizes, February 7, 2026.**

**Contact Jim Anderson at [jimandersonb4@gmail.com](mailto:jimandersonb4@gmail.com) or 623-  
694-7742.**

**Cary:** If you have anything you would like to contribute, please  
contact Jim Anderson.

Move to accept Jim Anderson's Treasurer's Report: **Phil Corbell**  
Seconding the motion: **Chris Nugent**

The members unanimously accepted the **December 2025 Treasurer's Report.**

## Treasurer's Report

Aviation Safety Advisory Group of Arizona

General Membership Meeting

For the period November 1st, 2025 to November 30th, 2025

### Income

Total Income

\$0.00

### Expenditures

#### Administrative and Operations

Website Expenses

\$159.90

Total Expenditures

\$159.90

(\$159.90)

Opening balance as of November 1st, 2025:

\$13,960.27

Balance on hand as of November 30th, 2025:

\$13,800.37

Aviation Safety Advisory Group of Arizona

\$13,800.37

James E. Anderson

Treasurer's Signature

Fist table sold - APA - Thank you!

Any donations for door prizes or silent auction items please refer to Jim Anderson  
or Niel Davison

BOGO Offer for banquet tickets!

### **PREVIOUS ASAG MEETING MINUTES**



### **Jim Price, ASAG Secretary**

**Ed Daror** moved to accept the **November 2025** meeting minutes.

**Alexander Kocksch** seconded the motion.

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

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



### **Banquet (Feb 7) and Awards Update, Cary Grant**

Because of the unfortunate government shutdown, the window for  
award nominations has been extended to 16 Jan. To nominate, go  
to <https://www.generalaviationawards.com/>.

(Craig and Ernie take care of the FAA Team Rep of the year).

The submission details can be found at <https://asagaz.org/>



# Updates from Community Representatives



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

**Scott Woodworth:** Last month, there were 12 Laser Strike reports. They were all green except there was one white laser reported by an airliner. The white laser was from a

Christmas Laser Light show on someone's house NE of Marana. It had search lights for Christmas, like the 20<sup>th</sup> Century Fox logo.



Many homes have laser decorations that shine above the home. Those lasers do not have the same intensity and effect on pilots as those coming from someone who is intentionally tracking you with a laser.

We had a fire at a storage facility that stores fake trees for cell phone towers, between Tucson Int'l (TUS) and Davis Monthan AFB (DMA). It created a large black cloud and greatly reduced visibility. During this reporting period, there were no Laser Strike arrests.



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/>

See *Preventing Laser Strikes on Aircraft* <https://www.fbi.gov/news/stories/preventing-laser-strikes-on-aircraft>



## 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](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: Your name and contact information. Date and time you witnessed the laser incident.

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

When you file a Laser Strike report, you are asked if the strike had an effect on your performance as a pilot during the flight. **You need to answer “Yes.”** If you report “No,” then a regulatory violation did not occur, and your Laser Strike report will not be investigated by the FAA.



### **Neil Davison and Christine Perry**

**Neil Davison:** Arizona Balloon Classic, Jan 16 and 18 (Friday through Sat) at Wild Horse Pass Festival Grounds – 19593 S 48th St. Chandler, Az 85226 – Gila River Indian Community. This event was previously held at Goodyear. <https://abcfest.com/>



**Arizona Balloon Festival**, Jan 30 through Feb 1<sup>st</sup> (Friday through

Sunday). <https://arizonaballoonfestival.com/> at soccer field by Glendale, near the Stadium, 10020 North Ball Park Boulevard, Glendale, AZ. They will be operating in Class Delta airspace without waivers.



Sometimes there will be a NOTAM for Balloon events.

Saturday, Neil was flying out of Buckeye giving a lesson and noticed that the pilots were not flying at pattern altitude. They were flying much lower.



### **CW5 Chris Hammond & Gary Jones**

**CW5 Chris Hammond:** Not Present

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



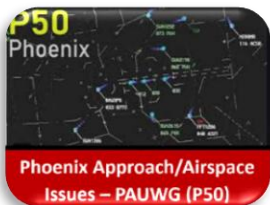
**91.126** Operating on or in the vicinity of an airport in Class G airspace.

<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, though, 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.





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

**Matt Schorman:** It looks like all the flight schools are participating in the Carefree Sky Ranch avoidance program, which is fantastic! However, it's the non-flight training aircraft that are maneuvering in the non-maneuver zone near Carefree, Sky Ranch and Scottsdale.



**Parachute ops:** In the South practice area, one flight school was using the Hidden Valley Jump School as a VFR waypoint. Matt had a discussion with the flight school and that discussion seems to have stopped the problem.



**Matt Schorman:** We are catching up on our tours for Operation Raincheck. Once that has been done, we can offer our tours to GA. You'll start seeing them January through March. Super busy in the Biltmore sector (120.7 – Scottsdale and Deer Valley area).

**Cary Grant:** See <https://www.faasafety.gov/> for the SPANS for Operation Raincheck tour dates.

The seminars start at 1800, and **they fill up fast!**

Matt is not aware of any problems in the Tucson (U90) area.



**P08 (Coolidge) and 1A20 (Bishop) – Tom Cowan & Justin Hodge:**

Not present

**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](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)



**Ben York, North American Trainer Association (NATA) Coordinator & Clinic Lead, https://flynata.org/**

**Ben:** NATA will conduct a formation clinic at Casa Grande (CGZ) Jan 15 through 18, 9:00 am until sunset. They plan to establish a temporary advisory tower, Jan 15 through Jan 18.

Starting at 3:00 pm, they will have waived airspace with an air boss until sunset.

**Michael Rutledge**, owner of Rutledge Airborne at Casa Grande knows about the NATA Clinic and he said, "We are in close contact with Ben's group and will be integrating with their training."

**Mark Giannini, Red Star**, is also aware of the Casa Grande event.

**Neil Davison** will also make sure the balloon operators at Casa Grande are aware of the clinic dates and times.



What is an **Airport Advisory Tower**? It provides essential weather and traffic information at smaller airports without a full-time control tower, offering guidance like runway status, wind, and other aircraft positions over a radio frequency, similar to a pilot's self-announcement but with a helpful voice, helping pilots know what's happening before landing or taking off. Not a "Control Tower."

**Carry Grant:** Treat the advisory tower as a regular tower.

NOTAMS and a TFR will be issued. We have 30 aircraft signed up for the clinic.

Nationally, we have an issue with pilots that are cutting corners and getting too close to crowds. We are fixing that.

**Cary Grant:** Recently, a pilot was flying through the drop zone at Marana. Tito Sanchez said he knows where the violating airplane is hangered at Marana, but he has not seen the hangar open and has not seen the pilot of interest.



A Jump Instructor reported that as he was free falling and beginning chute opening, an aircraft went directly beneath him. This is the most dangerous time for jumpers as they have no chance of maneuvering during this portion of the jump.

**Cary** wondered how we reach the pilots who are not familiar with our airspace.

There is no jump activity scheduled during the Pancake Breakfast events at Coolidge (1<sup>st</sup> Sat of each month).

**Mark Giannini:** They just had a Redstar event at Kingman (Nov 8). Big success with over 30 aircraft. It's the end of the year, so it's time for Red Star's annual currency requirement training for formation pilots. You may see flights of four over Lake Pleasant as pilots receive formation currency (One four-ship formation flight is required per year).

**Cary:** The runway at Superior was a bit rutted because the rain.

**Chris Nugent:** There are still some ruts on the runway at Superior.

**Chris** understands Superior Soaring has ceased operations. To which, **Fairfax O'Riley** replied: "We're not dead yet. Damaged gliders. Normal-ish wear and tear. Been 4 months with the A&P, but they just got the thumbs up. Updating logs and will start flying after Christmas. Looking for a CFI-G if you know any."



**Fairfax O'Riley:** Not Present



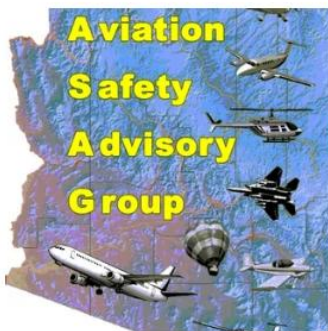
**Michael Rutledge & Hunter Wall:** Not Present.

## Annual Safety Awards Banquet

Individual and Table Tickets



**TICKET SALE - Buy One and Get One for your non-pilot companion**  
~~\$130.00~~ \$65.00



**Banquet Table for 10 Persons and Banquet Sponsor Recognition**  
\$625.00



**Individual Banquet Ticket**  
\$65.00

**CLICK HERE TO PURCHASE TICKETS**



Jim Timm & Craig  
Tompkins

## ASAG Accident & Deviation Report

**Mid-NOV** through **Mid-DEC** 2025

### Accident Report & Pilot Deviation Summary



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/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 short this time as there were only **six accidents** reported this time.

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.

### **11/15 Carbon Cub FX-3 STRUCK TAXIWAY LIGHT LANDING at Scottsdale Airport (SDL)**



Source: FAA Incident

Injuries: **2 Uninjured**

Pilot Certification: **Commercial Pilot**

While landing the airplane struck a taxiway light on rollout, then departed and went around, and landed without incident.

Carbon Cub FX-3 photo courtesy of [CUBCRAFTERS](https://www.cubcrafters.com/)



## 11/17 Piper PA 28-181 LOSS OF POWER @ Near Mesa Falcon Field (FFZ)



Source: Member, ASN, FAA

Injuries: **2 Uninjured**

Pilot Info: Flight Instructor and Student Pilot

After a training flight they returned to Falcon Field and conducted 3 touch and go landings and during a go around, as they were preparing for the approach, an un-commanded reduction of power occurred. The flight instructor took control of the airplane and was unable to restore engine power. He made a forced landing, and about 100 yards into the landing roll, the right wing collided with a

cinder block fence, and the airplane came to rest. The airplane sustained substantial damage.

Photo Courtesy of [Arizona's Family](#)

## 12/1 Cessna T210N GEAR UP LANDING at Williams Clark Memorial Field (CMR)



Source: ASN

Injuries: **1 Uninjured**

Pilot Info: No Pilot Info

The Centurion departed Las Cruces Municipal Airport in New Mexico and landed with the gear up at Clark Memorial Field at Williams.

Photo Courtesy of [Brant Aero](#)

## 12/7 Ultra Magic M-160 Balloon ROUGH LANDING near Phoenix Deer Valley Airport (DVT)



Source: FAA Incident

Injuries: **5 Uninjured**

Commercial Pilot

The balloon crash landed in a parking lot missing cars, and a nearby power line causing no damage. The passengers were shaken up but uninjured.

Photo Courtesy of [ABPic](#)

## 12/9 Piper PA 30-160 Twin Commanche LANDING GEAR COLLAPSE at Glendale Airport (GEU)



Source: ASN, FAA

Injuries: **2 Uninjured**

Commercial/CFI Pilot

The airplane departed Litchfield and suffered a gear collapse on landing at Glendale.

Photo Courtesy of [Wikipedia](#)

## 12/10 Titan T-51 Mustang LANDING GEAR COLLAPSE at Tucson Ryan Field (RYN)



Source: ASN, FAA, NTSB

Injuries: **1 Uninjured**

Pilot Info: None

The Titan T-51 suffered a collapse of both main landing gear struts upon landing.

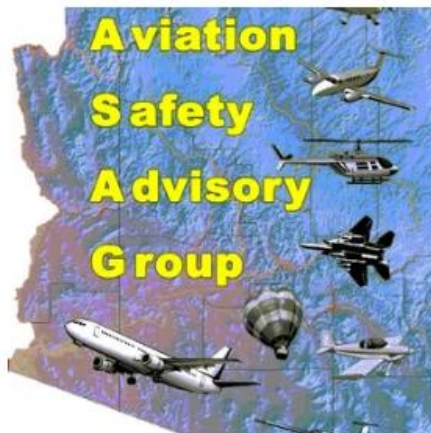
Photo Courtesy of [Wikipedia](#).

### Annual Safety Awards Banquet

Individual and Table Tickets



**TICKET SALE - Buy One and Get One for your non-pilot companion**  
~~\$130.00~~ \$65.00



**Banquet Table for 10 Persons and Banquet Sponsor Recognition**  
\$625.00



**Individual Banquet Ticket**  
\$65.00

**CLICK HERE TO  
PURCHASE TICKETS**



# 0 Near Midair Collisions (NMAC)

Nov 15 – Dec 11

**25 Pilot Deviations, 11/15 through 12/11**  
**5 Out of State Aircraft and 2 Military Pilots**



**Brashers**



Maj Gen Jack Brasher



## NAUGHTY LIST OFFICE™

OFFICIAL CHRISTMAS BEHAVIOUR REPORT

11

In the reporting period from **Nov 15** through **Dec 11** there were **25 pilot deviations** reported by the FAA SDL FSDO. These deviations were committed by pilots with certificates ranging from **Student Pilot** through **ATP**, and there were **5 out of state pilots & 2 Military Pilots**. Of the **25 deviations** reported, **12 Brashers** were issued.

Note: Most of these pilot deviations were resolved during a discussion between the controller, and the pilot at the time of the occurrence. However, a controller may issue a Brasher notification to a pilot when further FAA action will be taken, and the controller is thus giving the airman the opportunity to make note of the occurrence, collect information, and their thoughts for their future interaction with FAA Flight Standards.

### "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 climb, with the First Officer at the controls, the crew deviated from an assigned altitude by*



Maj Gen Jack Brasher



*When ATC issues the Brasher Notification, this gives the airman the opportunity “...to make note of the occurrence and collect his or her thoughts for future coordination with Flight Standards regarding enforcement actions or operator training.” The ability of the pilot to review the circumstances while still fresh in his or her minds, enables the pilot and Flight Standards to identify and mitigate risk that would otherwise remain hidden and possibly cause further problems in the NAS.*




I would certainly like to think that the information presented has been valuable to all 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 might be 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, and don't be part of the problem.

## Summary of GA Deviations, OCT 3 – NOV 14



- 
- 4 IFR Deviations, 3 Brashers
  - 4 Class Delta Airspace Deviations, 1 Brasher
  - 2 ATC Instructions, 1 Brasher
  - 8 Runway Incursions, 5 Brashers
  - 1 NORDDO, 1 Brasher
  - 6 Surface Incidents, 1 Brasher





## 4 IFR DEVIATIONS

### 3 BRASHERS



### 11/16 IFR NORDO DEVIATION



ATP Pilot (Colorado)

Albuquerque Center (ZAB)

The Albuquerque Center controller issued a frequency change to the Cirrus, and the aircraft never checked in. Denver Center was notified, and the aircraft was NORDO for about 30 mins. Attempts were made to reach the aircraft on several Albuquerque Center frequencies. **Albuquerque asked the Denver Center to issue a Brasher warning to the pilot when he checked in with them.**

### 11/20 IFR ALTITUDE

ATP Pilot

Albuquerque Center (ZAB)



The aircraft was coming off of PHX and should have been climbing to FL210 but was observed out of FL217. When the ATCS inquired, the pilot stated they were climbing to FL260. **The Event happened west of Sky Harbor, and the Brasher warning was issued.**

### 11/22 ATC COMMUNICATIONS

ATP/CFI (New Jersey)

Phoenix TRACON (P50)



The Falcon Jet was given a visual approach clearance to the runway at Scottsdale. The pilot responded with cleared visual approach but didn't use their callsign. The controller tried to get the pilot to read the instructions back again, but the pilot said they didn't have time for this. **The Falcon was transferred to the Scottsdale tower and was given the Brasher.**

### 11/26 IFR ATC INSTRUCTIONS

Military Pilot

Phoenix TRACON (P50)

The UH60 helicopter was at Sedona and called the Phoenix TRACON for his IFR clearance. The UH60 was instructed twice to Hold for release, however the UH60 did not read back the instruction, and subsequently departed the Sedona airport on their IFR flight plan without ATC authorization.



## 4 CLASS DELTA AIRSPACE DEVIATIONS & 1 BRASHER

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

#### 11/11 ATP Pilot @ Mesa Falcon Field (FFZ)

A flight of 3 RV8's entered the Falcon Field Class D airspace without communication. The lead RV8 finally contacted FFZ on a 3-mile final. At the time there were 9 other aircraft in the pattern, and ATC had to take action to accommodate the RV8's.

#### 11/11 UKN Pilot Cert. (Alaska) @ Goodyear Airport (GYR)

The R66 Helicopter transitioned the Goodyear Delta Airspace 1 NM south of the runway from the east to the west with another helicopter without establishing communications.



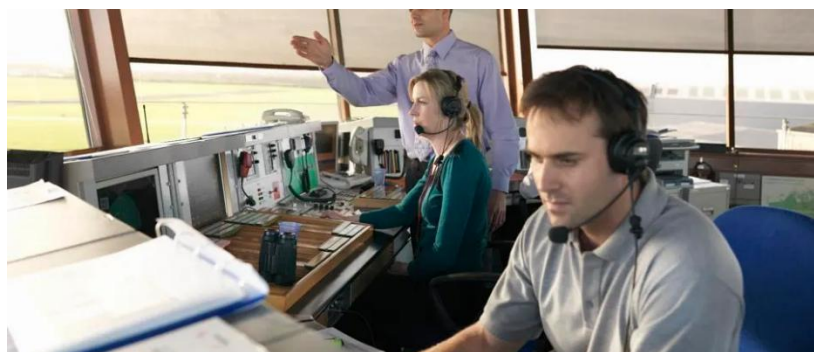
#### 11/11 Private Pilot @ Goodyear Airport (GYR), Part 2

Based on ADS-B information a second R66 helicopter, in formation with the above helicopter, also violated the Goodyear Class Delta Airspace.

#### 11/11 Private Pilot @ Tucson Ryan Field (RYN)



The Piper was inbound on the ILS approach into Ryan Field, and the Ryan controller noticed that the Piper had entered into the Ryan Class Delta Airspace without first establishing radio communications. The controller then contacted Tucson TRACON (U90) and asked them to switch the Piper to the Ryan frequency. The Ryan controller then reached out to the Piper when they were on a 2 NM final, and the Piper responded with their intentions. **The controller sent the Piper around and issued the Brasher.**



## 2 FAILURES TO FOLLOW ATC INSTRUCTIONS

### 1 BRASHER

#### 11/3 UKN Pilot Cert @ Mesa Gateway Airport (IWA)

The Piper was instructed to extend their downwind leg with a good read back. However the Piper was then observed turning base for the runway, and the controller issued a go around to the Piper



## 12/7 Comm/CFI @ Mesa Falcon Field (FFZ)



A Cessna was instructed to line up and wait on the runway, and the Cessna acknowledged, and correctly read back the instructions. A Thrush that was holding short of the runway was then instructed to cross the runway. The controller then observed the Cessna starting to roll, and the controller immediately reached out to the Cessna and instructed them to cancel their takeoff. The Cessna did not respond, so the Controller again reached out to them, and advised them to cancel their takeoff. The Cessna did acknowledge the second time and exited runway. **The Cessna was then instructed to contact Ground Control, and Ground control**

**issued the Brasher**



## RUNWAY INCURSIONS 8

### 5 BRASHERS

Entering A Runway Without Authorization

## 11/6 Private Pilot @ Mesa Falcon Field (FFZ)



The Piper was issued a Line Up And Wait instructions to permit a runway crossing downfield. After initiating the runway crossing, the controller observed the Piper starting their takeoff roll. The controller instructed the Piper to "Cancel takeoff clearance", and the pilot responded, "What?" and continued to takeoff. the Piper became airborne 1,500' from the RWY threshold while the crossing aircraft was clearing the RWY at midfield, approximately 800' downfield from the point of the

Pipers point of rotation. An overflight did NOT occur, and the crossing aircraft was clear of the runway environment when the Piper overflew the crossing point.

## 11/10 Private Pilot (Tennessee) @ Tucson Intn't (TUS)



Ground Control instructed the Cirrus to taxi via a taxiway to the Runway, and after a few attempts, the read back was correct. The Cirrus taxied via the taxiway, crossed the hold short line and entered the runway. Ground Control instructed the pilot to make a 180 to clear the runway. No other traffic was involved

## 11/11 Comm/CFI @ Tucson Intn't (TUS)



The Cirrus was given a taxi clearance to the runway, and to hold short of the runway by Ground Control, and the read back was correct. **The controller noticed that the Cirrus had taxied onto the runway without a clearance and was then issued the Brasher warning.**

## 11/11 Private Pilot (Michigan) @ Phoenix Deer Valley (DVT) – Entering a Wrong Runway



The Mooney was cleared to land on RWY 7L by the controller, but the aircraft landed on RWY 7R. **After landing the aircraft was told to exit the runway and was given the Brasher by the Ground Controller.**



## 11/26 Military Pilot @ Tucson Ryan Field (RYN) – Entering a Wrong Runway



The UH60 Helicopter contacted Ryan Tower to taxi to RWY 33 for departure to the southeast. The controller taxied the UH60 to RWY 15 to provide them with a departure heading that would be more on course since there was an aircraft holding short of RWY 33. The UH60 entered RWY 15 without requesting a departure and stopped at a hover. The controller gave them a departure clearance since they were in the RWY area, and no conflicts would have arose from their departure. **A Brasher was issued.**

## 11/26 UKN Pilot Cert @ Mesa Falcon Field (FFZ)



The pilot deviation was reported when the Piper crossed the hold short line of the runway without ATC authorization.

## 12/2 Comm/CFI @ Phoenix Deer Valley (DVT)



A Piper attempted to call the tower for a departure while holding short of the runway. The controller did not respond as they were talking to other aircraft at that time. The Piper then keyed up and asked to confirm if they were cleared for takeoff. At this point the ATC Training Instructor stepped in as they observed the aircraft crossing the hold short bars. The Training Instructor told them to hold position and then proceeded to send two Cessna's around. The Piper was then cleared for takeoff, and they continued

in the pattern. **After they landed, the Piper was issued the Brasher Warning.**

## 12/3 Student Pilot @ Tucson Ryan Field (RYN)



A Cessna contacted the tower for a departure, and the tower told them to hold short of the RWY. The Cessna read back the instructions but continued taxiing past the hold short bars onto the runway. Because of the runway incursion, the tower had to send a Piper around when they were within one mile on a final. **A Brasher was issued.**



## NORDO

## 12/7 Commercial Albuquerque Center (ZAB)



The Albuquerque Center Controller recognized that the Skyvan was in a climb off Eloy but had not established radio communications prior to leaving 5,000 feet as required per the Letter Of Agreement. The controller issued a safety alert to a Cessna who was at 8'000 feet NW bound. The Skyvan then responded and reported the traffic insight. Later the pilot called Albuquerque and stated that they attempted to contact Albuquerque Center leaving 4,000 but did not get a response. He believed that they have a radio issue with the aircraft and would not be using it until the radio has been looked at. **A Brasher was issued.**





## 6 Surface Incidents 1 Brasher

### Taxiing on a Movement Area Without Authorization

#### 11/5 Private Pilot @ Tucson Ryan Field (RYN)

The Cessna pilot called Ground Control requesting to taxi. Ground Control asked the Cessna to say their direction of flight but got no response. Ground Control tried a radio check with the aircraft and still didn't get a response. The Cessna transmitted, "Ryan Ground, Cessna taxi to Runway 6R." The Cessna then taxied out onto the taxiway system to the run up area north of Taxiway Bravo. Ground Control attempted to make contact with the Cessna pilot several times with no response. Ground Control asked an Ops. vehicle that was on frequency to intercept the aircraft and have the pilot call ATC. The Cessna contacted Ground Control after the Ops personnel got in touch with them and advised Ground Control that the Cessna's radio had been turned down. [Airport DIAGRAM](#)

#### 11/10 Comm/CFI @ Phoenix Goodyear Airport (GYR)

The Cessna's taxi instructions were read back correctly, but the Cessna began taxiing the opposite direction down the taxiway towards the parking ramp without establishing two-way communications with Ground Control.

#### 11/25 Private Pilot @ Tucson Ryan Field (RYN)

The Sport Cruiser exited the runway, and began taxiing themselves without establishing two-way communications, and receiving a taxi clearance from Ground Control.

#### 12/3 Comm/CFI @ Mesa Gateway Airport (IWA)

The Piper was instructed to taxi via Bravo and hold short of Taxiway Kilo for traffic exiting 30L onto Kilo. The read back was correct, but the Piper taxied through the intersection passing Kilo.

#### 12/6 Tug Driver @ Phoenix Sky Harbor (PHX)



The deviation was reported when a tug with an aircraft in tow entered a taxiway without ATC authorization.

#### 12/9 Student Pilot @ Mesa Gateway Airport (IWA)



The Piper landed on the center Runway, and the controller instructed the Piper to exit on Taxiway Charlie 4. The read back was correct. But without receiving taxi instructions, the Piper turned left onto the taxiway and began to taxi. **The controller issued the Brasher warning.**

# POST ACCIDENT & DEVIATION REPORT



## 12/7 Ultra Magic M-160 Balloon ROUGH LANDING near Phoenix Deer Valley Airport (DVT)



Source: FAA Incident

Injuries: 5 Uninjured

Commercial Pilot

The balloon crash landed in a parking lot missing cars, and a nearby power line causing no damage.

The passengers were shaken up but uninjured.

**Neil Davison:** This kind of “rough” landing happens all the time. **Neil** was not sure why it was classified as an INCIDENT.



### NORDO

## 12/7 Commercial Albuquerque Center (ZAB)



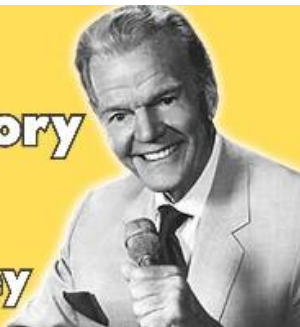
The Albuquerque Center Controller recognized that the Skyvan was in a climb off Eloy but had not established radio communications prior to leaving 5,000 feet as required per the Letter Of Agreement. The controller issued a safety alert to a Cessna who was at 8'000 feet NW bound. The Skyvan then responded and reported the traffic insight. Later the pilot called Albuquerque and stated that they attempted to contact Albuquerque Center leaving 4,000 but did not get a response. He believed that they have a radio issue with the aircraft and would not be using it until the radio has been looked at. **A Brasher was issued.**

**Bob Katz** wondered why flying above 5,000 feet was special, (reference 12/7 NORDO Deviation). **Jim Timm** and **Cary Grant** said the Letter of Agreement with the Sky Dive Arizona and Albuquerque Center mandates that aircraft need to be in radio contact with ATC prior to leaving 5,000 feet because it is Albuquerque Center's airspace.

**Bob Katz** suggested that in the future, we only hear about events that have been fully investigated so we hear the pilot's side of the story. We are only getting half of the story, and we need to know the full story if we are to learn anything.

## The Rest of The Story

Paul Harvey



**Craig Thompkins:** If we do that, we are going to be here at this meeting for four hours, going through the current events and the past events.

**Cary Grant:** Perhaps we could have a quarterly report, as suggested by **Phil Corbell**.



**Cary Grant:** Please make nominations for the awards. We need participation. We need contributions for drawings and silent auction items. We would like to have the support of AFTW and the flights schools. We would love to have 200 people at the Banquet.

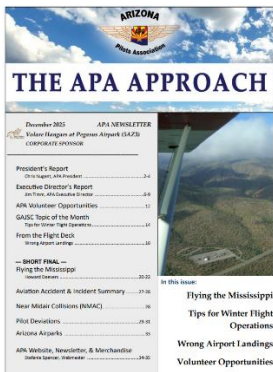


## Old Business



[Chris Nugent, Paul Rowley, Bob Holliday, David Kitts, Cary Grant, Jim Timm, Peter Troccoli, C J deVries, and Phil Corbell](#)

**Chris Nugent, President of Arizona Pilot's Association (APA),** discussed the Falcon Field (FFZ) Landing Fee issue driven by the Mesa City Council.



You can access **APA's** concerns in [the December issue of "The APA Approach,"](#) pages 2, 3 and 4.

Also see **AVweb's "Falcon Field Plan Sparks Fee Fight"** at [https://avweb.com/aviation-news/falcon-field-eyes-potential-landing-fees/?oly\\_enc\\_id=2460I0034934C1W](https://avweb.com/aviation-news/falcon-field-eyes-potential-landing-fees/?oly_enc_id=2460I0034934C1W)

**Chris Nugent:** We don't have a lot of time to get this done. Finance Committee meets Jan 15 to review the proposal submitted by the airport. City Council study session on Feb 10. City Council vote is 9 Feb. Lots of political traction. We have an uphill battle. AOPA needs to get busy and we need to get our proposal to the City before January 15.

**David Kitts:** Public comments are allowed after 9 Feb. The issue has already been decided by the City Council. The City is just going through the motions. **Chris Nugent:** AOPA must help now!

**Cary Grant:** This caught the flight schools by surprise. They are going to try to fight it. By the time AOPA gets involved, it will be too late.

**Chris:** There are complaints from the community about noise.

**Phil Corbell:** We should know how much State and Federal funds Mesa is getting and put that before the City Council. Perhaps a fear of litigation would help them forget about landing fees. Mesa City Council does not seem to be afraid of us.

**Chris:** Scott Butler, the city manager is expecting litigation. We are working to get arguments and talking points to Mesa City, but we need to move faster.



**Cary:** ASAG is interested in the safety issue, not litigation.

**Jim Timm:** Other airports and city councils will jump on the bandwagon and do the same thing.

**Cary:** We have allies in the Legislature. We need to make sure Senators Farnsworth and Rogers are aware of the situation.

**Paul Rowley:** There are many options. Aviation people have many perspectives. Perhaps the fee can be reduced.

**Chris:** Landing fees don't need to be \$29.95. They can be fair and reasonable. The Capital Improvement Gap that Mesa is trying to fill is \$3,500,000.

**Sonny Durante:** Government agencies don't spend your tax dollars like you would, or like a well-run business would, and they are always reluctant to show you the books.

**Peter Troccoli:** There are cost reduction programs that can be put in place. How can they be more efficient? What about the airport management? How did they get to a \$3.5 million deficit? Mesa wants to charge more to get rid of their inefficiencies.

**Carter Teeters:** This is the city's attempt to satisfy the noise complaints. They have no other way to tell them they are trying to do something. The number of complaints have increased around the five-mile traffic patterns, especially to the north.

**Cary and Bob Mittelstaedt:** We don't have a solution. The flight schools at FFZ need to get engaged. Mesa needs to show us your improvement plan to get rid of the deficit. An economic study can be done by ASU and other organizations.

**Paul:** Bob Holliday: There are benefits of Mesa residents and FFZ users, talking to council reps.

**Cary Grant:** Councilwoman Goforth (representing District 5) is pro-landing fees and is not interested in our opinion. The flight schools at Falcon need to get engaged.

**Phil:** All airports will be charging landing fees if this issue at FFZ is approved.

**C J deVries:** There has been broad support from pilot community reference the use of ADS-B for taxing pilots. I am getting support from the Legislature and pilots.

**Cary Grant:** Forward this to me and I will distribute this cause to our ASAG membership.

The Sponsor in the Arizona Legislature who is working with **C J deVries** is Rep Matt Gress from District 4.

**Chris Nugent** said APA could mobilize their membership. **C J** is also in touch with AOPA. [cj@dvluxury.com](mailto:cj@dvluxury.com)



## Protect General Aviation in Arizona: Support the ADS-B Safety & Affordability Act

### THE PROBLEM

ADS-B was created and later mandated for safety, not taxation. Some jurisdictions and vendors have started implementing ADS-B tail-number tracking to bill pilots per landing or per flight. This undermines privacy, discourages safety-enhancing equipment, and threatens Arizona's general aviation community. Current Arizona law does not prohibit ADS-B-based fee systems from emerging.

### THE SOLUTION

Pass a law that:

- Limits ADS-B data use to its original intent of safety, search & rescue, accident investigation, and air traffic control.

- Prohibits state/local agencies and private vendors from using ADS-B and other surveillance data to assess landing, user, or flight fees.

#### IMPACT

- Protects 20,000+ AZ pilots and nearly 100 airports.
- Preserves the integrity of ADS-B as safety equipment.
- Aligns with proposed federal PAPA legislation and efforts in MT, MN, TX, FL, and CO.
- No fiscal impact other than standard ADOT Aeronautics enforcement.

#### PRECEDENT

- MT: HB 571 (2025) – Restricts ADS-B monetization.
- MN: 2025 bill mirroring MT.
- TX: 2026 pre-filed bill blocking ADS-B fee systems.
- FL & CO: Working toward similar protections.

#### CALL TO ACTION (COMING SOON)

Contact your Arizona State Representative and Senator. Find him or her here:

<https://www.azleg.gov/findmylegislator/>

Ask them to support the ADS-B Safety & Affordability Act to protect GA privacy, affordability, and safety. Encourage them to sponsor or co-sponsor the bill and ensure Arizona remains GA friendly.

Together, we can protect the future of General Aviation in Arizona.

### Be it enacted by the Legislature of the State of Arizona:

Section 1. Title 28, chapter 25, article 1, Arizona Revised Statutes, is amended by adding section 28-8211, to read:

**28-8211.** Automatic dependent surveillance-broadcast system; 5 fees; prohibition; definition

A. THIS STATE, A POLITICAL SUBDIVISION OF THIS STATE OR A PRIVATE ENTITY MAY NOT USE ANY SURVEILLANCE EQUIPMENT OR INFORMATION THAT IS BROADCAST OR COLLECTED BY AN AUTOMATIC DEPENDENT SURVEILLANCE-BROADCAST SYSTEM TO CALCULATE, GENERATE OR COLLECT FEES FROM AN AIRCRAFT OWNER OR OPERATOR IN THE AIR SPACE OF THIS STATE.

B. FOR THE PURPOSES OF THIS SECTION, "AUTOMATIC DEPENDENT SURVEILLANCE-BROADCAST SYSTEM" MEANS AVIATION SURVEILLANCE TECHNOLOGY THAT USES ANY COMBINATION OF AN AIRCRAFT'S POSITIONING SYSTEM, AIRCRAFT AVIONICS AND GROUND INFRASTRUCTURE TO CREATE A SURVEILLANCE INTERFACE BETWEEN AN AIRCRAFT AND AIR TRAFFIC CONTROL OR OTHER AIRCRAFT, INCLUDING IN AND OUT SIGNALS.



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

**Cary Grant:** We are satisfying some FCC requirements. No News from the FCC.

**Lee Unger:** ASAG's request for four frequencies for air-to-air communications in each of four quadrants of airspace in the Phoenix area, with Sky Harbor as the center, was submitted on Nov 24, 2024.

Filing details are available at:

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

Christine W. Parola, Attorney Advisor, Mobility Division, Wireless Telecommunications Bureau emailed ASAG the day of our November meeting, asking ASAG to *please double-check the coordinates provided in our request. If we find that we have new coordinates for this request, to please preview them with the FCC by emailing them to Christine W. Parola, Esq., before amending our waiver request in ECFS. Thank you! "*

ASAG's application includes coordinates based on the FCC required North American Datum 1983 (NAD83) vs WGS84 (World Geodetic System 1984) as used on ForeFlight. Both NAD83 and WGS84 are coordinate systems, but "WGS84 is global for GPS/military, while NAD83 is regional for North America, based on the Earth's center of mass but tied to North American tectonic plate movement, causing them to diverge over time, with WGS84 shifting with the global center and NAD83 staying fixed to the continent, creating a growing difference (meters) that requires transformation for high-accuracy work."

Thank you to Cary and Brian for being experts on these matters.



<https://scauwg.org>

[Lee Unger](#)

**Lee:** After sharing Cary's AVweb article about Falcon Field's proposed landing fees at the December SCAUWG meeting, Michael Jesch, Chair; members Gary Palmer, and Jol Silversmith, Esq. once again loaned support of ASAG and APA's efforts against the exorbitant landing fees at Mesa Falcon Field (FFZ). Thank you to SCAUWG for their continued support along

with Ron Berinstein, Webmaster of <https://scauwg.org/> Gary

warned that claiming discrimination of some, as a deterrent to fees, can result in fees for all. Jol pointed out the importance of researching the original deed circa 1948 and any restrictions that may limit the airport's attempt to create landing fees; along with Gary and Jol, both reminding us of the importance of obtaining financial reports from the airport.

This points once again to the importance of supporters of airports and aviation running for, and being elected to, local, state and federal offices and as many of us as possible being represented on airport and aviation commissions, committees and advisory groups.



**Tito Sanchez:** See website for Tower Construction timeline information at <https://www.maranaaz.gov/Departments/Airport>.



[Letters to Airmen \(LTA\) for the Stacks at Casa Grande/Stanfield and Coolidge - Lee Unger, representing the Stacks LTA Workgroup](#)

LTA for Coolidge and Casa Grande – still in the hands of ABQ center.

[CLICK HERE](#) for the Stack procedure for Stanfield CGZ

[CLICK HERE](#) for the Stack procedure for Coolidge P08



**Cary Grant:** We had the Pilot Controller Forum at Glendale (GEU) and learned that the Glendale Regional Airport manager had the money to repaint the runway numbers and change them from 01/19 to 02/20. Unfortunately, the FAA Charting Office is not going to update the charts until March 2027. Approach Controllers were not authorizing approaches into the runway because they didn't match the runway markings, and pilots were going around because they thought they might be at the wrong airport. Glendale jumped the gun and contracted to paint the new runway numbers. However, the instrument approaches are still labeled RNAV (GPS) **RWY 01** and RNAV (GPS) **RWY 19**. Tower controllers are still calling the runways 19 and 01 and including the AWOS and ATIS disclaimers, **"Use caution, the runway marking numbers are inaccurate."**





### **Pilot Counseling – Bob Holliday, ASAG's Chaplain**

**Bob Holliday:** A reminder that during the busy Christmas season, it is important to take a deep breath. As your Chaplain, if anyone would like to contact me to confidentially discuss any personal issues, you can email me at [pastorbobh@comcast.net](mailto:pastorbobh@comcast.net) Have a blessed Christmas.



**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](mailto: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](mailto:JimPitman@gmail.com)



### **Jim Anderson (Lead); Cary Grant, Brian Stamper, Scott Woodworth & Lee Unger**

**Cary Grant:** Brian Baker has volunteered his airplane complete with a GoPro camera so we can film (for the Phoenix airspace video).

#### **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://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 Int'l video has been removed**

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



### **Lee Unger**

**Lee:** For 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](#)



**CLICK HERE TO  
PURCHASE TICKETS**

AZ Aviation Safety Awards Banquet Sat, Feb. 7, 2026, social hour at 17:00 AZ (2200 GMT) seating at 1800 AZ. SPANS link:

[https://www.faasafety.gov/SPANS/event\\_details.aspx?eid=139608&caller=/SPANS/events/EventList.aspx](https://www.faasafety.gov/SPANS/event_details.aspx?eid=139608&caller=/SPANS/events/EventList.aspx)

### **52nd Annual AZ Aviation Safety Awards-Keynote Bob Mittelstaedt on Crew Resource Management with WINGS credit!**

Gala Event Honoring AZ's Nominees for General Aviation Safety Awards; AZ Airport, AZ Communicator and Ruth Reinhold Award.

Banquet

Flyer [https://www.faasafety.gov/files/events/WP/WP07/2025/WP07139608/1\\_ASAG-Banquet-Flyer-2026-2.pdf](https://www.faasafety.gov/files/events/WP/WP07/2025/WP07139608/1_ASAG-Banquet-Flyer-2026-2.pdf)



**Cary Grant:** Please nominate people for General Aviation awards: AZ Flight Instructor of the Year, AZ FAAS Team Member of the Year, AZ Air Traffic Communicator of the Year, and AZ Airport Safety Award.

### **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!





**Aviation Safety  
Advisory Group**  
(<https://asagaz.org>)  
and the Scottsdale  
FSDO present . . .



## **The 52nd Annual Arizona Safety Awards Banquet**

**Saturday, February 7, 2026  
Phoenix Airport Hilton  
2435 S 47<sup>th</sup> St Phoenix, AZ  
(Southeast of Phoenix Sky Harbor)**

### **The Awards Presentation Features**

- *AZ Flight Instructor of the Year*
- *AZ FAAS Team Representative of the year*
- *AZ Maintenance Technician of the year*
- *AZ Air Traffic Communicator of the year*
- *AZ Airport Safety Award*
- *Ruth Reinhold Award (presented by the Arizona Pilots Association)*

### **Keynote Speaker – Bob Mittelstaedt**



Bob studied Mechanical Engineering at Tulane University and, through NROTC, earned his Private Pilot License and a Navy officer commission. After five years "seeing the world" on nuclear submarines he left active duty for The Wharton School and an MBA. Then, while with a consulting firm for two years he resumed flying and earned Commercial, Multi-Engine and Instrument ratings. He then returned to Wharton for a 31-year career in Philadelphia while co-owning airplanes and flying for business and family vacations all over the country.

He was a consultant to the Nuclear Regulatory Commission to help design the investigation of the Three Mile Island nuclear accident. This spurred interest in accident chains in a variety of situations and industries, including aviation. He collected examples for years; tested concepts with executives and in 2004 wrote *Will Your Next Mistake Be Fatal? Avoiding the Chain of Mistakes That Can Destroy Your Organization*. The book includes several aviation mistake chain accidents.

From 2004 to 2013, Bob was the Dean of the W. P. Carey School of Business at ASU. Over 40 years he served on numerous boards of directors and was a founding investor and board member of Innovative Solutions & Support, a mid-size avionics company, providing support for military, commercial and business aviation markets.

He has volunteered with the Deer Valley Pilots Association and as the AOPA Airport Support Network Volunteer at DVT for over 15 years. He is a recipient of the FAA's Wright Brothers Master Pilot Award.

His talk will address the importance of identifying and mitigating mistakes with Crew Resource Management, especially for single pilot operation with a non-pilot spouse or companion. Real life personal examples, audience interaction, and a quiz for the chance to win a prize (without requiring you to admit any mistakes) will be part of the presentation.



**ENDS WHEN THE AWARDS  
HAVE BEEN PRESENTED.**



**\$65 per person**

**Table for 10 - \$625**

**Order tickets at <https://asagaz.org/> or  
[bit.ly/3WfVwFJ](https://bit.ly/3WfVwFJ)**

**Mark your calendar for Saturday, February 7, at  
6:00 pm. (Social Hour & Silent Auction begin at  
5:00 pm and Doors open at 6:00 pm)**

**Pre-Register for Wings Credit at [faasafety.gov](https://faasafety.gov)**





# New Business

None



**ASAG's next meeting** will be **Jan 21 (3<sup>rd</sup> Wednesday in January)**, at **12:00 noon, MST (Arizona time)**.

**Register in advance for the January meeting:**

<https://faavideo.zoomgov.com/meeting/register/WPRIWKmUQk2yVMJVcSCbwQ>

**After registering, you will receive a confirmation email containing information about joining the meeting.**

Motion to adjourn: **Rich Lee**.



**David Kitts** seconded the motion.

The meeting ended at **2:27** pm.

ASAG's email [arizonasag@gmail.com](mailto:arizonasag@gmail.com)

## ASAG Officers



Cary Grant, Pres



Rich Lee, VP



Jim Anderson, Treas



Jim Price, Sec



Lee Unger



Jim Timm





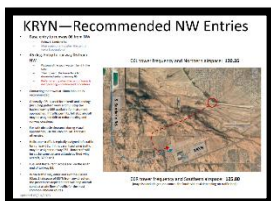
**Arizona Pilots Association monthly newsletter**  
<https://azpilots.org/pilot-info/newsletters>



### **Northeast Phoenix No Maneuver Zone poster**

by Bob Mittelstaedt. Download at: [7/2024/WP07130353/NE Phoenix No Maneuver Zone 05-18-24.pdf](https://7/2024/WP07130353/NE_Phoenix_No_Maneuver_Zone_05-18-24.pdf) 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](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](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](https://www.faasafety.gov/files/notices/2018/Nov/Tucson_Practice_Areas.pdf)



**VMC & IMC CLUB MEETINGS – Alex Peña:** Their next meeting is **Jan 6, 2026**. VMC begins at 6:30 pm and the IMC Club meeting follows. Venue: [Chandler Municipal Airport Terminal Meeting Room, 2380 S Stinson Way, Chandler, AZ 85286](https://www.chandleraz.gov/2026/01/06/Chandler-Municipal-Airport-Terminal-Meeting-Room-2380-S-Stinson-Way-Chandler-AZ-85286)

Look for the SPANS on [www.FAASAFETY.gov](http://www.FAASAFETY.gov)



Find next meeting <https://aftw.org/next-meeting/> Meetings are held via Zoom on the 2nd Tuesday at 4:00pm every other month (odd months). Next one will be in January.

Next AFTW meeting: **Tuesday January 13, 2025 04:00 PM AZ (2300 GMT)**

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

**Brent Crow** will host.

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

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.

## Runway Safety Action Teams (RSATs)

Chandler Municipal Airport will have the first RSAT of 2026, February 19.

The meeting is scheduled to start at 10:00 am and will be held in the conference room at the Chandler Municipal Airport terminal building. The meeting will also be available via Teams.

Teams Meeting link: <https://teams.microsoft.com/meet/210347952371?p=F8luwZYeH9wvGJg0JY>

Bill Banakos, Air Traffic Manager, Chandler FCT, [william.c-ctr.banakos@faa.gov](mailto:william.c-ctr.banakos@faa.gov)

Hopefully, a Pilot/Controller Forum will be held within 30 days of the RSAT.



### 'Tis the Season for BREAKFAST FLY-INS

- Coolidge Municipal Airport (P08), the first Saturday of the month.
- Ryan Field (RYN), the second Saturday of the month, breakfast or lunch at Ritchie's Restaurant, open daily from 6 am to 2 pm to serve you.
- Grapevine is open full time and the third Saturday weekend camping and cookouts have restarted. Check the newsletter for a possible weekend change. The camp host will prepare the main course for dinner, and campers, please bring a side dish or dessert to share.
- Casa Grande Municipal Airport (CGZ), the last Saturday of the month, fly-in breakfast. 7 to 11 am.



**Phoenix 99's** meet the 2<sup>nd</sup> 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**





**The Pilot Proficiency Program,  
FAA Compliance Program**  
[https://youtu.be/KGgGzZ\\_HD1w](https://youtu.be/KGgGzZ_HD1w) and  
**Preventing Controlled Flight Into Terrain  
(CFIT)**

Presented by Howard Deevers, Cary Grant, & Brent Crow

Recorded by Carl Foster, **Saturday, November 22, 2025** at Ryan Field

<https://www.cactuscomm.net/CFIT%20Seminar%20KRYN%20Nov%2022%202025.mp4>

Thanks to the Presenters and Videographer for making this possible!

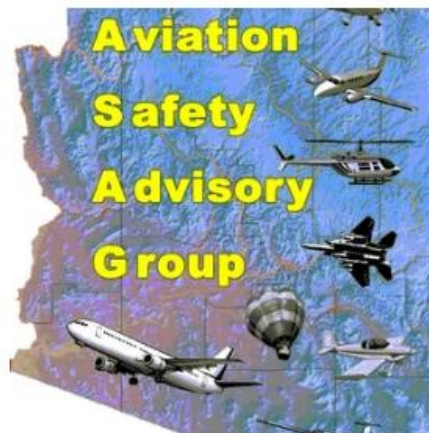
**February 7, 2026**

## **Annual Safety Awards Banquet**

Individual and Table Tickets



**TICKET SALE - Buy One and Get  
One for your non-pilot companion**  
~~\$130.00~~ \$65.00



**Banquet Table for 10 Persons and  
Banquet Sponsor Recognition**  
\$625.00



**Individual Banquet Ticket**  
\$65.00

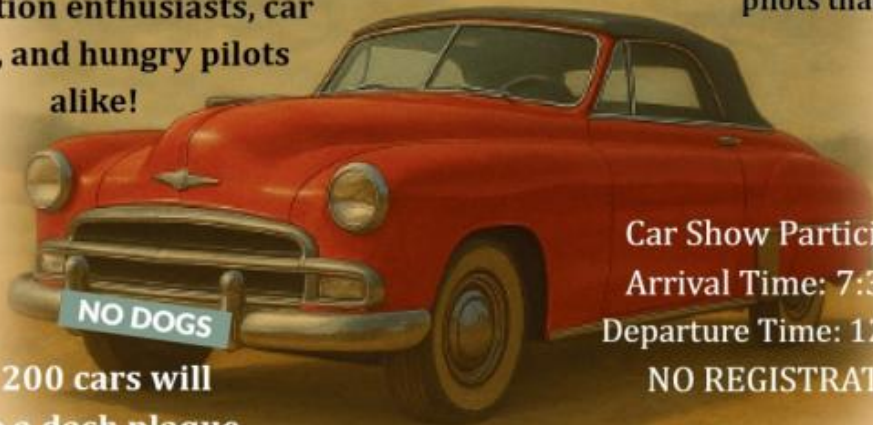
**CLICK HERE TO  
PURCHASE TICKETS**

# FLY-IN & CLASSIC CAR SHOW

Experience a free, family-friendly day exploring dozens of stunning aircraft, admire classic and antique cars, and meet pilots from across Arizona. Arrive early to enjoy breakfast—perfect for aviation enthusiasts, car lovers, and hungry pilots alike!



Breakfast voucher provided to ALL pilots that fly-in



First 200 cars will receive a dash plaque

Car Show Participants  
Arrival Time: 7:30 AM  
Departure Time: 12:30 PM  
NO REGISTRATION

## JANUARY 17, 2026 9 AM - 12 PM

Wickenburg Municipal Airport  
3410 W Wickenburg Way Wickenburg, AZ 85390





### Three Days of Aviation Excellence

Enjoy educational sessions, an expansive Exhibit Hall, and aircraft displays featuring the latest technology, gear, and services.

### Airshows on Friday, Saturday, and Sunday

Experience thrilling aerial performances, including a Saturday Matinee Airshow for early departures.

### Pilot Town Hall

Join AOPA President & CEO Darren Pleasance for a special conversation on Saturday.

### Members-Only Flightline Chalet

Enjoy premium views and exclusive access.

Check the [Buckeye Fly-In Webpage](#) often for updates and [register today](#).