

MEETING MINUTES

<https://asagaz.org>

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



Feb 18, 2026

73 attended:

Abraham Blattstein, **Adam Carol**, Alexander Kocksch, Alexander Peña, Andrew Taussig, Bob Katz, Bob Holliday, Bob Mittelstaedt, Carter Teeters, Cary Grant, Chris Nugent, Christian Locher, Christine Perry, Christopher Specht, C J deVries, Dan Fuller, Dan Morgan, **Daniel Moroz**, Daniel Weimer, David Kitts, DeWitt Gibson, Ed Faron, Edward Daror, Edward Fallon, Ernest Copeland, Ethan McQuown, Frank Frassetto, Garrett Dauphars, Gary Palmer, Gary VanPelt, George Hamaty, Gull Saarup, **Jack Boyd**, James Price, James Timm, James Anderson, Julien Fruhling, Justin Hodge, Karen Hausteen, Ken Enger, Kenneth Winter, Larry Erdman, Lee Unger, Mark Giannini, Matt Corrigan, Michael Juilfs, Michael Mohle, Mike Jesch, Mike Stone, Milton Ames, Mitchell Raab, Neil Davison, Paul Rowley, Peter Troccoli, Phil Corbell, Phillip Jossi, Phillip Fowler, Randell Meyer, Ray Puckett, Richard Lee, Robert Bullock, Rolf Dammrau, Ron Dziagwa, Ronald Serafinowicz, Russ Jones, Shannon Smith (Major), Sonny Durante, Wes Waddle.

**Welcome
to our 3
first time
attendees!**

Cary Grant, ASAG President:

Cary Grant welcomed the members. He 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/>.



Passing of Craig Tompkins, Scottsdale FSDO FAAS Team Manager

A celebration of life for Craig was held Feb 21st at Aeroguard's Deer Valley location in Building 3.



ASAG Web Site Visits

Site Visitors
476
+ 135 (last 7 days)

Social Views
127
+ 64 (last 7 days)

Performance Score
94





Treasurer's Report

Aviation Safety Advisory Group of Arizona
General Membership Meeting
For the period January 1st, 2026 to February 17, 2026

Income

Fundraising (Ways and Means)

Silent Auction	\$1,043.26	
50/50 Raffle	\$450.00	
Fundraising Event	\$6,383.18	

Total Income

\$7,876.44

Expenditures

Administrative and Operations

Printing and Reproduction	\$206.59	
Miscellaneous	\$126.77	

Fundraising (Ways and Means)

Fundraising Event	\$10,520.73	
-------------------	-------------	--

Programs

Trophies	\$380.80	
----------	----------	--

Total Expenditures

\$11,234.89
(\$3,358.45)

Opening balance as of January 1st, 2026:

\$19,468.50

Balance available as of February 17, 2026:

\$16,110.05

Aviation SAFETY Advisory Group of Arizona

\$16,110.05

James E. Anderson

Treasurer's Signature

Banquet Summary

Total Ticket and Table Sales:	\$8,485.82
Silent Auction:	\$1,162.99
50/50:	\$450.00
Total Revenue	\$10,098.81
Banquet Dining Expense:	\$10,520.73
Printing:	\$ 206.59
Trophies:	\$ 507.57
Net Loss:	(\$1,136.08)

Notes: An anonymous Generous donor has made a significant contribution to the banquet and ASAG which negates the downside.

Hotel adjusted our banquet fees to cover the cost of the emergency projector - very nice of them

Action Items:

AZ Corp Commission Filing

FEDERAL Tax Filing



Chris Nugent moved to accept Jim Anderson's February 2026 Treasurer's Report.

Alexander Kocksch seconded the motion.

The members unanimously accepted the February 2026 Treasurer's Report.



Jim Price, ASAG Secretary

January Meeting Minutes



Bob Holliday moved to accept the January 2026 meeting minutes

Ed Daror seconded the motion.

The members unanimously accepted the **January 2026** Minutes.

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



Updates from Community Representatives



Major Shannon Smith, Luke AFB Chief of Flight Safety

Over the Gladden & Baghdad airspace, we have had 7 UAS incursions at high altitudes, as high as 14,000- 22,000 MSL. Luke will work with law enforcement on this matter. Because of the Luke airshow, Mar 21 – 22, we will have numerous TFRs.

Mark Giannini: We see F-35s over Lake Pleasant at 4,500 ft MSL.

Major Smith: 5th Generation fighter aircraft, such as the F-22 and F-35, have a blanket ADS-B waiver.

Cary Grant: 122.75 is the practice area frequency for the Lake Pleasant area.

Major Smith: Most Luke pilots avoid Lake Pleasant.

Mark Giannini recommends that the fighters fly higher.

Cary Grant: You are not in the clear and safe just because you saw one F-35. Others could be around, so be careful.



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

Scott Woodworth:

John Keith: Laser attacks have been heavy at Glendale; five or six times a night. However, the FBI has told John that that Laser Activity has stopped.



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 - 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 a member of the public witnesses an individual aiming a laser at an aircraft, they should send an e-mail to laserreports@faa.gov and include the following: 1) Your name and contact information. 2) Date and time you witnessed the laser incident.

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

When you file a Laser Strike report, you will be 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.



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

Lee Unger: The LTA project is making progress. Christina Jacoby, the new Airspace and Procedures Manager for ZAB, Albuquerque Air Traffic Control Center (ARTCC), is scheduling a virtual meeting for our workgroup, date and time to be announced. Most likely it will be March 17 or March 31st at 10am (MT).

Unfortunately, Lee's idea to prohibit instrument operations during visual meteorological conditions (VMC), is not feasible.

The workgroup's objective will be to compile Letters to Airmen (LTAs) for Stanfield and Coolidge that educate all operators, IFR, VFR, transient and local traffic, some doing practice instrument approaches in VFR conditions in the stacks, some being cleared for instrument approaches in VFR conditions, some inbound or outbound from the airports, sometimes with Parachute Operations being conducted, to know that these are all see and avoid operations, how best to communicate with Air Traffic Control, Common Traffic Advisory Frequency (CTAF), etc., and stay safe.

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

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

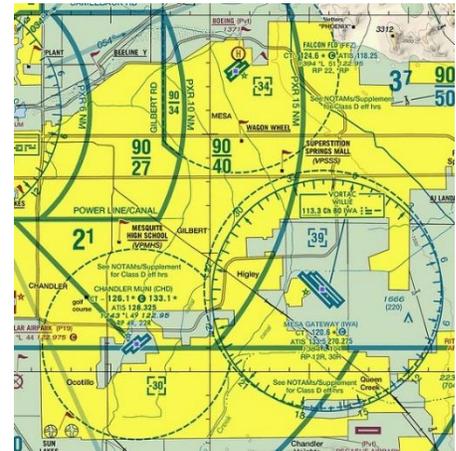


[Notice of Proposed Rule Making \(NPRM\) - Increasing Chandler's Delta altitude and increasing the area of Gateway's Delta.](#)

The FAA airspace managers, to accommodate a rarely used instrument approach at Chandler, want to increase Chandler's Delta ceiling up to but not including 3,400' MSL to "up to **3,700' MSL**". Note: The Base of the Bravo is 4,000' MSL.

They also want to increase the footprint of Gateway's Delta, which would remove "the gap" between Gateway's Delta and Falcon's Delta. It would also increase its presence in Chandler's NE Delta.

Chris Nugent submitted the APA letters via email and US mail. The last time Chris looked, there were over 75 submissions, and they were all heavily opposed to the proposed rule.





Neil Davison and Christine Perry

Neil Davison: Last month, we had a balloon event at Glendale Airport (GEU). It was great.



CW5 Chris Hammond & Gary Jones

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, 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.

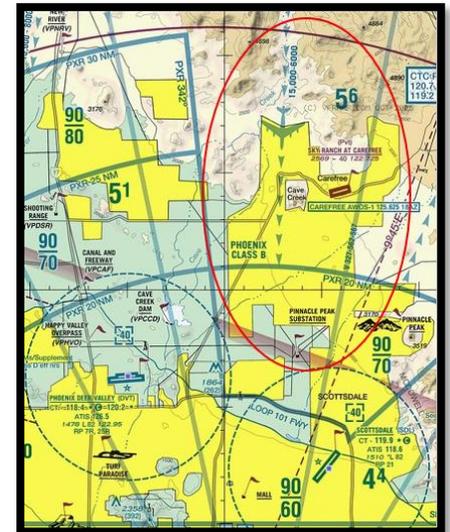


Matt Schorman & Brandon Esquer (P50) Phoenix TRACON, Bryan Eckenrode (U90) Tucson

TRACON

Cary Grant:

Pilots are told to stay out of the SDL Delta area, so instead, they go to the Skyreach area. It's a no-win situation.



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!**



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

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

Cary: Earlier this month, in the evening, there was a school aircraft that went through a group of parachute jumpers. We are going to have a safety seminar with that school. Also, a week ago, a Bonanza pilot from FFZ flew over Bishop and back to FFZ. We need to get the word out about Jump Operations.

Justin Hodge: At Coolidge (P08), Marana (AVQ), and El Tiro (AZ67), there have been close calls with jumpers.

Cary Grant: We need to reach the unreachable.

Chris Nugent is happy to put the information in the monthly APA newsletter.

Neil Davison: Posters in airports can help.

Cary Grant: There will be a seminar March 21st at Marana.

Bob Holliday: A lot of general aviation pilots don't belong to flying organizations. We should be able to contact people through the FSDO's mailing list.

Frank Frassetto: We had a close call at Eloy. Any help would be appreciated.

Cary Grant doubts that FSDO would give us access to their mailing list. We can get the word out at Luke Days in March.

Lee Unger: If Cary or Justin were interviewed by the news media, that would get the word out.



Mark Gianni, North American Trainer Association (NATA) Coordinator & Clinic Lead,

<https://flynata.org/>

Porterville, CA is the next event. The group is getting larger because more pilots are buying formation airplanes.



Fairfax O'Riley:

Not Present



Michael Rutledge & Hunter Wall:

Not Present.



[Jim Timm](#)

ASAG Accident & Deviation Report

Mid-JAN through Mid-FEB 2026

Accident Report & Pilot Deviation Summary



The following are the reports of aviation accidents that have occurred in Arizona from mid-January through mid-February.

The Accident Report will be limited because of the unexpected, and sudden passing of Craig Tompkins of the FAA SDL FSDO. As a result, there will not be a Pilot Deviation, nor NMAC Report.

We hope to use the following detailed accident information to develop safety programs, briefings, and posters/flyers that would help pilots learn from the mistakes being made by others and be able to take the necessary action to prevent them from having a similar occurrence.

The Accident/Incident report is a bit short and limited in content this time, and there were only seven accidents reported. Unfortunately, we have started off the year rather poorly because since the first of the year we have had thirteen accidents reported and of these thirteen we have had a total of eight fatalities. This trend must not continue.

In continuing with the expanded scope of this report, we're using information from the Aviation Safety Network (ASN), NTSB, and APA Members. Hopefully, the information from these sources will suit our purpose of trying to get an idea of what is happening out there so we can help make flying safer.

1/19 Cessna 320D Executive Skynight NOSE GEAR COLLAPSE at FLG



Source: ASN

Injuries: **2 Uninjured**

Pilot Certification: **Unknown**

The Cessna experienced a nose gear collapse upon landing.

1/21 Piper PA-28-181 STRUCK 2 VEHICLES at SDL



Source: ASN

Injuries: **1 Uninjured**

No Pilot Information

As the airplane was warming up, it inadvertently started to move and struck two parked vehicles.

1/25 Piper PA-28-181 NOSE GEAR COLLAPSE at IGM



Source: ASN

Injuries: **1 Uninjured**

No Pilot Information

The Piper departed Mesa Falcon Field and suffered a nose gear collapse upon landing at KIGM.

2/4 Socata TB21 Trinidad TC CRASHED ON FINAL APPROACH near PRC



Source: ASN

Injuries: **1 Fatal**

No Pilot Information



The aircraft departed Santa Ana-John Wayne International Airport bound for Prescott Airport, and it impacted open desert terrain while on approach to land about 2.5 miles northeast of Prescott Regional Airport (PRC). The aircraft was destroyed in the accident.

2/4 Bell 407 LOSS OF CONTROL near FLG

Source: ASN, FAA, NTSB

Injuries: **2 Fatalities**

Pilot Certification: Unknown



The Bell 407 helicopter departed from Kingman and was destroyed when it impacted terrain in Flagstaff. The pilot and a paramedic on board sustained fatal injuries.

Multiple law enforcement departments were on the scene of an active shooter, and AZ DPS troopers on the scene requested an AZ DPS Air Unit. The DPS helicopter crashed west of the shooting situation shortly after being called. ADS-B data indicated the helicopter entered a rapid climb towards the end of the flight, with ground speeds reported as low as 4 knots. A witness video showed the helicopter in an out-of-control spin.

2/6 Pelegrin Tarragon IN FLIGHT LOSS OF CONTROL near Gila Bend

Source: ASN, FAA, NTSB

Injuries: **1 Fatal** **1 Serious Injury**

No Pilot Information



The Pelegrin Tarragon, an experiment aircraft, departed Stellar Air Park (P19) in Chandler, and crashed under unknown circumstances east of Gila Bend. The aircraft was destroyed in the accident.

2/6 Cessna 185 D Skywagon EMERGENCY LANDING at FFZ

Source: ASN

Injuries: **1 Uninjured**

No Pilot Information

The airplane declared an emergency immediately after a takeoff and made an emergency landing in a field inside the airport property.





1 NMAC Reported

1/17 Airbus A319 & Cessna 182 Skylane

Air Canada Rouge flight ROU1721, an Airbus A319-114, was descending on the visual approach to Runway 08 at Phoenix (PHX) when it encountered conflicting traffic during a 3-degree intercept to final. The Scottsdale based Cessna 182K Skylane initially indicated 600 feet below, turned toward the final approach course and passed within approximately 400 feet vertically and 0.1 NM laterally.

A TCAS TA was issued, followed by a TCAS RA (monitor vertical speed) while the Airbus was level **at 3,000 feet.**

The flight crew complied with the RA and was clear of conflict shortly thereafter. ATC was advised and acknowledged the traffic.

The approach continued from 3000 feet and the flight landed without further incident.





In the reporting period from **Jan 19** through **Feb 10** there were **21 pilot deviations** reported by the FAA SDL FSDO. These deviations were committed by pilots with certificates ranging from **Student**

Pilot through ATP. There was 1 out of state pilot and of the **21 deviations reported, 2 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.



Maj Gen Jack Brasher

“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 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 and Captain Brasher was unaware that the FAA had any concern regarding altitude non-compliance. 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, 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.



Jim Timm wrote, “I wish pilots would get the message to be more careful in their flying. Perhaps one of these deviations could be attributed to the out of state pilot not being accustomed to flying in Arizona’s complex/crowded airspace.

“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, Jan 19 – Feb 10



- 5 IFR Deviations & 1 Brasher
- 4 Class Bravo Airspace Deviations & 0 Brashers
- 1 Class Delta Airspace Deviation & 0 Brashers
- 2 Restricted Airspace Deviations & 1 Brasher
- 3 ATC Instructions & 0 Brashers
- 1 VFR Altitude Deviation & 0 Brashers
- 4 Runway Incursions & 0 Brashers
- 1 Surface Incidents & 0 Brashers



IFR DEVIATIONS (5)

1/22/2026

IFR SID

ATP

DVT

The pilot was assigned the DVT3 departure. When the pilot departed DVT, he or she flew runway heading instead of the departure procedure.



1/25/2026

IFR Altitude

ATP

ASE

The inbound aircraft was issued an approach clearance for the LOC/DME-E approach. The pilot was observed to have descended well below the published crossing altitudes on the procedure, resulting in a

loss of separation with Minimum Vectoring Altitude and Terrain. **Brasher issued.**

1/26/2026

IFR Altitude

ATP/CFI

PHX

Albuquerque Center cleared the aircraft direct KSDL and 11,000 feet. The pilot read back direct KSDL and 11,000. The aircraft was switched to Luke Approach. The aircraft descended below 110 and Luke questioned their altitude assignment. The aircraft stated that they were assigned 070. The aircraft apologized for the mistake and indicated that they were going through an alert checklist and maybe that contributed to the mistake

1/30/2026

IFR Altitude Deviation

ATP/CFI

PHX

The aircraft checked with Albuquerque Center (ZAB) at FL290. ZAB then cleared the aircraft to climb and maintain FL330. The aircraft responded to the clearance but did not say their callsign. The aircraft climbed above their previously assigned altitude of FL290 and when ZAB saw the incorrect altitude, they assigned the aircraft FL330 and asked them to verify their assigned altitude. The aircraft said FL330.

2/5/2026

IFR Deviation SID

Student Pilot

DVT

The aircraft departed DVT on the DVT3 departure. The pilot did not fly the departure as instructed and turned south causing potential conflict with other IFR aircraft.



CLASS BRAVO AIRSPACE DEVIATIONS (4)

1/24/2026 Entering Class Bravo Airspace Without Having Clearance

Student Pilot

PHX

The aircraft was not in communication with ATC and was transitioning from P08 to GEU. The aircraft entered the PHX Class B airspace without ATC clearance or establishing two-way radio communication. The aircraft climbed as high 4,400 feet in the Class Bravo shelf that begins @ 4,000 feet.

1/29/2026 Entering Class Bravo Airspace Without Having Clearance

Private/Commercial

SDL

The aircraft contacted approach requesting flight following when it was 17 NM northeast of PHX. The pilot climbed beyond 6,000 feet, entering PHX Class B without ATC clearance. (The PHX Class Bravo in that area is 6,000 feet to 9,000 feet).

1/31/2026 Entering Class Bravo Airspace Without Having Clearance

Commercial/CFI

DVT

The aircraft contacted approach control requesting flight following. They were instructed to maintain VFR outside of BRAVO airspace. The aircraft was observed entering PHX Class Bravo on two separate occasions, causing possible conflict with arriving IFR traffic

2/5/2026 Entering Class Bravo Airspace Without Having Clearance

UKN

SDL

The aircraft entered the PHX Class B airspace without ATC clearance.

CLASS DELTA AIRSPACE DEVIATION (1)

1/28/2026 Entering Class Delta Airspace Without First Establishing Two-Way Radio Communications

ATP

GEU

The aircraft entered GEU's Class D airspace without approval or establishing two-way communication. The aircraft passed approximately 2.3 NM east of GEU, causing possible conflict with traffic entering the downwind from the east.

RESTRICTED AIRSPACE DEVIATIONS (2)

2/4/2026 Entering Restricted Airspace

Remote Pilot

TUS

The aircraft checked in with Albuquerque Center (ZAB). The aircraft drifted left of course at FL220 and violated the protected airspace around RUBY ATCAA, which was active at or below FL290. On the phone call, the pilot stated that they had anticipated the ILS RWY 12 and were navigating to LIPTE.

2/5/2026 Entering Restricted Airspace

UKN Certification out of Minnesota

DUG, Albuquerque Center (ZAB)



The aircraft was flying at an altitude of 12,000 and heading 180, fling between the TOMBSTONE A and B MOAs, which were active at or below 145. The controller cleared the aircraft direct to KDUG, which would have kept the aircraft clear of those MOAs. The aircraft turned further right and flew within the protected airspace for TOMBSTONE A MOA. On the phone call, the pilot stated that they put direct into the FMS and selected auto pilot. The pilot said he doesn't know why the aircraft went to the right like it did. The event happened near KDUG, Bisbee Douglas International



Airport, Douglas/Bisbee, Arizona. **A BRASHER WARNING** was issued.

VFR ALTITUDE DEVIATIONS (1)

1/29/2026 Failure to follow ATC Instructions

UNKN Certification

FFZ

The aircraft was being vectored for a visual approach to FFZ and was assigned 6,000 feet. The aircraft descended to 5,600 without ATC clearance, placing them below the Minimum Vectoring Altitude of 6,000 feet. The aircraft was given an immediate climb back to 6,000 feet.

ATC INSTRUCTIONS (3)

1/19/2026 Failure to follow ATC Instructions

Student Pilot

TUS

The aircraft departed TUS and was instructed to turn right, heading 270. The readback was correct. The aircraft then made a left turn to heading 310, causing potential conflict with another aircraft on the downwind. ATC attempted to correct the aircraft to turn back to the right. After several attempts, the aircraft eventually turned back to the right.

1/29/2026 Failure to follow ATC Instructions

Commercial Pilot

DVT

During pattern work, a P-51 was instructed to fly straight out. The aircraft turned their crosswind without ATC instruction, causing conflict with traffic on the downwind. The aircraft was then instructed 3 times to extend downwind, and tower would call their base. The aircraft then turned base, on their own, without ATC instruction.

1/29/2026 Failure to follow ATC Instructions

UKN

FFZ

The aircraft departing FFZ was instructed to fly straight out. The aircraft began a right turn immediately after takeoff, causing potential conflict with traffic on the upwind and downwind.

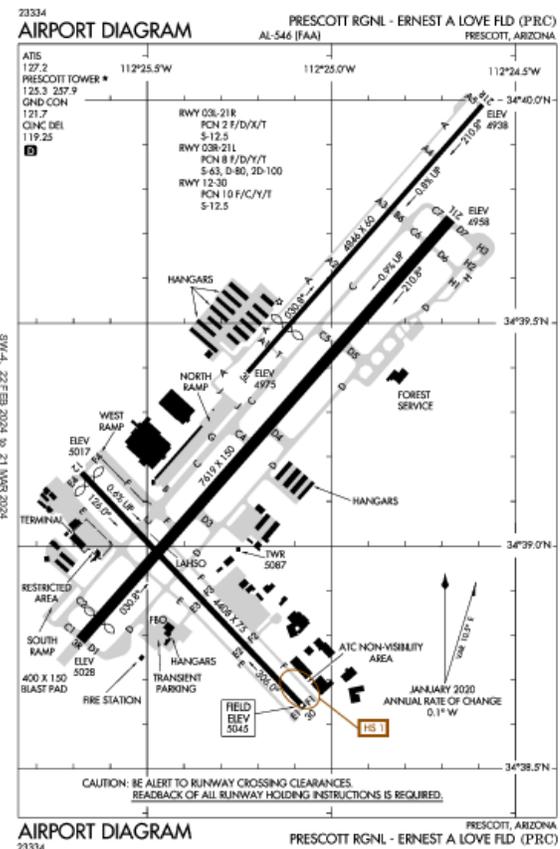
RUNWAY INCURSIONS (4)

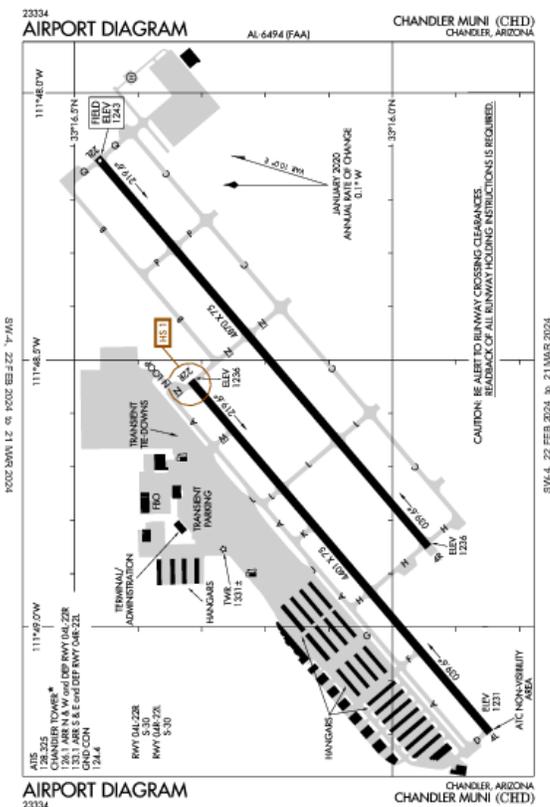
1/29/2026 Entering a Runway Without Authorization

Student Pilot

PRC

The PA-28 landed Runway 3R and exited on Taxiway Delta 4. The Ground Controller (GC) instructed the aircraft to turn right on Taxiway Delta and cross Runway 12 for Cutter Aviation. The readback was correct. The PA-28 turned right on Taxiway Delta then turned right on Taxiway Delta 3 and crossed the hold short line of Runway 3R. The GC instructed the aircraft to stop and hold their position. The PA-28 stopped between the hold line and the runway edge line. The Tower Controller issued a go around to the C-172 on final and also issued a go around to another Cessna on a 1 mile final. GC instructed the aircraft to make a 180 and clear the runway.





**2/7/2026 Entering a Runway Without Authorization
Private Pilot
CHD**

The C-205 pilot contacted Local Control (LC) and advised they were holding short of Runway 22R at Taxiway November. LC instructed the C205 to hold short of Runway 22R. The readback was correct. A C-172 was on short final Runway 22R and reported to LC that the C-205 was across the runway's hold short line. The tower controller issued a go around to the C-172. The Tower Controller then told the aircraft to clear Runway 22R.

**2/9/2026 Entering a Runway Without Authorization
Student Pilot
FFZ**

The aircraft was holding short of runway 4L at taxiway Echo 1. The controller instructed the aircraft to **Line Up and Wait** on runway 4L but the aircraft did not respond. The controller then asked the aircraft if they were on the frequency and they responded with "Yes, say again for us."

The controller then instructed the aircraft to hold short of runway 4L. The aircraft did give a correct readback. When scanning the runway a few seconds later, the controller observed the aircraft holding in position on runway 4L. With an aircraft on left base, the tower controller cleared the aircraft for takeoff. Runway separation was not lost. The pilot telephoned and mentioned that expectation bias was part of the reason her or she taxied onto the runway.



Old Business

Falcon Field Landing Fees?



[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): AOPA has given ASAG some advice on how to proceed with this problem.

Chris: Mesa has an updated fee proposal. They will move the original fee proposal of \$29.95 per landing, to \$20.35 per landing, with 10 free landings per month, versus the previous 5 free landings per month. This fee reduction proposal was based on a 10% reduction in traffic. If there is a greater reduction

in traffic, Mesa will reserve the right to increase the fees to make the airport cost center financially whole. This means if the traffic diminishes at FFZ, they can revert to the original \$29.95.

The City Council Study session meeting is March 12. The public can attend but they cannot speak.

The formal vote at City Council is planned for March 23. We need to have the GA community present at that meeting.

Feb 17, APA met with CAE and other flight schools. The city has not engaged CAE in any discussion, so the City may soon be engaged in litigation over that omission.

David Kitts: City plans to use ADS-B to bill landing aircraft.

Kitts: We had a near NMAC at night at FFZ, because after 9:00 pm, another school decided to use 4L, when the tower is closed, ignoring the AOP status. When the tower is closed, aircraft are to use 4R. At night, the traffic pattern is different.

Paul Rowley: Flight schools are continuing to do as they are doing, such as number of flights per day, until the fees are assessed. Paul believes the small flight schools will go away, and the larger schools will shift to other airports.

If you are a Falcon Field tenant or Mesa resident, email the mayor or your city council member to provide your constructive feedback directly. Every comment counts. You can find your district, councilmember and their contact information at <https://www.mesaaz.gov/Government/Mayor-City-Council>. The Falcon Field pilot community has also started a Change.org petition, opposing the landing fee proposal which as of today has over 2,500 signatures. Please consider signing the petition and let them know if you are a tenant or GA user of the airport or its businesses in the

comments – [CLICK HERE](#) - Stop Landing Fees at Falcon Field



ADS-B Legislation

CJ deVries: House Bill 2210 has passed through the committees and will go to the House Floor. Some legislators are pro City of Phoenix. The bill is not moving as yet. CJ is hopeful that we will have support. However, if it doesn't pass overwhelmingly, CJ expects that the Governor will veto it.

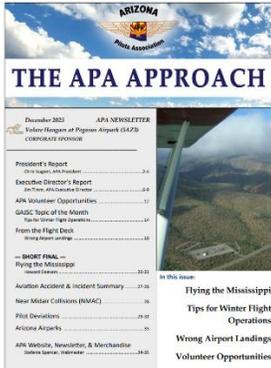
John Keith: He has met with legislators about ADS-B. Some were pro ADS-B landing fees. Rogers and Farnsworth are anti ADS-B usage and agree with Pilots, APA & ASAG.

Chris Nugent: What kind of traction for the petition?

CJ: Good response.

Chris: The link is in the February edition of the APA Newsletter.

You can access **APA's** concerns in [the December 2025 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

Banquet Awards

CFI of the year – **Katie Stumble**

Maintenance Technician of the year – **Roger Whittier**

FAAsteam Representative of the year – **Jim Price**

ATC Communicator of the year – **Geoffrey Kusel** (RYN Tower)

Airport of the year – **Marana Airport** (AVQ).

The CFI of the year trophy is now the **Craig Tompkins Trophy**.

The food was wonderful and Ian did a great job with the Audio Visual.

Cary Grant: How can we get more nominations? With all of the flight schools, we should have more nominations for CFI of the year.



Lee Unger, Cary Grant, Jim Anderson, and Brian Stamper, PhD

Lee Unger: Thanks to Cary Grant who rechecked, edited, and added coordinates where needed to best describe the airspace for which we request of the FCC 4 frequencies. These frequencies are the use in 4 quadrants of the Phoenix airspace. Our data and mapping will be reviewed by Christine W. Parola, Attorney Advisor, Mobility Division, Wireless Telecommunications Bureau. Once approved, it will be submitted to the FCC as part of our amended request.



<https://scauwg.org>

Lee Unger & Mike Jesch

Mike Jesch: SCAUWG is busy. There is an ADHOC committee rearranging airspace around Burbank airport. Approaches to Burbank airport (BUR) go right over Santa Monica (SMO). Burbank Airport is the TCAS winner, having the most TCAS alerts (Traffic Alert and Collision Avoidance System) in the entire country.



Whiteman Airport Coalition registration page:

<https://docs.google.com/forms/d/e/1FAIpQLSeSEQtUiyyBbqQV6FRtI9Go5CUYmE48FNCMPG62soFedqi7Lw/viewform>



Lee Unger: Safety Seminar planned for March 21st. There will be a SPANS. We will have a planning meeting – hopefully - Friday, Feb 27 at 2:30 PM. This will be a virtual meeting.

See website for Tower Construction timeline information at

<https://www.maranaaz.gov/Departments/Airport> .



John Keith: How do we get the Rainbow Valley frequency on a sectional chart?

Cary Grant: It is difficult to get a frequency on a chart. We can get it on the AFTW overlay.

John Keith: Light Sports are growing at Glendale.

Cary Grant: Make sure COPPA & CBANA (Luke F-35 arrival fixes) are on the chart overlays.



Pilot Counseling – Bob Holliday, ASAG’s Chaplain

Bob Holliday: As your Chaplain, I’d like all to take a moment to express our deepest sympathy to FSDO and the Tompkins family.

Fly Safe. As your Chaplain, If you have a prayer request, contact me. If anyone would like to contact me to confidentially discuss any personal issues, email me pastorbobh@comcast.net Bob Holliday. Hope you can come to the Celebration of Life. I’m available to talk.

Go to <https://www.faa.gov/pilot-mental-fitness> to access resources for CFIs with signs and symptoms of mental illness.

“A Pilot’s Prayer” by Rev. Bob Holliday

Gracious God and Creator of us all,

Thank You for the gift of flight – for the miracle of lift, the beauty of the sky, and the privilege of seeing the world from above. May I never take lightly the responsibility that comes with this freedom.

Grant me wisdom to make sound decisions, patience to slow down when haste tempts me, and humility to recognize my limits. Help me choose judgement over pride, and caution over convenience.

Guide me to practice good procedures faithfully – to prepare thoroughly, brief carefully, and fly each phase with intention and discipline. May checklists become more than just habits but acts of respect for life and safety.

Keep me mindful of good safety practices, alert me to changing conditions, aware of risks seen and unseen. Sharpen my situational awareness, that I may anticipate challenges before they arise and respond calmly when they do.

Protect those who fly with me and those below and help me return safely to those who wait for me. May every flight deepen my gratitude, strengthen my skill, and remind me that in the sky, carefulness is a form of gratitude.

Amen



[CLICK HERE](#) to
download the prayer in PDF



[*Cary Grant and Lee Unger*](#)

January 15, 2026 Meeting minutes are available at:

https://docs.google.com/document/d/15gCa_yRleMQG402_E5Svw5uOBo3bjb8UsXvu3_KKElc/edit?usp=sharing

Sorry, no video this time.

Next meeting March 10, 2026 at 4:00 pm. Click [HERE](#) to register for AFTW meetings.



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 (Lead); Cary Grant, Brian Stamper, Scott Woodworth & Lee Unger

Cary Grant: Brian Baker was supposed to be getting us a B-Roll on airspace issues.

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 Int'l (TUS) video has been removed

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



Lee Unger

Tucson International Airport (TUS) Long-Term Airfield Changes, including what the Air Traffic Control Tower wants you to know:

<https://www.faa.gov/tus#collapse48026>

"Check the NOTAMs at

<https://notams.aim.faa.gov/notamSearch/disclaimer.html>

Listen intently to ATIS for closed surfaces and other pertinent operational information. "



John Keith: Amazon UAS are very active. No issues.

David Kitts: We are experiencing problems with model aircraft at the remote-controlled airport by Apache Junction. They are flying above 400 feet. (Their site is located 7 miles east of FFZ).

Cary Grant: If you have Drone Problem, call the FSDO and report it. **John Keith** said that if you email the FSDO, that would be faster. scottsdalefsdo@faa.gov



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 Copeland** and the late, dearly missed **Craig Tompkins**, for providing the Zoom attendance list which we use to provide WINGS credit.

NOTE: 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!

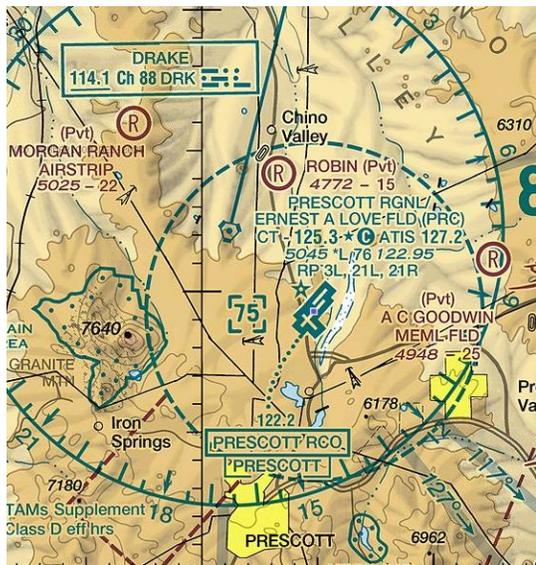


New Business

Cactus Fly In, March 7 at Casa Grande (Saturday). Also, there will be a car show. We need to make sure the flight schools are aware of the Cactus Fly In.

Alexander Kocksch: IMC Club meets at the La Cholla Airpark, the 1st Thursday of the month at 6:30. They do not meet in July and August. They are starting a VMC club which will meet after the IMC club meeting. In addition, social networking starts at 6:00 pm and food will be provided.

Ernest Copeland: Prescott is so busy, they have extended the



pattern up to 8 miles, but with the extended pattern on the 6 or 7-mile range, the clearance from terrain is only 250 feet. ASAG, AFTW and SCAUWG can get the word out that during the time the pattern is extended, the pilots are responsible for terrain clearance. If they don't know if the pattern is extended, they should ask.

Right of way and Drones (108) Comment period will open again for another 30 days. **Christine Perry:** If we commented before, can we comment again? She said the last time the comment period was open, they refused to let people comment more than once. Ernie does not know the answer to that.

Ernest Copeland: There has been another infringement on jumpers in Eloy. FAA has identified the owner of the aircraft. This has peaked the FAA's attention. Another study to learn "What is the best way to make sure our Parachute Zones are protected."



ASAG's next meeting will be **Mar 18 (3rd Wednesday in March)**, at **12:00 noon, MST (Arizona time)**.

Register in advance for the March 18th meeting at:

<https://faavideo.zoomgov.com/meeting/register/y7aN6XNcQGiT6CgziflOsw>

After registering, you will receive a confirmation email containing information about joining the meeting. **If you don't receive an email confirmation, you may have misspelled your email address. Try again.** We will be using the FAA's Zoom account for the March meeting.

Motion to adjourn: **Jim Timm**.

Rich Lee seconded the motion.

The meeting ended at **2:11** pm.

ASAG's email 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

https://www.faasafety.gov/files/events/WP/WP07/2024/WP07130353/NE_Phoenix_No_Maneuver_Zone_05-18-24.pdf



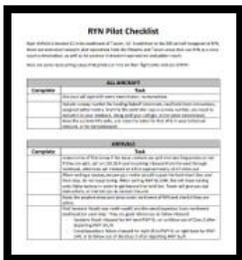
<https://asagaz.org/posters-campaigns>

Please print and share the flyer at your airport. You can also 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/wp/wp-content/uploads/2024/08/RYN_Pilot_Checklist.pdf



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

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

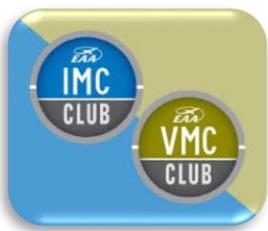


"Know Before You Go!! Parachute Operations at Marana Regional Airport (KAVQ)"

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.



VMC & IMC CLUB MEETINGS – Alex Peña: Their next meeting is **Mar 3, 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](#)

Look for the SPANS on www.FAASAFETY.gov

Guest Speaker: Christopher Dunn, KPNX-TV/12NEWS PHOENIX CFI -

CFI-I & CERTIFIED BROADCAST METEOROLOGIST

IMC: **Power Failure: Night Emergency Landing**



VMC & IMC CLUB MEETINGS – Alexander Kocksch

The Tucson IMC Club meets at the La Cholla Airpark, the 1st Thursday of the month at 6:30. (They do not meet in July and August). They are starting a VMC club as well.

In addition, social networking starts at 6:00 pm and food will be provided.

This club does not have SPANS notifications. If you would like to be added to the Group's email list for meeting information, please let Lee Unger know.

leeunger4@gmail.com . **NOTE: Prior permission is required for landing at La Cholla via a completed and approved Prior Permission Request.** For permission, go to <https://lachollaairpark.com/> and click on 57AZ INFO / PPR Prior Permission Request and fill out the form.

68th ANNUAL CACTUS FLY-IN & HOT ROD SHOW



MARCH 7, 2026
CASA GRANDE AIRPORT

Join the fun with vintage aircraft, war birds, hot rods and food. Early aircraft arrivals are invited to Cactus open-house Friday evening with snacks and beverages. Spaces available for on-field RV parking and camping. Enjoy a Saturday morning pancake breakfast and food trucks all day while viewing amazing antique and classic aircraft and hot rods.

ENTRY DONATION: \$15 / Person \$30 / Car Load (CASH or ZELLE)
FOR MORE INFORMATION VISIT: [CACTUSFLYIN.ORG](https://cactusflyin.org)



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 March.

Next AFTW meeting: **Tuesday March 10, 2025** 04:00 PM AZ (2300 GMT)

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

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.

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



The 99s 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](#)**



Greater Southwest Aviation Maintenance Symposium (2 Day Event)

Topic: Aviation Maintenance Continuing Education Courses

Date and Time: Thursday, March 12, 2026, starting at 08:00

Chandler-Gilbert Community College Aviation Center, 7360 E. Tahoe Avenue, Bluford Hall, Mesa, AZ 85212



Luke AFB, Glendale, AZ

Open House and Air Show

March 21 -22, 2026

See: [Luke Days Airshow](#) for Details



Ryan Field, 1200-1400

2026 **Pilot Controller Forum** at RYN Airfield has been pushed back a week to March 25.

The meeting will be held at Ryan airport in the conference room of the building adjacent to Richie's Cafe.

Come join us and get answers to your questions, and provide input on your concerns, with RYN tower, Tucson approach control, Scottsdale FSDO, Western Pacific Runway Safety, Arizona Flight Training Workgroup, FAASteAM, and the Tucson Airport Authority. There will be a Zoom link for a virtual option to follow

up this email in the next few weeks in case you're not able to attend in person.

BREAKFAST FLY-IN Season



- 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.