



MEETING MINUTES

https://asagaz.org



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

Oct 21, 2026

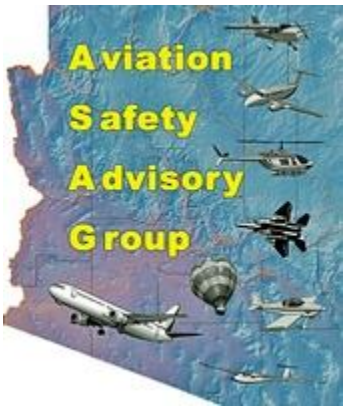
***66* attended:**

Abraham Blattstein, Adam Such, Alejandro Pena Rueda, Alexander Kocksch, Alexander Peña, Alfonso Fuller, Andrea Walter, Bob Holliday, Brett Richardson, Brian Mehrtens, Candice Turalba, Cary Grant, Chris Nugent, Chris Locher, Christine Perry, Dan Morgan, David Johnson, David Kitts, DeWitt Gibson, Edward Daror, Eliot Colsten, Ernest R. Copeland FPM SDL FSDO, Ernie Milton, Felix Hernandez, Garrett Dauphars, George Hamaty, Gregg Schmillen, Griffith Massey, Ivan Manoogian, James Price, James Timm, Jeetendra Naidu, Jemima Habana, Jered Staton, Jim Anderson, Jim Pyland, John Cirino, John Cramer, John Crawford, John Keith, John Varljen, Junaid Adil, Karen Hausteen, Ken Enger, Kenneth Winter, Lawrence Wippman, Lee Unger, Leigh McKathan, Macaulley Addis, Martin Goldfarb, Matthew Corrigan, Michael Pfleger, Michael Raab, Neil Davison, Phil Corbell, Randell Meyer, Rex Ross, Richard Lee, Richard van de Wall, Ron Dziagwa, Ron Serafinowicz, Shahbaz Ali, Sonny Durante, Susan Peirick, Theresa Farley, & Wes Waddle.

Welcome to our 10 first time attendees!



Cary Grant, ASAG President:

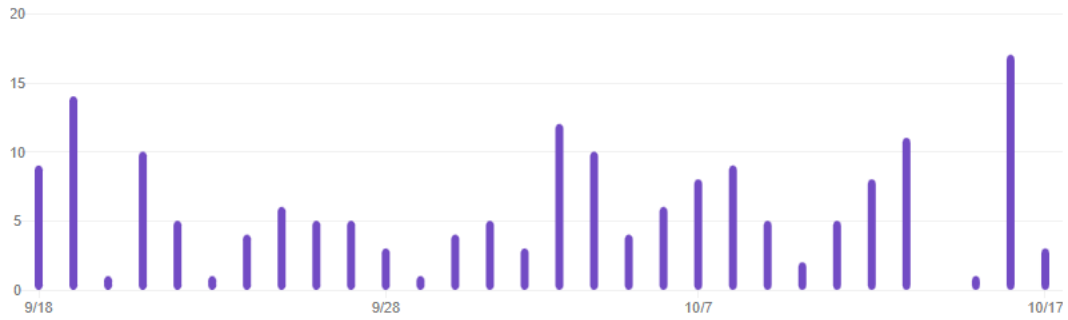


President Cary Grant welcomed the members. He explained that ASAG is a 501c3 organization and we are all volunteers. When the minutes are approved by the ASAG membership, they are posted at https://asagaz.org/.

ASAG works with all users of Arizona's airspace to promote and ensure safe operations. We meet virtually on ZOOM the third Wednesday of the month at 1200 Noon to discuss airspace issues, review Pilot Deviations, Runway Incursions, Near Mid Air Reports, LASER Attacks, and Aircraft Accidents. We have representatives from Phoenix TRACON, Luke Air Force Base, AZ National Guard, Albuquerque Center, and pilots and managers from many operators who attend the meetings, making us a great venue to hear and discuss safety concerns throughout the state. We work in cooperation with the Scottsdale Flight Standards District Office and the FAA Safety Team to focus our FAA Safety Team Seminar programs on concerns we discover during our meetings.

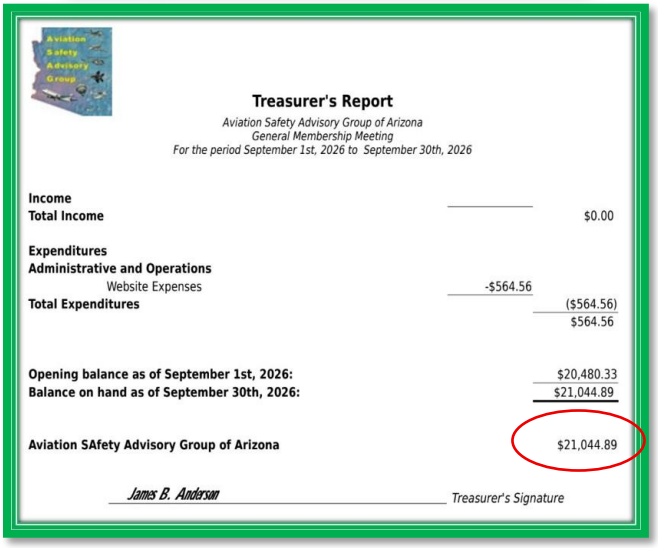


Website Visits:





Jim Anderson, ASAG Treasurer



Treasurer's Report

Aviation Safety Advisory Group of Arizona
General Membership Meeting
For the period September 1st, 2026 to September 30th, 2026

Income		
Total Income		$0.00
Expenditures		
Administrative and Operations		
Website Expenses	-$564.56	
Total Expenditures		($564.56)
		$564.56
Opening balance as of September 1st, 2026:		$20,480.33
Balance on hand as of September 30th, 2026:		$21,044.89
Aviation SAfety Advisory Group of Arizona		$21,044.89

James B. Anderson *Treasurer's Signature*



- Thanks to Jim Pittman, who is now hosting the AFTW website under his website https://flywithjim.com on his server. The domain name AFTW.ORG will continue to be owned by ASAG/AFTW but hosted by Jim.
- Fascinating, Jim was able to use AI to convert the former website (using WordPress) - the new AFTW site will have an Admin page that will be easier to update things such as meeting minutes, safety topics etc. This saves ASAG $564.56 per year due to the transfer of hosting from GoDaddy to his service, (which he is already paying for).
- Jim and Jon Micetic will be the administrators for the AFTW website.

Coming up, we have a deposit due for the Phoenix Airport Hilton.



John Keith moved to accept the Sep 1st – Sep 30th Treasurer's Report.

Chris Nugent seconded the motion.
The members unanimously accepted the Sep 1st – Sep 30th Treasurer's Report.



Jim Price, ASAG Secretary

Approval of the September Meeting Minutes.



Bob Holliday moved to accept the **September 2026** meeting minutes

David Kitts seconded the motion.
The members unanimously accepted the **September 2026** Minutes.

The minutes can be found on our website, https://asagaz.org/monthly-meeting-minutes





Major Caleb "Wonder" Wyatt & Jason De Jesus, 56 FTW Luke AFB Flight Safety

Not available

QR Code for – Luke's mission

F-16/F-35 Operating Information, Luke Local Flying Operations, Luke AFB Departure and Arrival routes, Luke Special Air Traffic Rules (SATR), Special Use Airspace, Gila Bend (KGXF) and Williams Airfield Aux 6 (KGAX) operations, and How to Prevent Mid-Air Collisions.

Can't scan? You can find Luke's Mission at:

https://www.luke.af.mil/Portals/58/2025%20MACA%20Pamphlet_CAO%208%20Sep%202025.pdf

56 FW Flight Safety Office
7125 N. Fighter Country Ave
Luke AFB, AZ 85309

SCAN ME

- Phone: 623-856-6942
- Email: 56fw.sef@us.af.mil
- Maj Caleb Wyatt
caleb.wyatt.2@us.af.mil



Cory Geffre/Jake Helms, Scott Woodworth, Jim Kennedy, Scott Joy, Jason Kaufman, Kristen Jensen, Christopher Janes

Ernie Copeland: As of September 30, we had 386 Laser Strikes in FY 2026. This is significantly lower than Laser Strikes in past fiscal years. (The U.S. Federal Government Fiscal Year is October 1 to September 30. FY 2027 started on Oct 1, 2026. (A FY is named for the year in which it ends)

Drone encounters are on the increase. Sometimes, we find out that the drone might have been a bird(s). Drone encounters are increasingly involved in NMACs.
What is Drone ID? A drone identifier—known officially as Remote ID—acts as a digital license plate that broadcasts real-time identification, location, and telemetry data from an unmanned aircraft. The FAA requires Remote ID for all drones weighing over 0.55 lbs. (250 grams) or any drone that requires registration.
Cary Grant: How effective is the Drone Identifier?
Ernie: Aircraft do not have the means to identify a drone.
Brian Mehrtens: There is no historical ID for drones (where have they been?) It doesn't work like ADS-B.

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/
KOLD's Morgan Loew and Cary Grant demonstrate how Laser Strikes look in the cockpit: Feb. 4, 2024
https://www.azfamily.com/2024/02/05/laser-strikes-aircraft-over-arizona-track-double/
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 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.



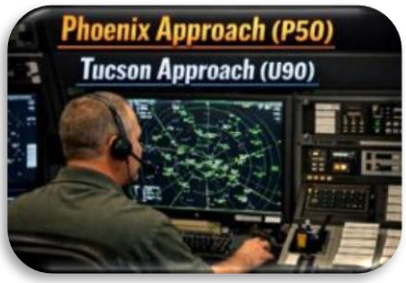
CW5 Chris Hammond & Gary Jones

CW5 Hammond: Not available



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.



Phoenix Approach/Airspace issues and PAUWG – P50: ***Brandon Esquer & Mike Charlton, Luke: LTC Palik, 56 FW Safety. T90 – Bryan Eckenrode, Timon Fish – ZAB***
A Representative was not available.



Lee Unger:
You can see the Stanfield VOR Procedures at:
https://aftw.org/AFTW_Stanfield_VOR_Procedures_Rev9-8-2026.pdf
Albuquerque Center has published a letter to airmen for KCGZ, to inform the pilot population about the VFR stack there and that VFR aircraft should be aware of IFR aircraft inbound and give way. See the LTA here:
Notams.aim.faa.gov/lta/main/viewlta?lookupid=3965741949142439849
Please share on social media, in your publications and at aviation safety events.

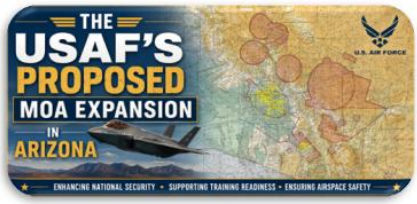


See the Letters to Airmen (LTA) Advisory, VFR and IFR Operating Procedures - Stanfield VOR (TFD) to Casa Grande Municipal Airport (KCGZ)>> Advisory VFR and IFR Operating Procedures - Stanfield VOR (TFD) to Casa Grande Municipal Airport (KCGZ)
We ask that you share the stack procedures on social media, in your publications and at aviation safety events.

Cary Grant: 25 Oct to 31 Oct the Scottsdale (SDL) runway will be closed. Expect traffic to divert around valley. We expect the traffic to be heavier at Deer Valley (DVT).



Ernest Copeland: Operation Raincheck Update will re-start in January 2027.



https://www.arizonaregionalairspaceeis.com/

No current news available. "The U.S. Air Force is actively pursuing a Regional Special Use Airspace (SUA) Optimization proposal to modify and expand Military Operations Areas (MOAs) and Air Traffic Control-Assigned Airspaces (ATCAAs) in Arizona. This initiative supports training for aircraft based at Luke AFB, Davis-Monthan AFB, and the Morris Air National Guard Base."

ASAG FAA Public Comment on MOA Expansion was submitted by Cary B. Grant, September 17, 2025: https://drive.google.com/file/d/1MqlZka9ojEM1jRxjdBYfYMR3t8L3_n3K/view



Michael Rutledge & Hunter Wall (Casa Grande (CGZ)):

Rutledge and Wall were not available.



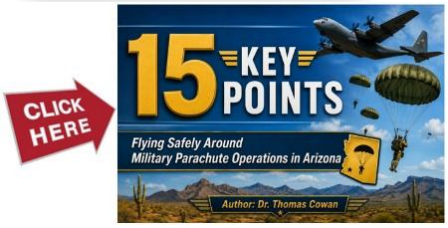


P08 (Coolidge) and 1AZ0 (Bishop) – Dr. Tom Cowan & Justin Hodge:

Cowan and Hodge were not available.

Cary Grant: The Jump Operations are heavy in training. Everything is active around the clock. Make sure you know where the drop areas are and avoid them on the downwind side. ***Cary*** recommends that you avoid all jump operations by at least 5 miles.

Cary Grant: We will have a Parachute Jump Operation Seminar on 13 Nov at 1:00 PM at Goodyear's United Aviate Academy, 1658 S Litchfield Rd #104, Goodyear, AZ 85338. Wings credit for attendance. It is open to everyone. Royal Air Force (RAF) will also be there.



15 Key Points:

https://www.faasafety.gov/files/events/WP/WP07/2026/WP07144898/15_Key_Points_-_Flying_Safely_Around_Military_Parachute_Operations_in_Arizona_-_Thomas_Cowan_-_May_2026_-_v7.1.pdf

Please read 15 Key Points. Make sure you are on flight following. Make sure you check the NOTAMs. The jump operations are not just between Tucson and Phoenix. There is a lot of activity in the Lake Havasu and Kingman area. Drop operations are 24 hours a day.



Version 3, Updated 7/14/2026

Change includes: ***If your planned route takes you near or over any of these airports, plan to go around them by a safe distance and to the downwind side of the drop depiction area.*

https://www.faasafety.gov/files/events/WP/WP07/2026/WP07145645/Know_Before_You_Go-Parachute_Operations_at_Marana_Regional_Airport_S._Durante_v3_260714.pdf

Neil Davison and Christine Perry

Christine: Ballooning should increase this weekend or next, depending on the weather.
At our October 20th meeting, a representative from the National Oceanic and Atmospheric Administration (NOA) gave a presentation. The October meeting location was held at: The Reference Library , 99 E Virginia Ave Phoenix 85004

Friday, October 23 to Sunday, October 25 at Salt River Fields at Talking Stick (The Stadium at 7555 N Pima Rd, Scottsdale, AZ 85258). Kids trick or treat around the balloons and it's a lot of fun. See: https://azspooktacular.com/ for tickets and more information.

Albuquerque's **Balloon Fiesta** was held October 3rd through 11th. There was a lot of wind; "blowing up" and that hindered flying. The next Balloon Fiesta will be October 2nd through 10th, 2027.



Page-Lake Powell Balloon Regatta Street Fair, Nov 6 – 7.

Club Coordinator Chris Perry: Next Meeting will be held on November 17, 2026. A Luke Representative will talk about Luke Airspace. Tentative Meeting Location, if they are able to have a Luke AFB speaker: Rainbow Ryders 7934 N Glen Harbor Blvd, Glendale, AZ 85307 If not, they will meet at the usual spot, The Reference Library , 99 E Virginia Ave Phoenix 85004

Mark Gianni, Red Star Pilots Association, SW Regional Director. https://flyredstar.org
Unable to attend.

El Tiro Glider Competition Update – Tim Mitchell, Tucson Soaring Safety Officer
Unable to attend.

Fairfax O'Riley: Unable to attend.
Cary Grant: "I believe Superior Soaring is out of business."



Mid-Sep through Mid-Oct 2026

Accident Report & Pilot Deviation Summary



The following are the reports of aviation accidents/incidents that have occurred in Arizona from mid-September through mid-October.

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.

Unfortunately, the Accident/Incident report is a bit longer this time because we have **13** accident/ incidents presented in this report. In continuing with the expanded scope of this report, we're using information from the Aviation Safety Network (ASN), NTSB, FAA 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.

September 10, LOSS OF CONTROL



Source: ASN
Location: Colorado City Airport (AZC)
Type: Cub Crafters Carbon Cub FX-3
Injuries: 2 Uninjured
Pilot Info: No Pilot Information
The pilot lost control on landing, and veered off the runway, and ground-looped, resulting in damage to the right wing and right elevator.

September 10, LOSS OF CONTROL



Source: FAA Incident
Location: Phoenix Deer Valley (DVT)
Type: Piper PA-28
Injuries: 1 uninjured
Pilot Info: No Pilot Information
When the aircraft began the departure phase of the touch-and-go, the aircraft touched back down on the runway. The pilot aborted the takeoff and rolled to a stop on the over-run portion of the runway and required a tow to exit the runway.

September 12, ENGINE FAILURE



Source: ASN
Location: Ak-Chin (A39)
Type: Cirrus SR20 G6 Trac
Injuries: 3 Uninjured
Pilot Info: Comm/CFI Pilot
The Cirrus had departed Gila Bend Municipal Airport and was conducting a simulated engine failure to the paved runway at Ak-Chin when the engine stalled and the aircraft landed on an adjacent dirt runway.

September 17, LOSS OF CONTROL



Source: FAA Incident
Location: Tucson Ryan Field (RYN)
Type: Long E-Z
Injuries: 1 Uninjured
Pilot Info: No Pilot Information
The Long-EZ landed, and veered off the runway, and went approximately 15 feet into the Dirt/Mud. There was no damage to the aircraft or airport property

September 19, MECHANICAL FAILURE



Source: ASN, FAA Incident
Location: Mesa Falcon Field (FFZ)
Type: Vashon Ranger R7
Injuries: 2 Uninjured
Pilot Info: No Pilot Information.
The airplane departed Saint George, Utah, and landed at Falcon Field. The left wheel came off as it exited the runway.



September 30, ENGINE ISSUE



Source: ASN
Location: Near Marana
Type: Piper PA 28-180 Cherokee C
Injuries: 2 Uninjured
Pilot Info: No Pilot Information
The airplane departed La Cholla Airpark, and they experienced engine issues. They made an off-airport landing near Marana Regional Airport.

October 3, GEAR UP LANDING



Source: ASN, FAA Incident
Location: Mesa Gateway Airport (IWA)
Type: Piper PA 44-180 Seminole
Injuries: 2 Uninjured
Pilot Info: No Pilot Information
The airplane departed Mesa Gateway Airport, and it landed gear up when it re-landed at Gateway airport.

October 4, GEAR UP LANDING



Source: ASN
Location: Page municipal Airport (PGA)
Type: L-39C Albatross
Injuries: 2 Uninjured
Pilot Info: No Pilot Information
The airplane departed Saint George Regional Airport in Utah and made a gear up landing at Page Municipal Airport (PGA).

October 5, LOSS OF CONTROL





Source: ASN, FAA
Location: Near Yuma
Type: Pitts S-2B Special
Injuries: 1 Serious Injury
Pilot Info: ATP Pilot
The airplane had departed the Yuma airport (NYL), and it was destroyed when it crashed while performing aerobatic maneuvers over a field southwest of Yuma.

October 6, BIRD STRIKE



Source: FAA Incident
Location: Tucson International Airport (TUS)
Type: Cessna 208
Injuries: 2 Uninjured
Pilot Info: No Pilot Information



The Cessna struck a bird on departure at the end of the runway, resulting in a dent in the right wing. After completing the flight, the aircraft returned to Tucson and landed without incident.

October 6, LOSS OF CONTROL



Source: FAA Incident
Location: Phoenix Deer Valley (DVT)
Type: Diamond DA42 NG Twin
Injuries: 2 Uninjured
Pilot Info: No Pilot Information

The Diamond was cleared for takeoff, and with a short delay, they started down the runway but maneuvered off the runway. The aircraft required a tow to parking and there was minor damage to the aircraft.

October 7, LOSS OF CONTROL



Source: ASN, FAA Incident
Location: Phoenix Deer Valley Airport (DVT)
Type: Diamond DA42 NG
Injuries: 2 Uninjured
Pilot Info: No Pilot Information

The airplane was on takeoff when it veered off the runway damaging the propellers.

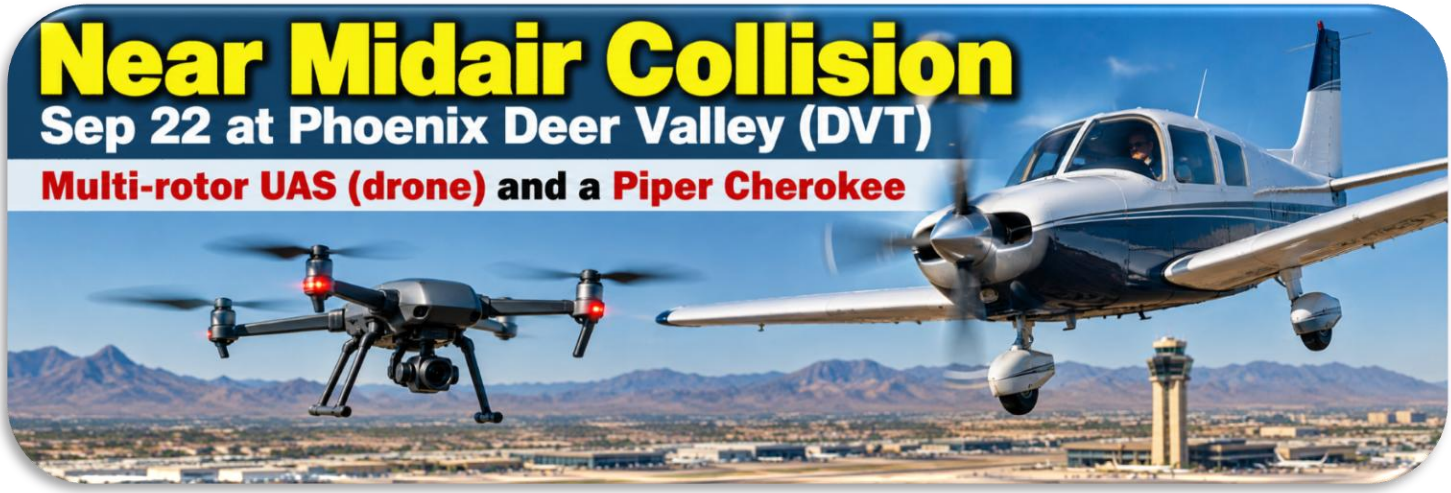
October 8, GROUND INATTENTION



Source: ASN, FAA Incident
Location: Scottsdale Airport (SDL)
Type: Cessna 177B Cardinal
Injuries: 1 Uninjured
Pilot Info: No Pilot Information
The airplane taxied into a portable helipad.



2 NMACs Reported Sep 10 – Oct 15



A controller reported that they believed they saw a black, and multi-rotor UAS, orbiting in the downwind. They stated that a Piper Cherokee had passed within 5 feet of the suspected UAS. Subsequently the controller and the Cherokee reported the UAS in the same location. No evasive maneuvers were reported by the reporting aircraft.



An Embraer Regional Jet was on a 5-mile final to the runway, and at 3,200 feet, they reported a drone that passed 50' directly in front of them going from left to right.



In the reporting period from Sep 10 through Oct 15 there were 12 pilot deviations reported by the FAA SDL FSDO & 9 Brashers were issued. These deviations were committed by pilots with certificates ranging from Private Pilot through ATP. There were 4 out of state pilots and 1 Military pilot..

Note: Many pilot deviations are 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.



I would hope that pilots would get the message to be more careful in their flying. Some of deviations could be attributed to out of state pilots that may not be accustomed to flying in some of the complex/ crowded airspace that we have in Arizona.

I would like to think that the information being presented here is valuable to all pilots, and it will make them safer pilots.

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



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.

Summary of GA Deviations, Sep 10 – Oct 15



1 Altitude (IFR) and 1 Brasher
1 Phoenix Class Bravo Airspace Deviation and 1 Brasher
8 ATC Instructions and 6 Brashers
1 Runway Incursion and 1 Brasher
1 Restricted Airspace Deviation and 0 Brashers

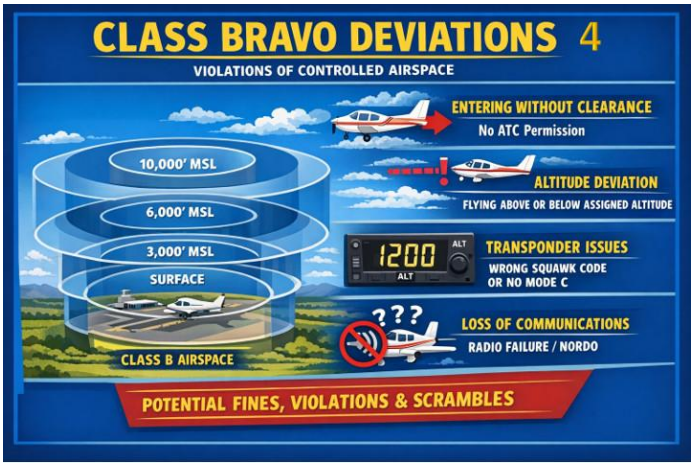


September 16, IFR Deviation

- **No Pilot Information**
- **Albuquerque Center (ZAB)**

The Albuquerque Center information was showing in their machine the routing KSDL, YOTES6, JARPA, ALS, DUUZE, HLC, PWE / KIAD. The controller noticed the aircraft was turning off course and questioned the pilot. The pilot said he was going direct to a fix called MARME, then SPRINGFIELD. The controller coordinated with other areas and eventually the aircraft was put on the correct routing. **A Brasher warning was issued.**



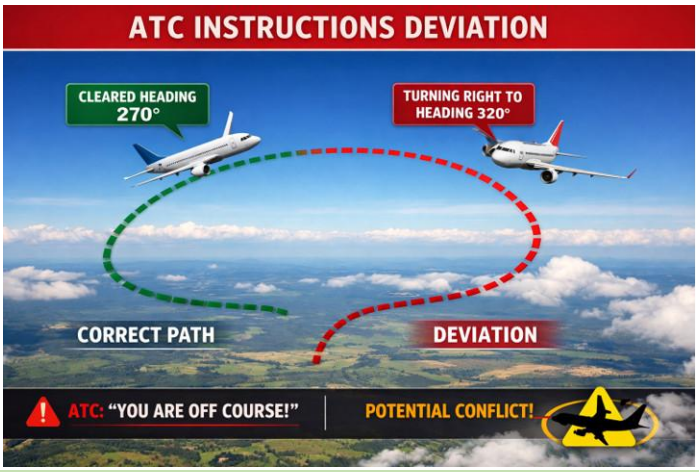


Sep 21, Entering Phoenix Class Bravo Airspace Without First Having Authorization

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

The aircraft entered the Class B airspace without a clearance approximately 5.5 miles south of PHX at 5,000 Feet. The aircraft continued southeast bound climbing to 7,500 feet in Class B Airspace without contacting a controller. **A Brasher issued.**





September 11, Failure To Follow ATC Instructions

Private Pilot

Mesa Falcon Field (FFZ)

The aircraft entered the airspace from the northeast and repeatedly ignored instructions from the controller. The aircraft landed at Falcon Field and **was given the Brasher warning on Ground Control.** The pilot called, and said he was unfamiliar with the area, and became disorientated. He didn't join the downwind as instructed and crossed a final at pattern altitude without instructions. He was told to fly on a heading, but then turned without permission, and almost cut off landing traffic.



Sep 13, Failure To Follow ATC Instructions

Commercial Pilot

Scottsdale Airport (SDL)

The aircraft was on a one mile final when the controller issued a landing clearance. The aircraft requested a missed approach, and the controller issued a go-around clearance, and it was read back correctly. The aircraft then flew through the final approach corridor, and exited the airspace, and made a 180-degree turn to return to land. The controller then instructed the aircraft to enter a midfield right downwind, and expedite the decent to pattern altitude for traffic, and then issued a traffic advisory. The aircraft did not descend and did not response to several transmissions. The controller finally got the aircraft to respond and amended the instructions to a right base to avoid traffic. The aircraft eventually landed without further issue. On Ground Control, the controller issued several instructions, and the aircraft then changed frequencies without permission. They refused to follow instructions and told Ground Control what they were going to do instead. Eventually Ground Control taxied the aircraft to the run up area and **issued the Brasher warning.** During a conversation with the tower supervisor, the pilot said they were a licensed pilot but could not provide a complete pilot certificate number, only a partial number,



and promised to call the tower back. She said she did not comply with ATC instructions because she was unfamiliar with the airspace, and the CFI onboard was no help.

Sep 17, Failure To Follow ATC Instructions

Comm/CFI Pilot

Albuquerque Center (ZAB)

The Piper Cherokee was flying the practice approach RNAV RWY23 into Coolidge, and the controller observed the Piper turn north rather than flying the missed approach which put them below the MIA in the area. The controller issued a low altitude alert, and instructed the Piper to rejoin the missed approach, and the Piper complied. **A Brasher warning was issued.** The pilot said there was VFR traffic circling to land for a touch and go. He turned to the north to avoid the traffic. The Piper attempted to contact Center when they heard Center calling them.



Sep 20, Failure To Follow ATC Instructions

ATP Pilot Out of Florida

Phoenix TRACON (P50)

A Bombardier Challenger was assigned an altitude of 5,000 and was looking for Scottsdale for a visual approach. The pilot descended on their own to 4,600 without a clearance to do so. It was unknown if any Minimum Vectoring Altitudes were violated.

September 21, Failure To Follow ATC Instructions

ATP Pilot Out of Colorado

Phoenix TRACON (P50)

The controller gave a Beech Premier a turn back on course, and an amended altitude to maintain FL370 with a good read back. Traffic was an air carrier that was level at FL380. An Albuquerque Controller had the Premier climb above FL370, and the controller immediately instructed them to maintain FL370 and to turn 20 degrees right to provide a loss of separation with traffic. On the pilot phone call, the pilot said they forgot to put FL370 into their Flight Management System. **A Brasher Warning was issued.**



Sep 24, Failure To Follow ATC Instructions

No Pilot Information

Albuquerque Center (ZAB)

A Phoenix TRACON Controller advised the Albuquerque Center Controller that an aircraft was spilling out of the GLOBE SAA. The Albuquerque controller advised that the airplane had spilled out earlier, **and a Brasher warning had been issued.** The pilot said they knew they were close to the edge and were being pinched by the weather. They were trying to complete a low altitude exercise before climbing to a higher altitude above the weather. Pilot was apologetic for spilling out.



September 27 Failure To Follow ATC Instructions

ATP Pilot Out Of California

Albuquerque Center (ZAB)

The Hawker was issued a crossing restriction to cross ELLDA at FL300 which the pilot read back correctly. The aircraft was at FL300 and requested FL160. The controller advised the aircraft to contact LA Center, which the pilot read back. Immediately after the read back the Hawker was seen descending out of FL300. Multiple attempts were made to amend the aircraft's altitude to FL280, which was successful. **The LA Center issued the pilot the Brasher warning.**



ATC received a call at the Office Manager In Charge (OMIC) desk, and the Hawker thought that since he was cleared for the arrival, that he could descend on that arrival. OMIC explained that ATC assigns altitudes when aircraft are flying arrivals. Pilot also stated that they "request 160", they were letting ATC know they were descending. OMIC explained that a "request" is taken as a request by ATC. All altitudes need to be issued by ATC. There seemed to be a lot of confusion on being cleared for the arrival and being cleared to descend via that arrival.

September 30, Failure To Follow ATC Instructions



Military Pilot

Tucson TRACON (U90)

Two F-16's were on radar vectors for the initial at Tucson International, and the lead F-16 was instructed to maintain 6,000'. A Citation was on radar vectors behind the F-16s at 7,000'. The F-16s were observed climbing on their own, and the controller observed the climb and told them to turn and descend back to 6,000'. The F-16s were observed at 6,500' vertical and 3.5 miles lateral with the Citation. The lead pilot called and was transferred to the recorded line. He was asked for his name, and he refused to give it, and also only gave the number for the 162nd guard unit's duty desk.

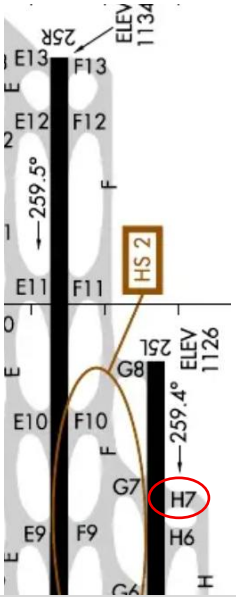


September 13, Runway Incursion, Taxiing without ATC Instructions

- **No Pilot Information** **Out of Oregon**
- **Phoenix Sky Harbor (PHX)**

A Cessna Citation was issued instructions to cross RWY 25L at the TWY H7 intersection, then to taxi to RWY 25R via TWY F by the South Controller. The Citation read back the instructions correctly, and the Citation was observed turning onto TWY F after crossing RWY 25L at H7. Another aircraft was then issued a takeoff clearance on RWY 25R. As the other aircraft was departing, an alert was triggered due to a target on TWY F10. The South controller immediately instructed the Citation to stop, and pilot stated that he had stopped. The Citation was observed past the hold short lines for RWY 25R at F10 intersection. It was unknown if the Citation crossed or encroached over the RWY 25R edge line as the other aircraft rolled by on its departure. There was no time to issue a traffic advisory to the other aircraft or cancel its takeoff clearance. **A Brasher warning issued to the Citation on the Ground South frequency.**







September 9, Flight into Restricted Airspace

Private Pilot Out of North Carolina

Phoenix TRACON (P50)



An Experimental Aircraft departed VFR from Mesa Gateway Airport, and the aircraft entered Restricted Airspace R2310A without authorization. R2310A was active at the time and ATC had advised the aircraft that the restricted airspace was active.



Cary: There are many Diamond DA 42s flying at DVT.
In this reporting period, we had multiple cases of loss of control on takeoff and I'm wondering if CFIs are doing single engine VMCA (Minimum Control Speed in the Air) demonstrations and preparing their students for Minimum Control Speed on the Ground (VMCG) situations. CFIs, if you are doing this type of training, make sure you are keeping the aircraft under control.

Cary Grant: When a Military pilot refuses to give his or her name to the FAA, does the FAA follow up?

Ernie Copeland: They have a call sign, and we can find out who they are. We record it and turn it over to the military.

Cary: Great course available at FAASafety.gov, ALC-1182: Pilot Deviations: Root Cause Analysis. I highly recommend it.

Ernie: It was developed by Tina Buskirk and Phil Dixon.

Cary: At Restricted Area 2310, there is a lot of live firing in that area.

Jim Timm: It is also used for UAS training. Always avoid 2310.

Karen Hausteen, former Chairman of the Phoenix 99s.

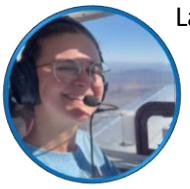
https://phx99s.org/

The 99 leadership is working with the Cactus Fly In organizers.

Meetings are held in the conference room at Jackson Jet Center, 2710 E Old Tower Rd, Phoenix, AZ 85034, on the 2nd Wednesday of each month (except in July). Everyone is welcome! We meet at 5:30 PM for social time, and our speaker at 6:00 PM. The meeting at starts at 7:00 PM.



Lauren Nusbaum is the new 99 president.



Lauren Nusbaum

We will have a Flying Companion seminar in the spring.

Cary: **Go-Arounds Are Awesome!** was founded and created by flight instructor and FAA designated pilot examiner Jim Pittman. It is a movement to encourage better pilot decision-making and performance.

https://goaroundsareawesome.com/pilots.php#pilots-learn-trigger



Jim Pittman





FFZ Users Fees Passes, Update? – Cary Grant, Chris Nugent, Paul Rowley, and John Keith

Chris Nugent: There are some changes. On October 9th, the city published an updated schedule of fees and charges. The new landing fee is $4.14 per 1,000-pound maximum landing weight, versus the $20.35 that was included in the original proposal. The landing fee now covers all aircraft, including aircraft based at FFZ. No free landings. They are currently evaluating what they will allow for exemptions, i.e., military, medical, etc.

Proposed calculations for fees are published on the City's website. We don't know whether or not the inputs to the model can be validated.

The city also published an RP soliciting vendors for a turnkey landing fee billing solution.

The city wants to award the contract to a vendor no later than 9 Dec 2026, with a go live date of Jan 1, 2027. The RP did include the original fee of $20.35.

The landing fee calculation data includes a 14% fee assumption for what the vendor will take from the gross landing fee.

The city has not specified if the city will use ADS-B or cameras to capture the landings.

The city also published a notice of aeronautical user consultation meeting. This is required by the FAA. There will be a virtual zoom meeting at 5:00 PM, Thursday, Nov 5.
Chris feels that what the city has done so far is minimally compliant.
Mesa city will allow email comments until Nov 19th.
As a part of this consultation process, they will not accept telephone calls, correspondence sent by mail, or emails sent to individuals at the City of Mesa.
AOPA, APA and ASAG have met to discuss the path forward on submitting comments from GA groups, which APA will do.
APA will ask for day-to-day use and the calculation model used to build up the fee.
They will consider this revised fee proposal as a part of the December 8th City Council Meeting.
We reached out to the person that is heading up the FAA Part 13 complaint investigation at the Western Pacific office, asking if they have a timeline on when they were going to submit a report of termination to the City. She replied that they were expecting the City fee methodology and back up data by the 23rd of October. So, to the best of our knowledge, the City has not issued a determination regarding grant assurance violations or anything of that nature in advance of all this work by the City of Mesa. The City is at risk if they implement the fees in advance of any material feedback from the FAA.
AOPA, APA and ASAG will submit written comments to the city, including asking for a follow-up meeting with the City Manager. We include in our comments, the safety implications, fee implementation, and whether or not the FAA is going to conduct a safety risk management assessment of the impact of the fees.
AOPA has really stepped up to help the GA group engage with the City.
Cary Grant: From the ASAG and safety perspective, I think our message consistently has been that this is going to force a lot of the traffic out of Falcon Field to other airports around the valley and particularly into the South Practice Area Airports, Coolidge, Casa Grande, Ak Chin (all non-towered airports). These airports already have unique safety hazards, and that will increase the potential for accidents. Because Falcon is Bravo Airspace 30-mile circle, and we are required to always have our transponders and ADS-B ON. We don't want pilots to turn off their ADS-B or transponders to avoid paying fees that are collected via ADS-B.
Chris: In addition to the GA group input to the city, we have been talking with CAE and their Part 13 complaint and their federal lawsuit. They are following a parallel path to our groups to engage with the city. Their federal lawsuit is still very much in play.
Cary: The bulk of the fees will be paid by the user doing touch and goes – the flight schools.
Cary: 17 Nov, Chris and Cary have been asked to give an update on the Falcon Field fees situation at the Prescott users meeting at 4:00 PM in the Administration Building.
Chris: If you are a tenant at Falcon Field, I strongly advise that dial in for the meeting on Nov 5th. Provide comments before Nov 19th, keep an eye on the City Council agenda for Dec 8th.



The window for GAA Nominations is open, www.generalaviationawards.com

Cary: Nomination started 1 Sep and closes 30 Nov.

- SEPTEMBER 1: Nominations Window Opened
- NOVEMBER 30: Nominations Window Closes at Midnight

Please think about nominees for this year 2026 (Banquet in 2027). Contact Cary Grant at cbgrant@azboss.net for more information.



The 2026 Banquet Photos are available for viewing at https://photosgranted.zenfolio.com/asag26



BANQUET, 6 Feb, Phoenix Airport Hilton, 2435 S 47th St, Phoenix, AZ 85034
5 – 6 PM social. Banquet at 6 PM
John Keith has 2 - 3 sponsors for tables and each sponsor would like to pay for 2 to 3 tables.
Cary will find out how many tables they can get in the ballroom.
Jim Anderson: We can accommodate 200 tables.

Cary: Ian Branson has agreed to be our audio-visual person. We also received donated equipment; screen and projector.
Rich Lee and ***Cary Grant:*** Meet Our ASAG Banquet Guest Speaker, Keith Ocsuka – Former Boeing Chief Test Pilot



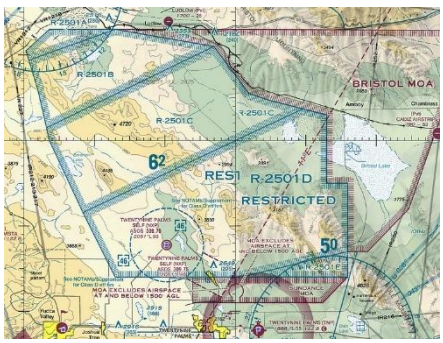
Keith Otsuka is a former Boeing Chief Test Pilot who played an instrumental role in the testing of the B-52, B-1, and B-2 bombers.
Originally from Pearl City, Hawaii, Keith grew up in a military family. His father's assignments took the family to various locations, including Sierra Vista, Arizona, where Keith graduated from high school. After graduating from the U.S. Air Force Academy, Keith embarked on an impressive aviation career as a test pilot. He later held key leadership positions at Boeing, overseeing numerous commercial and military aviation programs.
Keith currently resides in Cave Creek, Arizona. We look forward to welcoming Keith and hearing about his remarkable experiences in military aviation, flight testing, and aircraft development.



Lee Unger, Cary Grant, Jim Anderson, Brian Stamper, PhD, and Stacy Elliot
Lee Unger: The legal department of the FCC has approved our submission, which is great news.
Cary Grant: No one has objected to our choice of frequencies, everyone is happy about the boundaries, so we are on the way to completing the Frequency Project. Great job Lee!!



Lee Unger & Mike Jesch (Southern California Airspace Users Work Group)
Lee Unger: SCAUWG is faced with the same challenges that we have in Arizona, such as landing fees and keeping airports open. They also have airspace issues with 29 Palms. This makes going from LA NE bound more complicated. SCAUWG is doing everything they can to help maintain safe, available airspace.





Lee Unger, Tito Sanchez, Sonny Durante, John Cramer (Marana Airport Updates)

Sonny Durante: Nothing new to report.



Lee Unger: Please review and follow best practices for operations at all non-towered airports.

If you experience an unsafe occurrence such as a near-mid-air collision (NMAC), please consider filing an ASRS/NASA report.

"The ASRS collects, analyzes, and responds to voluntarily submitted aviation safety incident reports in order to lessen the likelihood of aviation accidents."

File an ASRS/NASA report here https://asrs.arc.nasa.gov/report/electronic.html

Lee also suggests you capture and record related communications from liveatc.net

ASAG's Safety Video for Marana Regional Airport KAVQ: https://www.youtube.com/watch?v=kTBHrJnpGeo

Non-Towered Airport Operations- In Control or Out of Control?

Brian Stamper, Ph.D., Sarah Nilsson, Ph.D., Lee Unger: https://www.youtube.com/watch?v=i9JDjr0Q03I

Near Miss in the Pattern | Flying with Jessica Cox: https://www.youtube.com/watch?v=yP09zbvPY3Y



Lee Unger:

https://flytucson.com/taa/safety_security/airfield_safety_enhancement_ase_program.php

https://www.faa.gov/airports/runway_safety/pilots/best_practices

You can find Tucson International Airport (TUS) long-Term Airfield Changes, including what the Air Traffic Control Tower wants you to know at https://www.faa.gov/tus#collapse48026



You can check the NOTAMs at

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

Request Progressive taxi if in doubt. Listen intently to ATIS for closed surfaces and other pertinent operational information.

Tucson International's General Aviation page

https://flytucson.com/airport_operations/general_aviation.php#collapse1080b0



John Keith

Still the usual stuff. We have the typical whispering and chatting on practice area frequency; lots of babble.

Some of the Light Sports go through the practice area on their way to Goodyear. Usually, they are pretty good about professionalism. I have a very good relationship with their chief pilot and every time we have had a problem, I go to him and rapidly, he has taken care of the problem.

Cary: We need professionalism. CFIs, if you are engaging in conversation on the practice frequency, you are setting a BAD example. You are setting a mold that will be forever cast.

Buckeye has lots of traffic. Some of the pilots who have been flying super long down winds – that has ceased for now. They are not as "rule breaking" as they were in the past.



Pilot Counseling – Bob Holliday, ASAG's Chaplain

Bob Holliday:

Pastor Bob: Encourage all that we can be supportive to not just each other. Being the ears can change someone's mental mindset. Prayers that we all take that role seriously. Each of us can be a representative. If you need help, Bob is willing to help. **Email at** pastorbobh@comcast.net

Cary: Bob is an ordained minister, and everything is confidential.

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

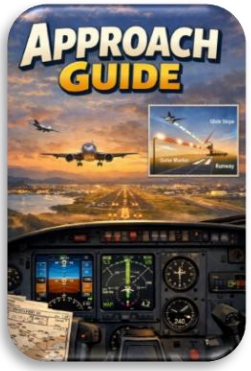
Bob: No matter what someone's state of mind might be, it's always worthwhile to talk to someone. That's one of the reasons I am here and I'd like to encourage people to talk to me.

Critical Incident Response Program (CIRP)

Cary: In June, ***Theresa Farley***, representing the Flight Test Community, attended Critical Incident Response Program (CIRP) training. CIPR is a program designed to mitigate an accident or incident before the stress causes an occurrence. It is completely a volunteer program, peer to peer support and confidential.

In September's ASAG meeting, ***Bob Holiday*** was not in attendance, but the ASAG membership voted to pay for Bob's CIRP training, should he want to attend. Bob said that he would love to take the CIRP training.

Theresa Farley will send Bob the information that he will need to sign up for the CIRP training.



Cary Grant, Jim Pitman, Brian Harrison:

The Approach Guide will contain Recommended Procedures for Practice Instrument Approaches in the Phoenix Area.

Link to view work in progress: https://docs.google.com/document/d/18Jpf9d9g-_THIsu2Yg7lRcdxkq7D_D5DrXoIjNBT34Q/

We are still looking for more volunteers to help with this project. Please email jim.pitman@gmail.com if you are willing and able. Thank you!

Please submit feedback related to this project at: http://aftw.org/contact/

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

Cary Grant: Jim Anderson has put together an update for Sedona, which has been posted.

We have been approached by the City of Cottonwood, asking if we would update the video for Cottonwood. Reference the AF/D: Touch and go landings are not authorized 0100 – 1500Z weekday and 0100 – 1600 Z weekend and holidays. More than three aircraft conducting touch and go landing operations in the pattern are not authorized.

Cary has asked for clarification from the FAA general counsel. It's not a complaint; just clarification of what the City of Cottonwood can legally put in the AF/D. Cary will send the letter to the FAA General Counsel in Washington D. C.

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/IvMF-jFDDhM & https://www.faa.gov/CHD
Sedona Airport (SEZ) https://www.youtube.com/watch?v=hWrb-xCK1rA
Cottonwood (P2) https://www.youtube.com/watch?v=RpOS4yi7oGM
Marana (AVQ) https://www.youtube.com/watch?v=kTBHrJnpGeo

AFTW and DPE Update, Lee Unger, Eric Fahrner, Brian Merhtens
Register for the next meeting: https://aftw.org/next-meeting/
Nov 10, 2026 04:00 PM



Cary Grant: It looks like the proposal for a No Maneuver Zone was retracted because of push back and complaints and, there was no P50 representation in the proposal.



Amazon UAS Delivery Activity – John Keith, Neil Davison. Amazon Drone Collisions.
None.

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 Brian Mehrtens for providing the Zoom attendance list which we use to provide WINGS credit.

To receive credit, you must remain in the meeting for at least two hours.









Cary Grant asked Brian Mehrtens if he heard anything about FAA seminars for the Buckeye Air Fair.

Brian: I have not heard anything about what our involvement will be. We can reach out and see if there is space for us.

Cary: Unfortunately, by the time AOPA starts talking to the FSDO, seeking approval for the seminars, they have already filled the seminars with their presenters. Their presenters are national folks, and they generally are not interested in Arizona problems. Cary will contact AOPA and see if AZ presenters can get on the schedule.

Brian Mehrtens: Designated Pilot Examiners (DPEs) are managed on the national level. The Scottsdale FSDO has no oversight of the DPEs. However, there is an annual DPE meeting at the FSDO in May, so the DPEs can talk about problems they are seeing.

Cary: What about DPEs who come from outside our area to give check rides? Do they know anything about our practice areas or the Stacks? ***Brian*** does not know.



Brian Mehrtens and ***Ernie Copeland*** are offering two Annual Rep Training events in November. Both will be hybrid events so you may attend in person or online. The in-person event is at the Scottsdale FSDO with directions listed in the Event notifications. If you want to fly into Scottdale Executive airport, give us notice so that we can pick you up. This year we have planned quarterly events to make it easier for you to plan when you can attend. We are also inviting the Las Vegas Reps and Applicants to attend this training to maintain/receive your positions with the FAASTeam. You can attend in person at the FSDO or via Zoom.

Here are the different in-person/ZOOM dates and times for you to choose from:

- November 12th, 1200-1430
- November 14th, 1000-1230
- February 25th, 2027, 12:00-1430
- May 13th, 2027, 1300-1530
- May 15th, 2027, 1000-1230
- August 26th, 2027, 1200-1430

You only need to *choose one of the two offerings* to get your annual credit.

If you attended in September or May 2026, you do not need to attend any of these sessions, although, your presence is always welcome.

Additionally, it would be nice if the newest Reps could attend both seminars, just to meet the rest of the team.



John Keith: The [FAA Portable Reduced Oxygen Training Enclosure (PROTE)] will be at Goodyear this year, November 18 – 21. If you don't have a reservation, John Keith encourages you to **show up anyway!** If you have a current medical certificate, John will make every effort to accommodate you.

The PROTE rotates between Goodyear, Falcon, & Prescott. It's Goodyear's turn in 2026.



Cary Grant: RSAT Season has concluded in Arizona**.** The last RSAT was held in Flagstaff and there were no major issues or action items from the meeting**.** ***Fred Gibbs*** (FLG) is would like to hold a Pilot/Controller Forum in October. I don't see this forum in Event Management.



You can register in advance for ASAG's November 18th meeting at:
https://faavideo.zoomgov.com/meeting/register/67h9bgVRQXurhEAckUYORA
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.
For the **November meeting,** we will be using the FAA's Zoom account.

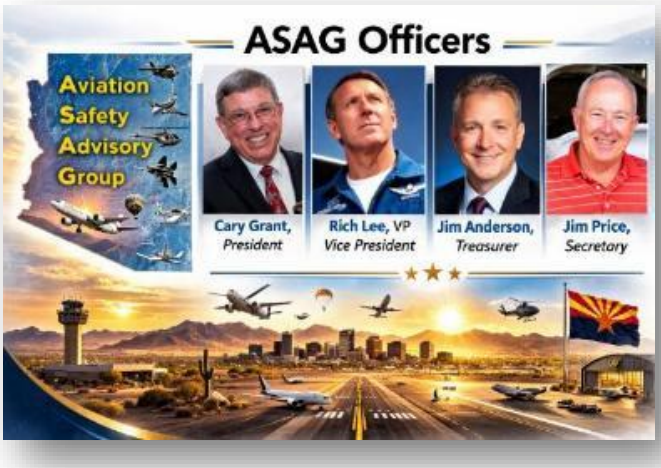
Motion to adjourn: ***John Varljen*****.**



Alexander Kocksch seconded the motion.

The meeting ended at **2:02** pm.

ASAG's email: arizonasag@gmail.com



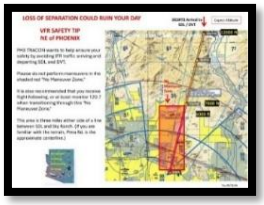

Lee Unger


Jim Timm



Arizona Pilots Association Monthly Newsletter

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

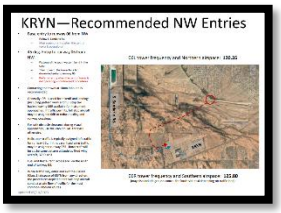


Northeast Phoenix No Maneuver Zone poster

by **Bob Mittelstaedt**

https://www.faasafety.gov/files/events/WP/WP07/2024/WP07130353/NE_Phoenix_No_Maneuver_Zone__05-18-24.pdf
or
https://asagaz.org/posters-campaigns

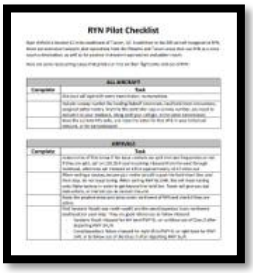
Please print and share the flyer at your airport. You can also publish the link in your print products and on social media.



Ryan Airfield Recommended NW Entries

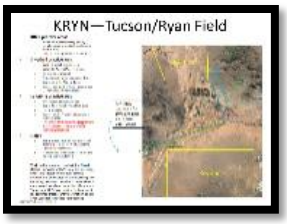
by **Brian L. Stamper, PhD**, FAASTeam Representative.

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



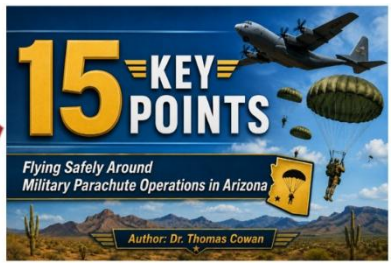
"Know Before You Go!! Parachute Operations at Marana Regional Airport (KAVQ)" Version **3, 260714**

by ***Sonny Durante*** and the Parachute Operations Safety Workgroup
Directed by ***Dr. Thomas Cowan***.

https://www.faasafety.gov/files/events/WP/WP07/2026/WP07145645/Know_Before_You_Go-Parachute_Operations_at_Marana_Regional_Airport_S._Durante_v3_260714.pdf

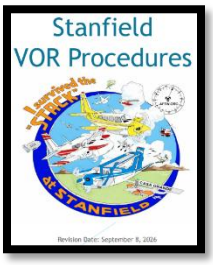
This document may be used as a template for a flight planning document for other non-towered airports that have parachute operations.





15 Key Points

https://www.faasafety.gov/files/events/WP/WP07/2026/WP07144898/15_Key_Points_-_Flying_Safely_Around_Military_Parachute_Operations_in_Arizona_-_Thomas_Cowan_-_May_2026_-_v7.1.pdf



https://aftw.org/AFTW_Stanfield_VOR_Procedures_Rev9-8-2026.pdf

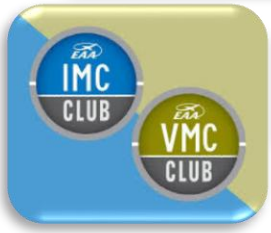


VMC & IMC CLUB MEETINGS – Alex Peña: **Their next meeting is Nov 3, 2026. VMC** begins at 6:30 pm and the **IMC** Club meeting follows. Venue: Chandler Municipal Airport Terminal Meeting Room, 2380 S Stinson Way, Chandler, AZ 85286

Look for the SPANS on www.FAASAFETY.gov











Find the next meeting **https://aftw.org/next-meeting/**
Meetings are held via Zoom on the 2nd Tuesday of Jan, Mar, May, July, Sep, and Nov (the odd months), at 4:00 PM
Next Meeting: Nov 10, 2026 4:00 PM
Find the 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/**







COOLIDGE (First Saturday of the month)

Breakfast is served by the Coolidge Lion's Club in front of the main hangar (the 1940's hangar with the orange roof!) at the airport. Breakfast is from 7:30 AM to 10 AM or until food is sold out

RYAN (Second Saturday of the month)

Consider flying to Richie's Restaurant at Ryan Field (RYN), open daily from 6 am to 2 pm to serve you.

CASA GRANDE (Last Saturday of the month)

Casa Grande Masonic Lodge will serve breakfast in the air-conditioned terminal from 7 to 11 AM.



Nov 7, 9 AM – 3 PM

Performers expected to attend will include Jerry Conley in the Vampire Airshows DH-115 Jet, Rutledge Airborne Fire Tanker Water Drop, Doug Grant's Jet Car, Skydive Aerial Extreme Parachute Demonstration, Microjet Airshows, Anthony Oshinuga Pitts S-1 Aerobatics, Dan Kirtland's T-28 Trojan Aerobatics, and several warbird formation flights.



[Page-Lake Powell Balloon Regatta Street Fair](), Nov 6 – 7.



