



*Reno-Tahoe Aviation Group  
Meeting Minutes  
June 2, 2021*

**I. Call to Order**

RTAG Vice-President Francisco Magana called to order the General Meeting of the Reno-Tahoe Aviation Group at 5:45pm on June 2, 2021 at CAP Headquarters, 2890 Vassar St., Reno, NV 89502. The delayed start was due to technical problems with Zoom.

**II. Roll Call**

A roll call was not conducted. The following officers and directors were present:

Francisco Magana – Vice-President

Karen Inda – Secretary

Trygve Inda – Treasurer

Michael Cleveland –Director

Tom Dyer –Director

Emma Justis Riek – Director

Bob Meurer – Director

**III. Wings Program**

Emma gave an excellent presentation on VFR into IMC. Those in attendance, whether in person or via Zoom, will receive Wings credit.

According to NTSB reports, the number of accidents caused by VFR into IMC has remained stagnant over the past several decades. Obviously, no pilot sets out with the intention of flying VFR into IMC, so we need to understand some of the underlying causes:

1. “Get-there-itis” actually becomes worse as a pilot gains experience.
2. Being IFR rated doesn’t mean a pilot is always current and/or proficient on instruments.
3. Pilots sometimes push the limits of Special VFR.
4. Pilots too often rely on poor weather briefings, particularly with regards to changing weather.
5. Pilots can be overconfident with technology.



### **It's Better to Arrive Late Than Not at All**

Most accidents occur with passengers on board. When you set your personal minimums, add a margin of safety. Do the pilot briefing! Let your passengers know that you have personal minimums and that you're going to stick to them, even if it means renting a car and driving to your destination. Be firm about the go / no-go decision. Do not be influenced by passengers pressuring you to keep going, despite worsening conditions. Buying refundable tickets and having alternate plans can relieve a lot of this stress.

Emma told a story about a pilot who took a photographer up for a photo shoot. The weather deteriorated, but the pilot thought he had to keep going for the photographer's sake. Meanwhile, the photographer was terrified. Neither of them communicated about whether they should turn back. Fortunately, they landed safely, but it doesn't always end well. Emma told another story about a couple who were flying VFR from Tucson to Oregon and planned to land in Tonopah for fuel. They hit a mountain while searching for the airport because their VFR day had deteriorated into IMC.

### **You're Only as Good as Your Last Training Session**

Many IFR pilots lose proficiency after their check-ride because they get complacent. When was the last time you were "in the soup"? The clouds here usually have ice in them but, if you find a 1000-foot overcast day in California's Central Valley, you can fly over there with a CFI for some actual IMC. Foggles are not the same. When was your last night flight? Shooting approaches at night helps you stay current.

### **Special VFR 91.157**

Be wise about using SVFR. A few annoying clouds hanging around the airport is very different from the last VFR moment before a storm. Remember that you must be cleared by ATC for SVFR and that they will only give it to you if it won't delay IFR traffic.

### **A Good Weather Briefing is Gold**

Good Terminal Area Forecasts (TAFs) are hard to find around here because of the distances between airports. Emma believes that [www.aviationweather.gov](http://www.aviationweather.gov) is the best resource. Use this website to help you make the go / no-go decision. Some things to consider are:

1. What are the freezing levels and cloud bases?
2. When the cloud tops are at 40,000 feet, it means there's a massive storm, so the cloud bottoms are irrelevant. Don't fly under them!
3. Remember that our METARS are for the valley floors. What's happening in the mountains?



4. Check PIREPS. A PIREP of 0 may seem useless, but it does have value, particularly in the mountains. It means, “Everything is fine here.” If there are no PIREPs in an area, it could mean that nobody is out flying because the weather is terrible.

### **Technology is Only as Good as the Pilot Using it**

If synthetic vision is your backup, go up with a CFI and train with it. If you do have an emergency, you don’t want that to be your first time using it. Getting flustered can cause your IQ to drop 10 points!

### **Accidents are Always a Chain of Events**

- Pressure from passengers
- Lack of pilot preparation
- A willingness to continue into deteriorating conditions
- Choosing to fly VFR when an IFR flight plan is more appropriate
- Being confident, but not current
- Being unclear about who is PIC when flying with another pilot

Remember the term “**66 HITS**”. For instrument currency, you need:

- **6** approaches
- every **6** months
- **Holding** procedures and tasks
- **Intercepting and Tracking** courses through the use of navigational electronic Systems

Weather can turn from scattered clouds to thick clouds very quickly and your 180-degree turn to get out can take longer than you think. If you are a right-seat pilot, don’t be afraid to speak up if something is wrong. It could save your life.

### **IV. Fly-Out News**

Francisco gave a report on the May 29<sup>th</sup> Georgetown Airport Fly-In. At least two airplanes flew in from the greater Reno-Carson-Minden area. Those who attended had a nice time.

The next RTAG Fly-Out is scheduled for Saturday, June 26<sup>th</sup>, tentatively to Chester, CA.

### **V. Adjournment**

Francisco adjourned the meeting at 6:30pm.

Minutes submitted by Karen Inda.