



*Reno-Tahoe Aviation Group
Meeting Minutes
October 5, 2022*

I. Call to Order

Francisco Magana called to order the General Meeting of the Reno-Tahoe Aviation Group at 5:40pm on October 5, 2022, at CAP Headquarters, 2890 Vassar St., Reno, NV 89502.

II. Roll Call

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

Francisco Magana – Vice-President
Karen Inda – Secretary
Tom Dyer – Director
Trygve Inda – Director
Mark Stiving – Director

III. Wings Program

Francisco led a discussion on "Risk Elements of Aviation: The Pilot, The Aircraft, The Environment, and The Type of Operation". Pilots with different ratings were asked to share their experiences. For example, Sandy Munns has a seaplane rating and said that it's very difficult to land on still water because you can't tell where the surface is.

Trygve has quite a few hours of actual IMC and said that, in IMC, it's important to know how high the ceilings are under you. If your engine quits, you will start descending. You don't want to pop out of IMC at 300 feet AGL. If you're going to fly in IMC, make sure you have at least 1000-foot ceilings along your route. Trygve also said that being in IMC is easier than being under a hood because the light is flat, there's nothing to see, and you can fly without wearing a hood. He recommends that IFR pilots set high personal minimums when flying in IMC the first few times.

There was a discussion about the merits of an instrument rating. Many Reno-based pilots don't see a need for an instrument rating because our IMC isn't usually flyable. Trygve said that filing an IFR flight plan helps you get through busy airspace, such as LA, Chicago, and Miami. He has heard controllers tell VFR pilots that they can't have Flight Following and to contact them again "in 20 miles", i.e., once they are out of that controller's airspace. That doesn't happen to instrument-rated pilots on an IFR flight plan.

Trygve also made the point that, when you call 1-800-WX-BRIEF, you are talking to someone in Atlanta. It's not necessarily a local expert.

IV. Poker Run Pilot Briefing

Trygve and Karen presented the Poker Run Pilot Briefing.



IV. Announcements

October

Our next Adopt-a-Spot clean-up will take place on **Saturday, October 15th**, along the west side of Rock Blvd. between Mill and Edison. This will be our second clean-up. After this clean-up, Keep Truckee Meadows Beautiful will erect a sign with RTAG's name on it. The consensus was that the meeting time should be 9am. Meet at the north end of the Atlantic Aviation parking lot. Wear sturdy shoes and a hat. Carry water and a snack. KTMB will provide cleaning equipment.

November

Fly-Out to Red Bluff on Saturday, November 12th, for breakfast at the on-field restaurant. Details are TBD. RSVP to Tom Dyer.

December

Operation Santa Claus will take place on Saturday, December 10th, from 11am to 1pm. Contact Karen to participate in the Parade of Planes or to sponsor a family.

January

RTAG is organizing a photo shoot at Stead, most likely at sunrise on the third or fourth Saturday in January. Pilots will be invited to do low passes, pose on their wings, and submit clever captions. We will stage several volunteer photographers around Stead Airport and create a calendar from the photos. Entry fees and calendar sales will benefit the Tom Pagnano Memorial Scholarship Fund.

February

RTAG's Board of Directors is up for election in February. All positions are available. Please consider whether you would like to serve on the BOD. We meet five or six times per year to discuss GA on the airfield, plan events, etc.

March

The next Celebration of Aviation Banquet will be held Saturday, March 4th, at the Resort at Red Hawk. Our guest speaker will be the new Western Pacific Regional Manager for AOPA.

V. Adjournment

Francisco adjourned the meeting at 6:30pm.
Minutes submitted by Karen Inda.