



*Reno-Tahoe Aviation Group*

*Meeting Minutes*

*February 2, 2022*

## **I. Call to Order**

Dr. Bob Larkin called to order the General Meeting of the Reno-Tahoe Aviation Group at 5:35pm on February 2, 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:

Dr. Bob Larkin – President  
Francisco Magana – Vice-President  
Trygve Inda – Outgoing Treasurer  
Karen Inda – Secretary  
Michael Cleveland – Director  
Mark Stiving – Incoming Director

## **III. Announcements**

Dr. Bob thanked Karen, Trygve, and Tom Hall for making the Chili Cook-Off such a huge success. Dr. Bob also made the following announcements:

The scholarship application deadline has now passed. Karen will organize a time and place for a group of members, officers, and directors to read the applications, narrow down the choices, and conduct interviews.

The next RTAG fly-out is to Quincy, California, on Saturday, February 12<sup>th</sup>. This is a challenging airport to land at because you cannot see the runway from the base leg of the pattern. We will tie down and walk into Quincy for brunch.

With the passing of Bob Meurer, there is an opening on the RTAG Board of Directors. Dr. Bob nominated Mark Stiving, who introduced himself as being instrument rated, semi-retired, and interested in getting more involved with RTAG. Dr. Bob called for a voice vote. All in favor. None opposed. Mark Stiving is now an RTAG Director.

Trygve has been the RTAG Treasurer for one year and cannot continue due to various other commitments. The RTAG Bylaws allow the board of directors to nominate a new officer. Dr. Bob nominated Richard Polivy, who has been an RTAG Director for one year. Dr. Bob called for a voice vote. All in favor. None opposed. Richard Polivy is the new RTAG Treasurer.



Karen will file the Annual List of Officers & Directors with the Nevada Secretary of State's office to reflect these changes.

The Celebration of Aviation Banquet is scheduled for Saturday, March 12<sup>th</sup>, at The Resort at Red Hawk in Wingfield Springs. CFII Mike Wojcik will be the guest speaker.

Michael Cleveland announced that the TFR for the Super Bowl will affect the three main airports in the Las Vegas area, in addition to the airports in LA. The TFR begins Wednesday, February 9<sup>th</sup> and ends Monday, February 14<sup>th</sup>. For a list of affected airports and details about the TFRs, please visit [www.faa.gov/superbowl](http://www.faa.gov/superbowl).

#### **IV. Wings Program**

A.J. Griffith, a CFI who works for NV Flight, gave a talk about go-arounds. His presentation began with a recent video of a British Airways Airbus going around after a near tail strike. You can watch the video here: <https://www.flyertalk.com/forum/british-airways-executive-club/2067270-ba1307-abz-lhr-a321neo-31jan22-go-around-very-nearly-tail-strike.html>

According to A.J., there are two main reasons pilots don't go around when they should:

1. Ego overriding judgement, and
2. Lack of confidence in their ability to go around. This can be caused by being out of practice or factors such as the speed of the aircraft.

Some pilots assume that the runway at a towered field will be long and wide, and that a go-around will not be necessary. However, the shortest towered field in the USA is at Palo Alto. It's only 2443' by 70' and is a Class D airport. A.J. trained out of Palo Alto and saw far too many pilots skid off the runway and into the marsh, instead of executing a go-around.

While doing your flight planning, consider the point on the runway at which you should land. Do you always land either on the numbers or on the thousands? The answer will be different in each situation. For example, if you are hangered at GA West and are landing on 16L, you may want to land beyond the thousands in order to reduce taxi time. Trygve mentioned that, when he lands on the tiny, uphill strip in Oregon where he does his maintenance, it's better to land *before* the numbers.

Here is A.J.'s strategy for practicing go-arounds:

1. Slow flight recovery *is* your go-around. Practice slow flight recovery away from airports and traffic to become proficient without the added stress of being in the pattern.



2. From slow flight, descend 500 fpm to a determined altitude, and then climb to  $V_x$ . Do it again and climb to  $V_y$ .

3. From slow flight, descend 500 fpm to a determined altitude, and then do a chandelle if you are a commercial pilot. If you are not a commercial pilot and want to practice this maneuver, bring a CFI with you.

Go-arounds should be as second nature as stepping over a puddle. The goal is to *wear* the airplane. Any private pilot can practice go-arounds on his own but bringing a CFI will give you the added benefit of feedback.

Larry Cheek joined via Zoom and mentioned that Nevada airports had many accidents last year, especially during crosswinds, where pilots should have gone around but didn't.

Remember that superior judgement is better than superior skills.

#### **V. Adjournment**

Dr. Bob adjourned the meeting at 6:25pm.

Minutes submitted by Karen Inda.