



*Reno-Tahoe Aviation Group
Aviation Safety Seminar
2/7/24*

I. Call to Order

RTAG's Educational Programs Director, Joe Rajacic, called to order the Aviation Safety Seminar of the Reno-Tahoe Aviation Group at 6:15pm on February 7th, 2024, at Civil Air Patrol - Nevada Wing, 2890 Vassar St. Suite AA-00, Reno, NV 89502.

II. Roll Call

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

Karen Inda - President
Jack Woods - Secretary
Tom Dyer - Treasurer
Karla Werning - Director
Michael Cleveland - Director
Joe Rajacic - Director
Trygve Inda - Director

III. Larry - Local Accidents and Incidents FY 2023 Recap

- 17 Accidents
- 8 Incidents
- 46 Occurrences
- 24 Pilot Deviations
- 52 Laser Strikes, most recorded in a single year
- VIDEO: LASERS
 - 13,000 reported in 2023
 - FAA works closely with law enforcement to impose civil and criminal penalties for people who shine lasers at aircraft
 - Pilots should report laser strikes to the FAA and local law enforcement
- FAA doesn't have the manpower to do anything other than work with law enforcement
 - Ways to help
 - Accurate, timely reports
 - Report the location as exactly as possible
- 2023 Accident Review
 - Cessna 120 at SPZ crashed after landing
 - Qualified pilot receiving instruction toward a tailwheel endorsement
 - Aircraft flipped over due to excessive braking

- Lots of tailwheel accidents in Reno caused by winds
- Experimental Trike crashed in Alturas, CA
 - Pilot bought the aircraft the day before
 - No pilots license or training, treated it like a toy
 - Attempted takeoff and stalled it
 - Was not noticed for a day and a half.
- J3 Cub crashed at Dead Cow
 - Pilot lost situational awareness allowing the aircraft to stall
- Cub Crafter ground looped at Stead
- PA-28 departed 30 at Elko
 - Failed to clear the fence at the end of the runway
 - Pilot planned for RWY 24, not 30
 - Pilot did not check NOTAMS to see if 24 was closed, did not perform performance data for the shorter runway 30
 - 7800' for 24, 2400' for 30
 - 30 is also uphill
- PC-12 Air Ambulance crash when the aircraft broke apart in mid-air
- DA-40 crash during attempted go around at WMC
 - Was a student pilot under instruction
- PA-28 lost engine power over Lake Tahoe and failed to reach the airport, ditching into Lake Tahoe
- Cessna 170 lost control at EKO on RWY 30
 - Banked left and impacted terrain and became inverted
 - Pilot says he hit a dust devil
- PA28 lost engine power and landed off-airport
 - Did not declare an emergency and ELT did not activate
 - Pilot activated a personal locator beacon
- PA24 had a rough running engine during a test flight near Alturas
 - Engine quit
 - Experienced a hard landing between runways
- Kitfox crashed under unknown circumstances north of Stead
 - Likely a student pilot on a solo
- R44 flying predator controlled impact into terrain
 - Encountered strong winds
 - Lost rotor rpm via a tailwind gust
 - Insufficient power, impacted the ground and rolled on its side
- PA18 ground looped at South Lake Tahoe
- A Mooney in Carson City experienced failed landing gear
 - Aircraft was correctly configured for landing
 - Was high on approach and decided to go around
 - Put gear up, and did not put the gear down on the second landing attempt
- UAS test flight in Reno resulted in a loss of remote control during a test flight
- C172 landed on RWY 9 with a high rate of descent and lost control departing the runway
 - Aircraft was from Oregon

- Other pilots suggested that the pilot change from runway 27 to runway 9
 - Pilot re-entered the pattern and failed to configure the plane early enough
 - Put full flaps in when high and fast, started his round out, and hit a gust of wind when the mains touched
 - Decided to go around and put full power in
 - Plane ballooned and turned
 - Rode out the accident, wife filmed everything
- Ultralight crash in South Lake Tahoe
 - Hail damage and was blasted by jet wash
- Nose gear on a Mooney collapsed
 - Down lock pin failed; common issue with this part
 - Service Bulletin was issued, but the pilot and mechanic were unaware
- RV-10 experienced landing gear collapse when landing in Reno
 - Cracks had formed but were undetected prior to landing
- A Bellanca landed gear-up on RWY 18 in South Lake Tahoe
- PA18 ground looped on landing in Truckee
 - They have a brand new staff running the airport
 - Ops manager has just triggered a new incentive to participate in the Wings program, reduced rent (-\$800) and fuel prices for completing a Wings phase in a 12 month period
- Lancair Legacy had the canopy exit the aircraft on takeoff
- Beechcraft 99, right main gear collapsed when landing in Bishop
- Amateur Built lost control on takeoff from Spaulding
- 8 instances where the Pilot failed to depart FMG 9 correctly
- 3 runway incursions
 - Pilot turned base after Rattlesnake Mtn and did not see 35R
 - Possibly due to inexperienced CFIs and the short approach required to enable a turn before Rattlesnake Mtn
 - Pilots should be reminded they do not need to shoot for the numbers and can conduct a normal approach profile that impacts the ground after the numbers
- 5 altitude busts
- 4 communication issues
- 2 entered protected airspace
- 2 TFR infringements
 - One pilot accidentally hit the VFR button
- 20 aborted takeoffs in RNO
- 13 aircraft returned after takeoff
- 7 precautionary landings
- 2 gear issues
- 2 comms issues
- 1 traffic conflict
- 1 tire failure
- VIDEO: Safety Management System
 - AVISAV promotion

- Organization-wide processes to develop a safety culture

IV. John Howitt - Flying to Mexico

- EAPIS to leave US and enter Mexico
 - Use “Baja Bush Pilots” form - search online
 - They are very well-connected and can help you work through any issues you may have
- There have been a lot of changes recently, in the last month or so
- You can now fly experimental category aircraft
- You need these things to fly to Mexico
 - Pilot’s Certificate
 - Airworthiness Certificate
 - Aircraft Registration
 - File flight plan and activate it
 - Radio Station Licenses - for you and the airplane
 - You can get it on the FCC website
 - File an EAPIS
 - You can file your EAPIS for entry and exit before your trip
 - You can expect to receive permission to re-enter the US a couple hours before your trip
 - You *need* a discrete squawk code to enter the US
 - You need an insurance policy that covers Mexico, and you need to bring proof
 - Highlight it for them somehow
 - At least a \$30,000 liability policy
 - Seat diagram
 - It may be prudent to make copies of all of this stuff
- Don’t trust that Mexican airports will have fuel - call ahead and double check that fuel is available
- You must call your landing airport in the US and receive permission to land there before flying back into the US
- Having your aircraft owned by an LLC does not create any problems, but you need a signed letter from the LLC giving you permission to fly it to Mexico. This letter should be notarized.

V. Joe DuRousseau - Flying Doctors

- 501(c)(3) organization that provides mobile medical and dental clinics in CA, Mexico, Haiti, El Salvador
- Groups of pilots (3 or 4 planes) with various aircraft (from 4 seat Cessnas on up) ferry pilots and supplies
- Most destinations have a “Doc in a Box” storage box with equipment
- Security is not an issue - they often partner with local officials and law enforcement
- The pilots ferry doctors and supplies and provide free services
- Pilot Requirements

- Access to an Airplane
- 500 hours PIC
- Instrument Rating
- Annual IPCc
- Costs and Cost Sharing
 - Membership Dues - \$45/yr
 - So Cal Trips - \$200 per person
 - Ensenada Trips - \$200 per person
 - Mexico - \$400 per person

VIII. Adjournment

The meeting was adjourned at 7:54 PM.

Minutes submitted by Jack Woods.