



*Reno-Tahoe Aviation Group
General Meeting
10/4/23*

IV. WINGS Credit Program

Joe Rajacic continued his AQP series. This talk covered the difference between Advanced Qualification Program (AQP) and Scenario Based Training (SBT). The FAA likes SBT because they get data from accidents, while the airlines prefer AQP.

Accidents can occur due to Decision Fatigue: you get overloaded, your mind compresses, and you can't do it. The only way to reduce the mental workload is more practice, but there are some scenarios that will never be truly real. Practicing Loss of Thrust on Takeoff (LOTOT) with the engine at idle is not the same as when the engine quits. When the engine quits, you need to push the nose over much farther because stopped blades have more drag.

Eliminate surprises by doing pre-takeoff and pre-landing briefings. Be specific. For the abort point, many pilots say they'll abort if they haven't reached 70% of takeoff speed halfway down the runway. It's better to brief that you'll abort if you aren't X knots before a specific, easy to identify point on the runway. Joe shared videos of how to brief and how not to brief.

Joe then covered mid-air collisions in the traffic pattern. Making position reports isn't enough to prevent these types of accidents. You need situational awareness. There was a discussion about the proper pattern altitude at Stead (KRTS). The field elevation is listed as 5050 feet AGL, which is the highest point on the usable runway. The AF/D mentions the pattern altitude for high performance aircraft, but not for small planes. AirNav.com lists the pattern altitude for small planes as 5850, but many pilots fly the pattern at 6050. Scott Gordon at Stead is trying to get the AF/D changed to list the correct pattern altitude for small planes.

At Stead, be particularly aware of Villain F5s, which are based at Tactical Air Support (TacAir). When you hear the call sign "Villain", be aware that it's an F5 and stay out of the way.

There is no rule about how many people can be in the traffic pattern. There are folks at Stead not using radios in the pattern, flying the pattern backwards, cutting in front of other planes, etc. After a long discussion, the general feeling was that Stead is an accident waiting to happen.

Keep your eyes outside and don't be afraid to talk to other pilots in the pattern. Use a stabilized approach in the pattern. If you need to extend your downwind, stay at altitude until it's the right time to start a descent.

ADSB shows pressure altitude. If ADSB is showing altitude below ground level, as often happens at Stead, there's high pressure.



ForeFlight now has visual approaches and traffic pattern altitudes as new features. You can explore these at www.foreflight.com/videos.

There are videos on collision avoidance in the traffic pattern at www.eaa.org/videos/webinars.

Joe also talked about the tragic Richard McSpadden accident. The general feeling was that, if that can happen to him, it can happen to any of us. The pilot and co-pilot need to do a pre-flight briefing together and agree upon what they are going to do if the engine quits on takeoff. Before departing from a small airport, load the approach for a larger nearby airport. Loading multiple approaches for airports along your route before you depart is also a good idea.

Each flight should be treated with the respect it deserves. Each flight can end in death.