



*Reno-Tahoe Aviation Group*

*Meeting Minutes*

*May 4, 2022*

## **I. Call to Order**

Francisco Magana called to order the General Meeting of the Reno-Tahoe Aviation Group at 5:34pm on May 4, 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  
Karen Inda – Secretary  
Tom Dyer – Director  
Trygve Inda – Director  
Mark Stiving – Director

## **III. Wings Program**

**Topic: Cross-Country Flight Planning**

**First presenter: Trygve Inda**

Trygve is a recently qualified IGI with ten years and nearly 1000 hours of flying experience. He presented information about flying your own aircraft from Reno to the Bahamas. He discussed the safest routes across the Rockies, which are over I-10, I-40, I-80, and I-90, and encouraged members NOT to fly along I-70, largely because of the giant wall of rock over the Eisenhower Tunnel. He showed a map of TRSAs and explained how to use them. There is only one TRSA west of the Rockies, but there are many more as you head east. When flying across water, it is cheaper to rent a raft to put in your plane instead of buying one. Banyan Pilot Shop at Ft. Lauderdale Executive Airport (FXE) has rafts available for rent. He listed the required documents and the required and/or recommended equipment you will need in order to leave and re-enter the United States in your own aircraft.

Required Documents:

- Restricted Radiotelephone Operator Permit
- Radio Station Authorization
- Customs Decal (DTOPS)
- Noise Certificate per FAA AC 91-68 and 91.703(a)(5)
- eAPIS (at least 60 minutes before departure or arrival)
- 12” Registration Numbers



- ICAO Flight Plan (DVFR or IFR) For DVFR, you must estimate your time and point of US ADIZ penetration.
- General Declaration (GenDec) documents.
- Passport
- Make sure your ADS-B, insurance, passenger manifest, and overflight permit meet the requirements for the trip. For example, flights into Mexico require that you carry insurance issued by a Mexican insurance company.

Required and/or Recommended Equipment:

- Garmin Databases (Americas). You can upgrade to the Americas database for the duration of your trip and then downgrade to the USA database upon your return.
- Life Jackets for all persons on board
- Life Raft
- Personal Locator Beacon (406 MHz)
- Handheld Aviation Radio
- Handheld Marine Radio
- Chocks, tiedown ropes, control lock, and aircraft cover. A new, lightweight aircraft cover is easier to carry than the traditional heavy covers.
- Water, Food, and Clothing
- Flashlight
- First-Aid Kit
- Oxygen and Pulse Oxymeter
- Oil, Oil Filter, and Oil Sample Kit (AVLab or Blackstone).
- Cleaning Supplies
- Spare Parts (extra key, door seal, Curtis valves, spark plugs, etc.) Even if you are not an A&P, carrying these spare parts with you can speed up repairs.

Before returning to the USA, add “ADCUS” (Advise Customs) to the remarks in your flight plan. Call US Customs at POE at least one hour prior to the time you plan to cross the ADIZ and obtain the two-letter call sign of the officer. This will be the officer’s initials. While on the ground in Bimini, file your flight plan and receive your ADIZ Squawk Code.

Transmit on 122.1 (Miami FSS)

Receive on 116.7 (Bimini VOR)

In the air, contact Miami FSS on 126.7

The US ADIZ is only **seven** miles west of the Bimini Airport, so do this on the ground.

Trygve also spoke briefly about his flying adventure in southern Africa, the long distances between available fuel, and the necessity of squawking 2000 for “Uncontrolled IFR”.



## **Second presenter: Tom Dyer**

Tom has seven years and about 750 hours of flying experience. He has flown his own airplane to EAA AirVenture at Oshkosh three times. He said it is the busiest airport in the world that week, but with proper planning, you can fly in safely.

The most important thing is to read the NOTAMs. The EAA publishes the NOTAMs on their website weeks (or even months) in advance. Last year, there were 32 pages of NOTAMs and, on approach into OSH, it quickly becomes obvious which pilots have read them and which ones haven't. Don't be the pilot who hasn't read the NOTAMs. Print them and bring them with you.

## **Arriving at Wittman Field (OSH)**

It's very common for pilots to end up in holding patterns around OSH. Make your last stop an hour away from OSH, so that you are content to stay in the holding pattern for as long as the controllers need you to. Always make left turns in the holds. There are no landings allowed between 8pm and 7am or during air shows. On Saturday and early Sunday, the airport may shut down for mass arrivals.

If you'd like to be part of a mass arrival, you will first need to pass a formation flying course. Then you will need to join a group such as "Bonanzas to Oshkosh" or "Cherokees to Oshkosh" and demonstrate your competence and currency in formation flying. If they approve you for the mass arrival, they will give you a sign-off to that effect.

Most aircraft will use the Fisk VFR Arrival in single file with ½ mile separation. Slower aircraft are expected to fly at 1800 feet and 90 kts, while high-performance aircraft are expected to fly at 2100 feet and 135 kts. Get the ATIS, monitor 120.7, and pay attention to the NOTAMs. Don't overtake or use S-turns to follow slower aircraft. If you go around, don't climb to 1800 feet into the arriving traffic.

There are several things you can do to prepare for a trip to Oshkosh. First, listen to recordings of the Fisk controllers. You can find these on the internet. When you cross the small town of Fisk, they'll ask you to rock your wings. Don't talk to the controllers; they will talk to you. Second, practice spot landings. If you are told to land on the yellow dot, then you'd better land on the yellow dot. Third, make signs. After you land, put your signs in your windshield so the flag-people can direct you. To be directed to GA Camping, make a "GAC" sign. To be more specific, add a sign that says (for example) "South Forty Please". Do not talk to the flag-people; they will talk to you. Even if you are cleared to land at OSH, there's no guarantee you will have a place to park. Ground controllers can ask you to take off and depart for another airport. Good alternates are Green Bay, Appleton, and Fond du Lac.

## **Accommodation at OSH**

To tie your aircraft down on grass, Tom recommended a product called "The Claw Aircraft Tie Down". It's a yellow strap that comes with three legs and a hammer, and it's available from aircraft supply stores.



Oshkosh can get so much rain that it's often called "Sloshkosh". It's not uncommon for five inches of rain to fall on the event, so plan accordingly.

Tom recommended getting a camping spot along the fence line of the ultralight strip. If you prefer to stay in a hotel or a university dormitory, you should make your reservations for 2023 right now.

### **VFR Departures**

EAA has booths set up for VFR departure briefings. You must place a "VFR" sign in your windshield for a VFR departure. As soon as you are past the tents, do your run-up. Don't count on being able to do your run-up at the end of the taxiway.

Milwaukee Approach is not available within 70 miles of OSH.

Tom, Francisco, and Hamilton are going to OSH this year. They are staying in Reedsburg, 50 miles from OSH. If any RTAG members want to go, Tom can help coordinate a group.

### **IV. Announcements**

#### **May 28<sup>th</sup> Georgetown Fly-In**

All RTAG members are welcome to attend the Georgetown E36 Airport Fly-In. Either come for the day and then depart before sunset or bring a tent and enjoy overnight camping. There will be food trucks, a huge variety of aircraft, and a live band. RSVP to Tom Dyer, who can arrange camping spots together if you want to attend as part of a group. Be advised that the showers are cold.

### **V. Adjournment**

Francisco adjourned the meeting at 7:20pm.

Minutes submitted by Karen Inda.