



*Reno-Tahoe Aviation Group
Aviation Safety Seminar
5/1/24*

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 5:30pm on May 1st, 2024, at Love to Fly sim center & aviation hub, 5440 Louie Ln #104, Reno, NV 89511

II. Roll Call

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

Karen Inda - President
Mark Stiving - Vice-President
Jack Woods - Secretary
Tom Dyer - Treasurer
Karla Werning - Director
Joe Rajacic - Director
Trygve Inda - Director

III. Introduction to the Sim Center - Joe Rajacic and Greg Hughes

The name of this business has been changed from "Love to Fly" to "The Hangar at Cloud 9".

- Purpose-built aviation community center
- Greg passed around a sign up sheet to hear more about Cloud 9
- There may be a membership fee that grants you access to the simulator and space

IV. RTAG Training Seminar - Joe Rajacic

- Challenger crash in Truckee, CA
 - Aircraft crashed during a "circle to land" approach procedure
- "Holes in the Cheese" Metaphor and Exercise
 - Scenario:
 - N605TM, a challenger 605, departs Coeur D'Alene Airport in Idaho.
 - There is a Captain and FO on board
 - They brief the approach
 - RNAV GPS RWY 11
 - Airport reporting 4SM vis, MVFR conditions due to heavy smoke

- in the area
 - OAK Center advises to expect the RNAV RWY 20 approach
 - The Captain falls behind the plane before initiating the approach
 - FO recommends that the captain slow down and initiate a 360 degree turn to slow down, captain disagrees
 - Airplane is high and fast when initiating the circle to land.
 - The aircraft stalls and crashes
- Debrief:
 - Bad communication and CRM
 - No apparent flight planning
 - No approach briefing and apparent unfamiliarity with the available approaches
 - FO had 20x the Captain's experience
 - Captain was unfamiliar with the avionics
 - The pilots attempted to salvage an unstable approach, violating company SOPs
 - Ignored cockpit warnings, such as stall warnings
 - Improper use of flight spoilers

V. Announcements

- Karen - RTAG merchandise is now available on the RTAG website.
- Tom - Fly-out to Willows (KWLW) on May 18th & fly-out camp-out to Columbia (O22) June 28th - 30th

IV. Flying to Antarctica - John Dell

- Was assigned to VXE-6 in Point Mugu, CA (1991-1994), flew helicopters
 - Flew up to 150 hours per month
 - 14 hour days with 7-8 hours of flying
- Supported National Science Foundation operations at McMurdo Station on Ross Island, Antarctica
- McMurdo Station
 - Helicopter pad and ice runways available
 - Ice runways are cleared using Zambonis, like an ice skating rink
 - Fuel farm, warehouses, dorms, cafeteria buildings, etc.
 - Located next to Observation Hill
- Landing on Mt Erebus, Antarctica's only active volcano, 12,000 feet MSL
 - 150 ft runway
 - Altitude too high to hover, so you have to approach above your translational lift speed and perform a "run on landing"
- Landing on Ice
 - Ice has low friction, so the skids will spread out and you'll belly land the helicopter
 - Instead, they landed on snow or rock (a surface with friction)

- C-130 Ops
 - They can't shut the engines down because it is -40F, so they unload the aircraft with the engines at idle

VIII. Adjournment

The meeting was adjourned at 7:27 PM.

Minutes submitted by Jack Woods.