



# NEWSLETTER- FEB 2022

## NEW SPECIAL ANNOUNCEMENTS

1. N553TP (Piper Archer) is back on line. Oakland Flyers has purchased this airplane to ensure its availability to us. The Garmin IFR database will be kept current. For now, no student solos will be permitted unless there are exigent circumstances, and are approved by JimC/JimG.

For the month of Feb, the plane is to be topped off whenever fuel is ordered or purchased (in order to determine actual fuel consumption). This will still allow for a 755 lb payload. If a reduced fuel load is needed for a particular flight, contact JimC.

2. . The \$99/hr special rate for our Cessna 150 (N2778S) has been extended until end of February

3. AIRCRAFT USAGE UPDATE- With the return of Archer 3TP, we are again re-aligning the use of aircraft to best serve the needs of our members to meet the requirements for their flights or training.. Toward that end:

a. Demo/Introductory Flights will be conducted in a C150/152 when feasible (to allow the C172s & PA28s to be used for IFR training ops, and members who prefer or need them. The 4-place aircraft will only be used when more than 1 person will be taken, or if weight limits require it.

b. Both C172s and Archer 3TP are IFR equipped and legal.

c. PPL Training. It's now recommended (but not required) that primary training be conducted in a C152 when appropriate. This will of course be less expensive and free up the C172s for those that need a C172.

d. CPL/CFI Training- It's now recommended (but not required) that primary training be conducted in a C152 when appropriate. This will free up the C172s and PA28s for those that need them. .

e. Maximum Availability. It goes without saying that in order to get the best availability, getting checked out in each model will give you the best availability and flexibility suitable for the desired flight.

4. ACHIEVEMENTS DECEMBER & JANUARY (hope I got everyone)— CONGRATULATIONS TO:

.a. ANDREA THOMAS- FIRST SOLO CFI-Tala Orngaard

b. ERIC LY-PRIVATE PILOT CFI-Michelle Tran

c. Parham Sedaghatian- Commercial Pilot

d . WOLFE CHAMBERS- CFI CFI's Sam Duran & Jordan Harris

5. TWO NEW CFIs– We added two more CFIs to our staff.

- a. Kengo Kato (AP/CFI CFI MEI, A&P). Kengo has been a CFI and mechanic for at least 6 years at another bay area flight school and is currently flying for a major airline.
- b. Wolfe Chambers (CFI). Wolfe is one of two of our home-grown CFIs (he earned all of his certificates at Oakland Flyers. He is now starting on his career, and will make a great instructor. (Note the other home grown CFI is Oleksii)

6. BADGE AUDIT- The Port of Oakland badge audit is still on-going. If you have not swiped your badge as required (see page 3) you need to go into the Badge office by Feb 17 and present your badge. Failure to do so will result in losing your \$500 badge deposit (imposed by the port). If you have any questions or problems complying, contact Jim Gray.

7. RENTERS INSURANCE POLICIES- There have been several instances where members have purchased renters insurance but failed to get the right coverage that is required. The providers list the property damage to non-owned aircraft as “optional” coverage. This is actually the coverage that is needed, and that members think they are purchasing. See the Renters Insurance memo that is posted in the office and on our website, or contact JimC for more information.

8. DOCUMENTS ON OUR WEBSITE- We have posted .pdf files several documents on our website ([www.oaklandflyers.com](http://www.oaklandflyers.com)). These documents include Policies & Memos, Reference docs, POHs/AFMs, Owners manuals, Supplements, Avionics guides, and past newsletters.

9. DISPATCHERS WANTED: While our staff CFIs usually work the dispatch desk, some of them elect to arrange for other interested persons to cover their 4-hour desk shifts for them in exchange for some kind of compensation or benefit. If anyone’s interested in an arrangement like this contact JimC or JimG.

10. ACCOUNTANT- Do we have any members that are CPAs well versed in aircraft purchasing, leaseback, and related tax issues? We occasionally have use for, or requests for referrals for these services.

11. FUELING AT OTHER AIRPORTS. Keeping fuel costs down will help us by not having to raise rental rates due to fuel costs. If you go to other airports that have cheap fuel, go ahead and top off if convenient. If Self-Serve is available at the airport, please use that option since it will likely be less expensive.

When fueling at other airports, remember to consult the approved airport / FBO list found in the dispatch book. If its not approved, purchase only enough fuel as needed for return plus 1 hour reserve (do not top off). Those not in compliance may be charged the difference between our cost (\$5.81) and the cost of fuel purchased.

Also, remember to turn in the receipt to JimC or attach to the dispatch slip for reimbursement (don’t apply the credit to the flight charge). REMINDER- We haven’t been charging the difference between our cost and submitted cost. However starting FEB 1 we will start doing so (unless exigent circumstances exists as approved by JG/JC).

12. RAMP BOX OIL LOG: When removing oil from the ramp box, please enter that into the log that's on a clipboard in the box, and, notify dispatch. As a reminder there should always be 2 quarts of spare oil in each plane. Notify dispatch when using a quart so that it can be replenished. The oil in the box is to be used only in cases where there is no oil in the plane. Also, do not remove oil from other planes (this screws up accounting).

13. ELECTRICALLY ACTIVATED HOBBS METERS: N2778S, N7310G, N35469- It has recently come to our attention that some of our aircraft have hobbs meters that are activated anytime the Master Switch is on. This is because when these aircraft were manufactured (in the 60's) an oil-pressure master switch was an option that many original purchasers did not want to pay for. We will be looking into installing oil-pressure activated switches in cases where there is availability and the cost is reasonable.. In the mean time, plan your preflights and post-flights accordingly. Note that if a master switch is left on, the last person using the aircraft will likely be charged for the elapsed hobbs time.

14. CHECKING LIGHTS ON PRE-FLIGHT– Despite being on our checklists, it's really not necessary to check all of the lights on every pre-flight inspection when the flight is going to be conducted in the day time. Checking the lights multiple times a day shortens the life of the bulbs. Given that some of the airplanes have electrically operated hobbs meters, unnecessarily checking the lights may add to your cost.

The only lights that are required in the day time are the anti-collision lights (beacon & strobes). Obviously if pre-flighting the plane for a night flight, or, if it's likely to be flown that night, it is appropriate to check the lights.

Going forward, it will be policy that for day-time flights, the lights should be only be checked on the first flight of the day. As a side note, when checking the lights, check the interior lights and make sure that they have been turned off.

# REMINDERS FROM LAST NEWSLETTER

## *FOR THE BENEFIT OF NEW MEMBERS, OR MEMBERS WHO DID NOT SEE OUR LAST NEWSLETTER*

1. AOPA FLIGHT TRAINING SCHOLARSHIPS- AOPA is offering several scholarships aimed at different types of students. These scholarships all have separate application deadlines. Information on these scholarships are posted in the office. Check out AOPA's website for details. <https://www.aopa.org/training-and-safety/students/flight-training-scholarships>

2. FACEBOOK PAGE- For those that may not know, we do have a FACEBOOK page.

### **TRAINING TIPS**

1. IFR TRAINING-Now is the time to start working on an Instrument Rating. Using our "Sim" (actually an Aviation Training Device) will significantly reduce the time and expense, and offers a better and more efficient training environment. Contact JimC for details and a free demo.

2. SAFETY PILOTS- Using or becoming a safety pilot is another good way to reduce the cost of an instrument rating, and, building the required instrument time. We have a sign-up sheet (actually a shared Google doc) for those wanting or wanting to be safety pilots. Contact Dispatch or JimC for info or to be added.

3. GROUNDED FOR WEATHER?- On days when weather makes flight training impractical, you should plan on doing a ground lesson rather than canceling altogether. There are plenty of topics that need to be covered sooner or later. You might as well use the time wisely since you already have an instructor booked.

### **OPERATIONS / PROCEDURES -**

1. ASSIGNED PARKING SPOTS- Parking spots are now assigned for most of our aircraft and posted on the fence. If an aircraft has no assigned spot, it is to be parked in the open ramp area from which it came (not in an assigned spot).

3. RENTERS INSURANCE- Just a reminder that the club rules require that all renters acting as PIC (including students who are flying solo) are required to have current Renters Insurance. The minimum coverage for aircraft damage is \$1000 (for the deductible) . We will start strictly enforcing this rule on Jan 1. Members who do not have a current insurance coverage on file will not be permitted to rent an aircraft without an instructor. See the memo "Renters Insurance" for details and a comparison of providers. Contact JimC if you have any questions after reading the memo.

4. TRASH- Trash in the planes continues to be an on-going problem. Please, Please, Please remove any trash (including empty oil cans) from the plane (yours or not). Also, Do Not put trash in the back oil trash bin on the ramp. That is for Oil cans only. (I don't appreciate having to separate the cans and general trash.) There are trash cans in Signature to deposit trash. Also, please don't throw trash on the ramp.

5. LATE CANCELLATIONS- As has been the subject of past club-wide emails, last-minute / late cancellations continues to be an on-going problem. We have a limited number of aircraft available. These cancellations:

- a. Deprives the use of an airplane by other members (most of whom are trying to achieve training objectives) ;
- b. Negatively impacts the revenue generated for the aircraft owners (which is needed to cover the plane's expenses and justify the airplane being made available for rental.
- c. Negatively impacts our CFI's income (either as a results of student's cancellation, or from the aircraft not being available for another student)
- d. Income for OF to cover its operating expenses.

Effective Jan 1st, we will instituting the following as it relates to cancellation with less than 24 hours notice:

- (1) All cancellations must have the option "*I want to enter my own reason*" selected. Then a detailed explanation for the cancellation must be entered. Failure to adequately enter a reason will result in cancellation fee being charged after one warning issued.
- (2) All weather related cancellations must specify the weather conditions that exist or are expected to exist.
- (3) All maintenance related cancellation must specify the mx issue.
- (4) For cancellations for reasons other than weather or maintenance (such as illness, change in plans, work, emergencies ect), members will be allowed 1 late cancellation per calendar month in which no cancellation fee will be charged.
- (5) Cancellation Fees of \$50 will be earmarked for our "social / party" fund. The balance of this fund (and possibly the "contributors") will be posted.
- (6) Management reserves the right to reject reasons for cancellations.
- (7) No shows will be charged a cancellation fee.
- (8) Excessive cancellations (as deemed by management) will result in on-line scheduling ability to be blocked .
- (9) Cancellations made by staff are not subject to cancellation fees.

## **OWNER'S CORNER**

*JIM GRAY-(jimgray4u@aol.com)*

1. LEASEBACKS WANTED- We are always looking for additional leaseback aircraft. Contact Jim C or myself if you may be interested in purchasing an aircraft for leaseback.

2. FROM DEBBIE (OUR BOOKKEEPER)- Please,Please Please, Please..... completely, neatly and correctly fill in the dispatch sheets and blue cards (hobbs sheets). It's no fun having to waste time and energy trying to track down *who flew which* airplane on *what* date, or resolve incorrect hobbs numbers. As a suggestion, it's always good to take a pic of the beginning and ending hobb in case a discrepancy or question arises later.

Thanks

JIM CURRIER (*jimc@oaklandflyers@gmail.com*)

1. YELP REVIEWS- Some current positive Yelp reviews would be nice and appreciated.

2. INPUT-Shortly after becoming a partner I conducted a member survey looking for input on suggestions to improve the club and member experience. Most of the suggestions were good, and several have been implemented. Several others are in the process of being implemented, or we are planning to do so sometime in the future.

In the meantime, additional input--- comments, suggestions, complaints etc, by email would be appreciated. In fact, I may publish another survey in the next few months. In our next newsletter I may expound upon the previous comments and our responses to, or progress in implementing the suggestions.

3. SUMMARY & REVIEW OF PREVIOUSLY ISSUED MEMOS & PROCEDURES-Memos related to the following are posted in the office. They are now available on our website on the "DOCUMENTS" Page. Please review them. Many of them effectively revise or expand upon the previously published club rules.

- a. *Memo to Renters- Cancellations (4-14-21)*. This memo speaks to cancellations, and also has good information and suggestions for booking aircraft.
- b. *Renter's Insurance*- Information on renters insurance and a summary/ comparison of providers.
- c. *Revised Fueling Policy (10-28-21)*- Directs that fuel orders not be placed after flights that have flown less than 1 hour.
- d. *Safety Pilots (6-26-21)*- Information on Safety Pilots
- e. *Signature Ramp Procedures & Reminders (9-4-20)*.
- f. *Wet Rate Policy & Procedures (9-21-20)*. Fueling and preflight procedures
- g. *Maintenance Discrepancies (Squawks) Policy & Procedures (9-4-20)*, Revises policy and procedures for grounding aircraft, recording squawks, and contains a reference table to determine if an item requires the plane to be grounded.