

TCAA TRANSPONDER

TO BE THE CHAMPION OF AVIATION IN TUOLUMNE COUNTY



TCAA Members & Volunteers at the November 19th 2022 work party.

IN THIS EDITION

- TCAA Work Party Nov 19
- How does a longtime CFI Stay Relevant?
An article by Jay Carter
- Meet a Member
- Aircraft MX Tip
- 2023 Events Calendar

AIRPORT NEWS

- TCAA Work Party
- No Father's Day Fly-In 2023
- Webcam Moved
- No movement on access to the Pavilion. Airport manager has not responded to requests.
- Aircraft Property Tax Exemption Display Days

CALENDAR

- Monthly meetings are being held on the second Wednesday each month.
- February 8 2023 6:00 PM
 - March 8 2023 6:00 PM
 - April 12 2023 6:00 PM
 - May 10 2023 6:00 PM
 - June 14 2023 6:00 PM



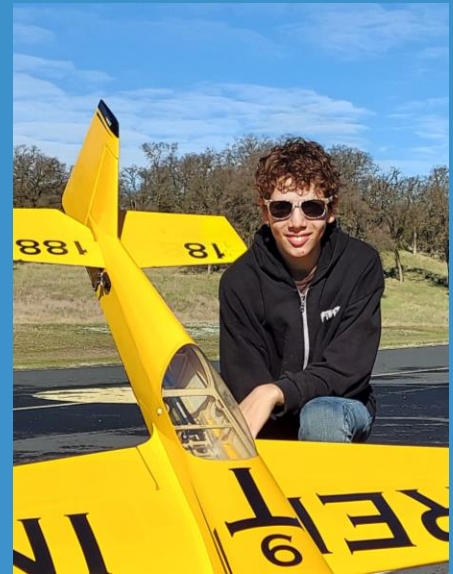
Become a TCAA Member!

Join Us! Bring a friend! Being a member of the TCAA is great! We are growing fast and have lots of ambitious plans! Whether you enjoy the social aspect of meeting with fellow aviators, pilots, mechanics, neighbors and friends of the airport, or are interested in helping the TCAA with new projects, and challenges. We'd love to have you!

MEET A MEMBER

Aiden Scheftner

Aden has a passion for all things aviation. Full-scale planes, remote control planes, drones, and paragliders. When he isn't designing and building remote control planes, he can be found hanging out at airports with his pilot friends and mentors and enjoys working on full-scale planes when he gets the time between schoolwork. Since becoming a Young Eagles member at 10 years old, and thanks to the many pilot friends he has made, he has had the chance to fly in over 16 types of planes, including a gyrocopter, ultralight, Vans RV8, Citabria, and Carbon Cub. He is starting to work on logging flight training hours in earnest this year to get his PPL. Aden looks forward to going to college to study aeronautical engineering and would also like to earn his A&P.



AIRPORT NEWS

WHATS GOING ON AT COLUMBIA AIRPORT?

- Del Chase has installed a new windsock atop his hangar. This windsock is important because the wind down the grass runway is almost always different from what is indicated by the midfield windsock near the tetrahedron. Thanks Del!
- The bathrooms in the campground are locked. It is unknown when those will re-open.
- The numerous deer inside of the O22 airport fence are still here. In December, TCAA members Jake and Chris were able to coerce a small buck outside the fence by opening a utility gate along South Airport Rd. One down, a dozen to go!
- Airport administrator Traci Williams-O'Neil expressed interest of organizing a tenant appreciation Fly-In or BBQ this spring or summer. We look forward to working with her on this!
- The webcam that overlooks the campground was re-oriented to look towards the main ramp and Big Hill.
- TCAA is planning to host "Vintage Aircraft Display Days" allowing applicable aircraft owners an opportunity to meet the property tax exemption for publicly displaying your aircraft.

TCAA Board

President: Rod McNally

Vice President - Jake Carter
(JakeCarter.Oscar22@gmail.com)

Secretary - Robyn Moore

Treasurer - Shawn Price
(aredjet@gmail.com)

Board Member: Ed Sunday

Board Member: Mark Banks

Sub Committees:

Website: Jake Carter
(JakeCarter.Oscar22@gmail.com)

Scholarships: Robyn Moore

Newsletter: Jake Carter
(JakeCarter.Oscar22@gmail.com)

DONATE TO YOUTH AVIATION SCHOLARSHIPS

WE ARE TRYING TO RAISE MORE FOR OUR YOUTH AVIATION SCHOLARSHIPS!

PLEASE CONSIDER A DONATION TO SUPPORT TUOLUMNE COUNTY'S FUTURE AVIATORS. SEE ROBYN MOORE OUR SCHOLARSHIP COORDINATOR TO DONATE.

TCAA Work Party; November 19th 2022

On November 19, 2022, TCAA members gathered at the Columbia Airport Campground to make various improvements to deteriorating infrastructure. We repaired and refinished 12 picnic tables and benches in the campground. These improvements are to insure the enjoyment and use of these assets for future users! We even had several volunteers fly in from out of area to help us. This project was coordinated and put on by the Scheftner Family and we want to thank Aiden, Tonya and Carson for their efforts! We hope to host more and regular work parties in 2023 and hope you can donate to the cause or volunteer your time! If you have ideas for airport improvements, bring your ideas to the next meeting!



How Does a Longtime CFI Stay Relevant?

A Few Ideas to Consider. By Jay Carter

First published in the January / February 2023 issue of NAFI (National Association of Flight Instructors) Mentor Magazine

A number of CFIs have been instructing either part time or intermittently for many years. Their experience is obviously a plus, but how does such a person keep up with the ever-increasing complexities of their certificate as a part-time effort? In the 1970s when I earned my initial CFI, I used it as a seaplane instructor to build time to fly floatplanes in Alaska. I think it paid better than training aerobatics in an open-cockpit biplane in the Alaska springtime. Floatplanes got me into the right seat of big round-engined airplanes that were still scud running out of town to non-instrument destinations, like the beaches on the Alaska Peninsula.

I was blessed to fly as copilot in the DC-3, C-46, and DC-6 with some legendary and skilled aviators, and upgraded to pilot in command on the DC-3, DC-3S, and C-119 Boxcar. My heart stayed close to floatplanes, and about the time biennial flight reviews began, I was able to keep my bush pilot skills sharp by flying with owner-operators of various unusual Alaska bushplanes. As both a recipient and participant of diverse and sometimes nonstandard training methods, my approach to instructing might be equally diverse. My work these days as a CFI is focused mainly around aircraft checkouts and flight reviews. I fully appreciate the intent of the FAA in FAR 61.56, and my approach to the flight review depends on my client. I believe this is consistent with the spirit of the regulation. I don't want anybody to get hurt, to say the least, but one hour hardly allows the proficiency check we all need. In the days of FAR 91, for large airplanes (over 12,500 pounds), flight training was reading a manual and taking orders. Those days grew into a career at the nonscheduled airlines and, eventually, retirement a bit early from the best seat in the house of a 767 at the biggest passenger airline. Looking back over my long career as a pilot and instructor, what follows are some areas I've thought about as ways to stay relevant as a CFI.

CFI Renewal Process

In the spirit of proficiency, the FAA requires a CFI to renew their certificate every two years. The renewal process attempts to deal with this scenario and arguably makes a serious effort to keep us current. Whether you are an experienced instructor or brand new, are you comfortable with the vagaries of the information pipeline? Where do you go to keep up on IACRA, Practical Test Standards/Airman Certification Standards, endorsements, ADS-B, technically advanced aircraft etc.? FAA flight instructor refresher courses offer perhaps the most popular method. I use a school that offers an online course that is perhaps mundane, but it gives me a sense of keeping up with the intent of currency. Flying has always had an element of osmosis, and hangar flying helps us recognize the gaps in our knowledge and prompts us to further research and keep ourselves in the loop. Hangar flying is accentuated in a maintenance shop. My son runs a specialty airplane maintenance shop. It's just the kind of place where we get to see the things that happen to airplanes as they age. There are an infinite number of ways that airplanes are challenged via neglect, negligence, improper use, normal aging, and flying techniques. *Continued on page 5.*

This month's print editions are sponsored by:

Jake's AIR REPAIR

Aircraft Maintenance, Inspection & Repair,

www.JakesAirRepair.com (209)651-0632



How Does a Longtime CFI Stay Relevant? *Continued from Page 4*

Actual Instruction (Flight and Ground)

Instruction itself frequently raises questions that keep us CFIs in the books and on our toes. Teaching at the primary level often seems a task too mundane as we envision another dozen turns about a tree. Even teaching private pilot ground school seems like a task we might rather pass on, rather than jump for joy at the invitation or assignment. Once involved in the endeavor, it still amazes me how often a new student can ask a question that takes us into research mode for an answer, or perhaps clarification. What I mean to say is that we never know everything, but even a brand new student can ask a challenging question, and that is fun! Have you, as a veteran or longtime pilot, taught a ground school lately? I know that sounds worse than those turns around a point, but hear me out. My son, the awesome mechanic and now a new CFI, endeavored to get new customers by offering a private pilot ground school. Of course, I thought he would need the services of the old man to simplify that E-6B chapter. Of course, I know how it works (I really do!). He certainly incorporated digital apps that obviously the new generation is likely to prefer. Throw in ForeFlight and now there are not nearly enough days in the year for ground school. This will keep you on your toes, and I guarantee ground school instruction will do amazing things to bring you up to date. We like to use visuals; drawing chalk traffic patterns, graphic airspace displays, disassembled airplanes undergoing inspection, even some videos with awesome music. These all serve to make school fun for the students and the instructor. The real cherry on top is getting kids under 18 into the class. If they are smart enough to want to fly, we want them to be in our class, and I want them to like it.

Do Flight Reviews

So how does the veteran pilot who is now perhaps getting back into instructing, or a professional pilot whose CFI skills are dusty, keep “on heading?” For most of us, the answer to being the most current is to be as active as possible. Getting out and doing a few FAR 61.56 flight reviews is a good start if you have not been active. If you still call it a BFR, we know what you are talking about, but the last couple of online recurrent courses fixed most of us into calling it the 61.56 flight review... I think. Training includes many details, but the focus on actual flying skills like stick and rudder, as well as aviate, navigate, communicate, are still important focus points for most of us. I consider it still the primary focus of the training curriculum. Recently, my good friend — a longtime pilot who has held a CFI rating for over 60 years — wanted to renew his CFI on activity versus a two-day school. He is active as a multiengine twin Cessna operator; he’s also a former major airline check airman, taildragger current, an A&P mechanic, and a current and capable gentleman. Between him, our DPE, and me, we have something north of 150 years of CFI experience. We started to do this little IACRA application— six hours into it we were all about to kill something at the FAA. All of you instructors have had some issue at some point with IACRA. It can be a browser issue, connectivity, your PC, etc. The FAA needs to sort this out, unless it is doing this to us intentionally to out us seniors. But youngsters don’t seem to own the solution, so I’m not allowing ageism on this technical point.

DPE On Your Quick Dial

Having a designated pilot examiner (DPE) who will give feedback is helpful, but their job is to evaluate your applicant, not to teach remedial fundamentals of instruction. Without a line of communication with a DPE, your job is harder. Even years of professional aviation can be quickly marginalized when you find out your applicant doesn’t know something because you failed to teach it. The DPE I use most often is accessible and generous with his time. I get the feeling that most of them share this trait, but their time is also valuable, and like you, they appreciate the CFI who has done their homework before they call.

Find Students - Connecting with client students and finding a well-matched CFI can be a challenge. Some CFIs would like to work harder than others. Some students have special scheduling challenges as well as specific goals. These can be hard to pair up nicely. My son and I offered the private ground school to find new students. I would suggest this as a great tool to generate interest for yourself or a small school. After new clients are generated, running, insuring, and maintaining a school is yet another Mount Everest. Perhaps we save that for another article. The above issues point out why I wrote this article. NAFI and the nafinet.org website are potentially a wonderful match to the needs of both CFIs and the flight training community. I welcome your responses and urge all of you current and aspiring CFIs to participate in NAFI, and please let me know if you have any specific thoughts.

AIRCRAFT MAINTENANCE TIP

ELT's have changed a lot in the last 25 years, with 406 MHz ELT becoming standard. What often gets missed with owners and mechanics is when the installed 121.5 ELT fails or doesn't pass a test, one cannot install a used or even a new old stock 121.5 ELT, and must install a 406MHz ELT. TSO-C91 talks about how 121.5 ELT's no longer perform as needed and that the 406MHz ELTs are the new standard. So if your old ELT finally quits and a new one is needed, you'll have to pony up and install a 406MHz ELT.

-Jake Carter, A&P, IA, CFI Jake's Air Repair (209) 651-0632



Events Calendar 2023

If you have events, you would like us to feature here and online, please submit to the editor.
A full calendar is available on our website.

- TCAA meeting & Potluck BBQ Second Wednesday of each month @ 6:00 PM
March 8, April 12, May 10, June 14, July 12, August 9, September 13, October 11, November 8, December 13
- Gathering of Luscombes May 19-21, Columbia CA
- Hangar Six BBQ May 20th, Columbia, CA
- Northern California Aerobatic Contest - Tracy, June 1-3 Volunteers Needed. Contact Contest Director; Jake Carter



This photo is said to be from 1915 but is likely 1912 at the Sonora High School Athletic Fields. Aviator H. W Blakey brought his airplane to Sonora to win a \$500 prize if he stayed airborne for 5 minutes. He was unsuccessful and the motor failed. He was the first man to give then Colonel Roosevelt his first airplane ride in 1917. He was killed in an airplane crash in 1918 in Central Park New York testing the new "Liberty" Engine. - Photo shared by Janet Gregory.

MEDIA & CONTACT INFO

TuolumneCountyAeronauticalAssn@gmail.com

www.TuoCoAA.org

Facebook: @TuoCoAeroAssn

Instagram @ TCAAColumbiaO22

Mail:

PO BOX 31

Columbia, CA

95310

