



NEWSLETTER- DEC 2021

SPECIAL ANNOUNCEMENTS

1. OUR FIRST NEWSLETTER- This is our first iteration (of hopefully many more to come) of a monthly newsletter. We'll be learning as we go. This newsletter will be much longer than planned due to the numerous subjects that we need to cover. Please feel free to email comments or suggestions (related to this newsletter, or any other issues) to JimC (jimc.oaklandflyers@gmail.com).

2. BADGE AUDIT- The Port of Oakland has notified us that once again there will be a comprehensive audit of all badge holders at OAK airport. Badge holders must demonstrate that they are in possession of their badge by swiping and entering their PIN as they access a TSA-regulated area of the Airport. This would include Signature, Kaiser, or any pedestrian or vehicle gate.

Badge holders must do this between December 10th and January 8th. Failure to do so will require the badge holder to present their badge at the badging office between Jan 18 and Feb 17. Failure to do so will likely result in the badge being deactivated, and a charge from the port of \$500 (the \$500 badge deposit forfeited). IF you know you will be unable to comply, or have any questions, contact Jim Gray.

3. DECEMBER SPECIAL ON CESSNA 150 \$99/HR (wet); Requires a checkout. Pilots with sufficient C152 time will get an abbreviated checkout. This aircraft is relatively new to our line and is (limited) IFR equipped (LOC/GS, DME, but no GPS). It also has ADS-B In/Out (you get traffic on your iPad or phone), and USB ports. This is a good inexpensive option for time-building.

4. TERMINATION OF CESSNA 182RG INTRODUCTORY RATE- Effective Dec 1, the regular rental rate is \$225/hr (wet). This is a good trip airplane and is IFR equipped.

5. N2874Z LEAVING THE FLEET- Effective Jan 1. We're all sorry to see it leave.

6. X-MAS PARTY- Because of the still ever presence of covid, we will not plan on having our annual Christmas party (which is an in-door event). However, our Plan "B" is to have a holiday BBQ (outdoors) IF we should have a weekend day when the weather is pleasant. If such a day is forecast, we will send out a club-wide email and post it in the office.

7. 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>

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

CONGRATULATIONS-NOVEMBER (hope I got everyone)

1. DANNY CHAN- PRIVATE PILOT- CFI King Yu
2. NATAH WOLFE CHAMBERS- INSTRUMENT RATING- CFI Jordan Harris / JimC
3. NATAH WOLFE CHAMBERS - COMMERCIAL PILOT. CFI Jordan Harris
4. DEREK KENNEDY- FIRST SOLO- CFI- Sam Duran
5. OLEKSII PASCHENKO- CFI- CFI-Sam Duran

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 cancelling 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).
2. SUMMARY & REVIEW OF PREVIOUSLY ISSUED MEMOS & PROCEDURES-Memos related to the following are posted in the office. They will also be available on our website in the near future. 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.

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. AIRCRAFT USAGE- With the loss of Warrior 74Z, and the continuing extended unavailability of Archer 3TP, we will be re-aligning the use of aircraft to best serve our members, as well as the purpose of the flights. 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. IFR Training / Ops need to be moved into the C172's by Jan 1, since we will likely not have a suitable IFR PA28. Both C172s 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 for those that need a C172.

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.

6A. LATE CANCELLATIONS (INTRO)- 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 result of student's cancellation, or from the aircraft not being available for another student)

d. Income for OF to cover its operating expenses.

6B. LATE CANCELLATIONS (POLICY)- Effective Jan 1st, we will instituting the following as it relates to cancellation with less than 24 hours notice:

- a. 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.
- b. All weather related cancellations must specify the weather conditions that exist or are expected to exist.
- c. All maintenance related cancellation must specify the mx issue.
- d. 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.
- e. Cancellation Fees of \$50 will be earmarked for our “social / party” fund. The balance of this fund (and possibly the “contributors”) will be posted.
- f. Management reserves the right to reject reasons for cancellations.
- g. No shows will be charged a cancellation fee.
- h. Excessive cancellations (as deemed by management) will result in on-line scheduling ability to be blocked.
- i. Cancellations made by staff are not subject to cancellation fees.

6. 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 it's 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).

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, and Pretty-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.

IDEAS FOR ADDITIONAL FEATURES FOR FUTURE NEWSLETTERS- Thoughts on these or suggestions for additional categories are welcome.

SOCIAL ACTIVITIES - This is a section where social activities (not necessarily flying related) where members can setup events / activities with others. Email JimC if you wish to have something posted

CLASSIFIED- This is a section where members can advertise services or items for sale or trade. Email JimC if you wish to have something posted.

MEMBER PROFILE- This is a section where we will profile one of our members (with their input of course). Anyone wanna go first??

INSTRUCTOR PROFILE- This is a section where we will profile one of our instructors.

For the first issue of this newsletter we will simply list our current instructors. Note that our CFIs are all independent providers, and are categorized as “Staff” (who are instructing full-time) and “Associate”(who are instructing part-time). Their services offered and rates are posted in the office.

STAFF INSTRUCTORS

Jim Gray (co-owner)- CFI-Gold Seal

Jim Currier (co-owner)- CFI-Gold Seal,CFII MEI, ATP

Lou De Propriis- CFI, MEI

Sam Duran-CFI-Gold Seal CFII, MEI

Jordan Harris- CFI, CFII, MEI

Tala Orgaard-CFI, CFII, MEI

Michelle Tran-CFI

Frank DeGroene–CFI,CFII,MEI

Oleksii Paschenko- CFI

‘Franky Plascensia-Gomez- CFI, CFII

ASSOCIATE INSTRUCTORS

Drew Kemp- CFI, CFII, MEI

Brandon Aaseby-CFI, CFII

Jordan Haines- CFI, CFII

Mike Eggan-CFI

Kin Yu-CFI, CFII, MEI