



# Fall 2022 Newsletter

## THE COLD IS HERE!

It is that time of year again - awesome flying weather but with the potential for early morning frost. With many of you that like to fly first thing in the morning, here are a few reminders:

- Frost needs to be removed before flight. It can take up to 45 minutes to defrost a plane in the hangar and wipe it dry. Remember this when booking early morning and plan accordingly.
- If you help scrape your windshield, **only use the tint scrappers** (blue or pink with a black handle). One up or down movement. Please do not scrape back and forth or side to side and no swirls. One long scrape then start again. This helps with scratching of the surface.
- Be on time, even early. Once a plane gets defrosted, it is moved out of the hangar for the next one. If you are not on time the plane may frost back up. Once you're moving, you will not continue to build frost.
- If your aircraft has wing covers on, **do not test lights or flaps until they are removed.**
- If you change planes or times last minute, please communicate that with us. The office is open 8am-4pm (voicemail/email after hours) or you can reach out to your instructor. If you fail to communicate, GBA will not have other students, instructors, and renters be late for their flights. We will make every effort to get you out of here on time, but reality is what it is and if you do not communicate, we cannot guarantee your plane will be ready but we will do our best.
- Please get someone from GBA to help you pull a plane from the hangar if your aircraft is parked nose-to-nose with another aircraft. You need a wing walker for this. They are packed in tight and damage can easily happen. There is an incredibly small space between the hangar doors and the wings. Not to mention the front cowlings of both planes rubbing if you do not go slow. It is a two/three person job.
- Do not turn on the heater in the hangar unless a GBA staff member is present.
- We will make every effort we can to have your aircraft ready to go, but please remember with nine aircraft all wanting to fly early, things can get a little hectic. Timeliness and help will ensure you are out on time.



**Thank you for your understanding and support. Enjoy the amazing flight conditions!**

## SCHOLARSHIP OPPORTUNITIES

- AOPA Foundation Scholarships. Open until Feb 10, 2023  
<https://www.aopa.org/training-and-safety/students/aopa-flight-training-scholarships>
- The Reno High Sierra 99's Scholarships.  
<https://www.renohighsierra99s.org/scholarships/>
- All links and additional information can be found using the Ultimate Aviation Scholarship Guide at <https://www.avscholarships.com>.
  - Make sure to set the location filter to "nationwide."



# GET TO KNOW A FELLOW GBA PILOT, CLEIDSON BARROS!

Greetings! I'm Cleidson Barros and I'm sure you have seen me around Great Basin Aviation with my different color converse sneakers or the Náutico jersey (my favorite soccer team). I'm from Sao Paulo, Brazil, the big city in my country and the biggest in Latin America. One year ago I moved to the biggest little city in the world, Reno. So my life become a roller-coaster ride with all challenges that moving to another country can bring.

Changes can make us strong and show new opportunities. At the high point of this roller-coaster I could see that I can go higher and higher (not that high yet, 61.89 General limitations). The highest was a birthday discovery flight on a beautiful summer day above Lake Tahoe (now I'm sure this is the secret to bewitching a student to start flight training) learning the basic about aviation and controlling the airplane for the first time ever opened my eyes to the opportunities flying can provide.

Since the first day when I went to GBA just to buy a book to start the ground part I realize that it wouldn't be easy, but not impossible. Two of the issues I had the most trouble with were English as my second language and the landings. There was a time when I thought that it was never going to happen but with the positivity from my instructors and determination the famous "click" happened. Before I knew it I was able to solo and do my long cross country. A few things are still in progress and been polished but I am getting to the end of my private pilot training. Some things I would like flight students to know is no matter how hard or how long a lesson can take don't give up. It will happen. Don't compare yourself with other students. Be patient your click, your solo, your rating will come soon."



Chazz was born and raised here in Reno. He entered the world of aviation in 2017 when he took a discovery flight in the Bay Area. Seeing the Golden Gate Bridge and cruising past the San

Francisco skyline was all it took to hook him. He completed his flight training in the Pacific Northwest. After flying aerial survey missions all over the country, he is back in Northern Nevada and ready to share his aeronautical knowledge with the community. When he isn't flying, he can be found watching football. Go Bears!

**INSTRUCTOR SPOTLIGHT**  
**CHAZZ SANDOVAL**  
**CFI/CFII/MEI**

# INSTRUCTOR'S CORNER

Author - Richard Brong

CFI & Director of Operations and Academics

When I started to fly, panel-mounted GPS navigators for GA aircraft were barely a thing and those that were a thing were crude compared to today's full color, touch screen, do your dishes kinds of units. Not only that, if you had told me that I would soon have airliner like situational awareness strapped to my leg in the form of an iPad, complete with traffic, weather, instant flight planning, and the ability to order a pizza, I would have assumed you had been exposed to excessive 100LL. Jump forward to 2022 and these tools are now everywhere. They are amazing when used well and can provide a wealth of useful information. The problem is, some folks tend to rely on them in ways that were never intended. The roots of my comments here come from a bit of a traditional perspective but they are ones I want you to consider in your aviating.

The ACS for Private Pilot, for example, requires pilots to demonstrate knowledge of "ground-based navigation (orientation, course determination, equipment, tests, and regulations)." Does that mean you *will* demonstrate that knowledge? No, not necessarily. In fact, many newly minted Private Pilots now have limited understanding of the VOR system, how it works, and how to use it, yet are very successful on their check rides. Why? GPS is so much easier and can be a legal substitute for VOR. There's no guarantee the examiner will ask for VOR use, even. There's a gotcha', though.

The gotcha' is that even when using GPS as a primary means of navigation (which most people do), your course deviation indicator (the same thing you use for that old fashioned VOR) should be what is pointing you back on track - not the pretty picture with the pretty magenta line scrolling by on the MFD/GPS/iPad. The MFD/GPS/iPad is a secondary source of information. When you go on to earn your IFR certificate (recommended!), this will make even more sense as learning to "fly the needles" is required. That said, I see people looking to the pretty moving map as their main source of info all too often - even advanced pilots. Break that habit! Over reliance can get you in a pickle when something unexpected happens and you have no backup source of info. Learn what course deviation is indicated from the CDI based on the input (it's different based on the source). Learning to read those needles will greatly improve your use of electronic navigation down the road. Build good habits then practice them!

## REMINDERS

- As the weather gets colder, please review the POH checklists and expanded section for starting procedures. Follow that procedure and the plane starts every time.
- Your oil temperature needs to be green, as well as all your other flight instruments, before takeoff.
- Sunshades have been removed from the aircraft. It is still on the post-flight checklist but they will not be put back in the aircraft until the spring.
- The afternoons are beautiful!! With the cold, frosty mornings, look at renting in the afternoon when it is a little warmer.

Always be comfortable asking for assistance if you need it. We are here to help! Thank you!



## ACHIEVEMENTS

Check out the pilot achievements at GBA since our summer newsletter!

- Abby Tripp - Solo
- Brad Vincent- Solo
- Jake Asmis - Solo
- Koree Bostrom - PPL
- Charlie Smith - Solo
- Sarah Burch - Solo
- Kurtis Lemay - PPL
- Al Holwill - Solo
- Chris Rentfrow - Solo
- Reagan Curtis - Solo
- Ryan Mill - CPL
- Jeff McDonald - IPR
- Olivia Fox - Solo
- Ethan Vincent - AGI
- Enrique Calderon - Solo
- Justin Cooper - Solo
- Greg Rudman - IPR
- Nathan Morin - IPR
- Tanner Barkowski - IPR
- Travis Schaffer - Solo
- Ethan Kurashewich - Solo
- Scott Davis - PPL
- Rob Roderick - Solo
- Joey Dobson - Solo
- Miguel Renteria - PPL



# GREAT BASIN AVIATION COMMUNITY OUTREACH

## GIRLS IN AVIATION DAY, 9/24/2022

Check out the details below about an incredible event by the local Women in Aviation Chapter, Sierra Battle Born. Great Basin Aviation was lucky to be able to help host such a fun event! 51 young ladies in our community got to spend the day in, and around aviation.

"What an amazing first Girls in Aviation Day for local WAI Chapter, Sierra Battle Born! 51 girls ages 5-18 spent a couple hours working through 10 different aviation related stations all run by incredible volunteers. Participants learned about Air Traffic Control, parts of a plane, how planes fly, the phonetic alphabet, how to read an aviation sectional, how to marshall an aircraft, cloud identification, heroes in aviation, as well as try on flight gear and an opportunity to meet Becky Calder, the first female Top Gun pilot graduate. The Nevada Air National Guard was also on hand talking about different aviation careers in the military. During a built in break, the girls had a special visit from Amelia Earhart. An incredible event introducing the youth in our community to aviation. Thank you to our sponsors as well as Atlantic Aviation, the Nevada Air National Guard, and all of our amazing, hard working volunteers"



**Have an idea how aviation can get involved in a community event? Reach to to GBA staff with your ideas.**

**Goflying@GreatBasinAviation.com**

**775-856-3655**



### Girls in Aviation Day 2022

Hosted by the local Sierra Battle Born Chapter of Women In Aviation

The event coincides with Women in Aviation's national event and is meant to promote various career paths and recreational pursuits within aviation to girls and young women through a variety of speakers, exhibits, and hands-on experiences. Girls ages 5-18 will have an opportunity to learn from and be inspired by women pilots, mechanics, air traffic controllers, and more.

**Join us at Atlantic Aviation  
Saturday, September 24  
10am-2pm**

**Must pre-register for the event at  
[www.SierraBattleBorn.com](http://www.SierraBattleBorn.com) or  
[info@sierrabattleborn.com](mailto:info@sierrabattleborn.com)**

 [sierrabattleborn](https://www.instagram.com/sierrabattleborn)  [Sierra Battle Born, WAI](https://www.facebook.com/SierraBattleBornWAI)



