



# Spring 2021 Newsletter

## SCHOLARSHIP OPPORTUNITIES

- \$2500, Sporty's Flight Crew Scholarship
- \$1000, Living Above the Limit Scholarship
- Women in Aviation Spring Scholarships.  
<https://www.wai.org>
- 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."

## WHAT'S GOING ON AT GREAT BASIN AVIATION Cessna/King School Syllabus

It has been about 6 months now that Great Basin Aviation transitioned to the Cessna/King School flight and ground school training syllabus and we are seeing great success! These syllabuses include guidance to create a comprehensive and easy-to-follow roadmap to success and are available for all certificates and ratings taught at GBA: Private Pilot, Instrument, Commercial, CFI, and CFII and, in the process, create higher standards and consistency in flight training.

We transitioned to this structured approach for several reasons. The use of a syllabus lays out a clear pathway for completion and, at any given time, provides a snapshot of where a student has been and where they are going along with guidance to be successful. It also provides accountability and transparency for both the student and the instructor. Students can read through what to expect for their next lesson and be prepared to work and develop those skills. Consistency in flight training is key as well. A syllabus allows for one instructor to fill in for another and training not skip a beat. All students have access to their syllabus and training records in Flight Schedule Pro (my profile, course enrollments). Let us know if you have any questions regarding your training and our chosen curriculum.

## Learn to Love (or just like a little) the *Wind*

Pilots spend a lot of time worrying about the weather, and for good reason—it's a factor in many general aviation accidents. But while nasty things like thunderstorms and in-flight icing get a lot of attention, more flights are affected by wind than any other weather phenomena. It deserves serious attention. Wind is rarely fatal, but it can do serious damage to airplanes on takeoff or landing. Losing control of the airplane in a gusty crosswind may not lead to injuries, but it will certainly ruin your day. At the very least, high winds discourage pilots from flying. So if you're going to get good utility and enjoyment out of your pilot certificate, you need to embrace the wind. That doesn't mean you should blast off into a 35 knot crosswind, but it does mean you'll eventually need to become proficient at dealing with different wind conditions. You'll be a better pilot and you'll have more fun flying. Here are some tips:

- **Crosswind component matters more than overall wind speed** - 20 knots of wind may sound like a lot, but if it's steady and right down the runway, it's probably no problem at all. In fact, a steady headwind can actually make landings easier in some airplanes, as you have something to work against. A 20 knot crosswind, on the other hand, is a completely different matter. You shouldn't cancel a flight just because you see 20 knots on the METAR; read the whole story.
- **Crosswind landing skills erode faster than almost any others.** If I don't fly for a month, the first thing you notice is how rusty crosswind landings are. It's 80% physical and 20% mental, which is the exact opposite of most flying skills. You simply have to practice it continuously if you want to be proficient. If you've been out of the cockpit for a while, be sure to go out and practice crosswind landings before taking that big trip.
- **Understand the big weather picture.** This tip applies to almost all flights, but many pilots don't consider it when talking about wind. High winds caused by a fast-moving cold

front can behave very differently from those caused by afternoon heating on a warm spring day. Knowing what's driving the wind conditions will help you anticipate the conditions aloft (including turbulence) and forecast how they might strengthen or weaken. You can practice this skill without ever flying: just watch weather reports throughout the day. You'll be less likely to get surprised by a bad TAF if you know how to read the signs.

Your personal minimums are the final word on whether you should fly or not. If you're not comfortable with the conditions, you shouldn't fly, regardless of what the airplane's demonstrated crosswind component is. But once you have your license, you should get some quality instruction from a CFI and push up that personal minimum. If you cancel a flight every time the wind tops 10 knots, you simply won't fly much, especially in Reno. Even if you're conservative, you may get trapped some day when you return to the airport and find that the winds have picked up to 18 knots. Better know how to handle them, lest you ruin a wonderful day of flying.



## Get to know a fellow GBA pilot, Hailey Bogle

Hi, my name is Hailey Bogle, and I'm a recently soloed student pilot at Great Basin Aviation!



Where it began: My dad would take me hiking in the mountains of Cold Springs where you could watch aircraft going to and from Stead Airport (which was always a treat when fire bombers would come around or when the Reno Air Races were starting). We'd pack our lunches and drawing pads and begin our trek into the hills. We always sat on this one specific, giant rock while we sketched rudimentary drawings of lizards lying around and aircraft flying overhead. I remember laying down on this huge rock feeling so small, because compared to the rock...I was quite literally...but also because of how limitless the sky was. One day my dad took me and my brother to Stead airport to look at the tie-down planes on ramp, and to our luck they were giving out rides to kids in a 172. I was absolutely...mortified! It would be my first time in an airplane...ever! So, I begged my dad to come up with me, and after some not-so-hard convincing, he did. And my world was forever changed after that first flight. I listened to the geezer pilot through my David Clarks and was star-struck as I watched the mountains roll beneath us. After about an hour exploring Pyramid Lake, we went back to Stead and I was given the most honorary, gold-plated, *plastic* pin that now sits on my desk...

As we can now see, the dream has taken form. I practice about three times a week (if mother nature permits it) with the most amazing instructor, Richard Brong...we won't talk about the time I didn't know why the aircraft wasn't taxiing and the parking brake was on...I mean what?? I did no such thing...Down the line, I'd like to become (at least) half the instructor that Richard Brong is—Thank you so much for being an amazing friend and teacher, I truly wouldn't be where I am without your instruction—and in an even grander vision, I'd like to help people through aviation by working for the Forest Service or becoming a Medevac pilot. When I'm not flying, I'm either drinking too much tea, watching Star Wars, practicing radios with my dog, babying my houseplants, or listening to archaic music.

"Success is not final; failure is not fatal: it is the courage to continue that counts" –Winston Churchill. I remember writing these very words on my kneeboard in the beginning of my flight training; we more often talk about our success as individuals, but the things that make us most interesting are because of our failures and the adversities we've encountered. One of the hardest aspects of trying new things—let alone flying an aircraft for the first time—is that we can beat ourselves up when success is not outwardly apparent, but when we reflect back on the whys of our reasons, that's when the true magic happens...and I can't tell you how many times I've viewed failure as an undertaker, but I urge you to push-on for it's our greatest teacher.

Thank you Great Basin Aviation! You all are an amazing team and I love seeing your faces practically everyday in the lobby or on the field. Here's to future flying!



Originally from Southern California, Jacob moved to Reno where he attended UNR and graduated with his Bachelors of Science in Community Health Sciences, Kinesiology. Shortly after graduation he made the move

back home to SoCal where he completed flight training and earned his ratings through CFII and MEI. He started his instructing career in Hawaii and has moved back to his beloved college town to continue teaching and flying. To continue progression as a pilot he has recently obtained his commercial sea plane add on. In his free time he enjoys, skiing, surfing (where there are waves), the

outdoors, and of course, flying. Being a pilot is the only thing he has ever wanted to do. As a kid his mom would take him to the airport where he would stare at planes for hours and would never want to leave, something he still enjoys. Jacob's schedule is in FSP. He is excited to work with you to help you achieve your aviation goals!

## INSTRUCTOR SPOTLIGHT JACOB HETLAND CFI/CFII/MEI

# Wind, wind! Why is there always wind?

Author - Richard Brong

CFI & Director of Operations and Academics

Let's talk about wind for a minute. It's a topic that comes up a lot. Not surface winds, mind you. You all know you need to have stick and rudder skills sharp for dealing with winds. You also know how to calculate crosswind components and determine whether or not conditions are beyond the demonstrated ability of the aircraft and/or pilot. At least, I hope you know that. If not, please let me know and we'll sit down for a quick ground session sometime! Your favorite instructor is willing to help you out in the plane, too. What I do want to talk about is winds aloft in our local area and how you can use that as a factor in making your go / no-go decision.

Nobody likes turbulence much. Let's face it, that sudden \*WHACK\* you feel as you hit a pocket of clear air turbulence and have to then search the airplane for all the items that just got tossed about - it isn't pleasant. Sometimes it can be downright dangerous. That said, in the run of the mill bumps, do you ever look at your instruments when you're in the thick of it? I'd be willing to bet that most of the time bumps make you anxious, your aircraft gauges probably aren't moving around that much. Guess what? That means you aren't moving around that much, either. In other words, the plane is just putting along. What do you do? Fly as normal. Sure, slow to maneuvering speed but fly! Avoid aggressive control inputs. I have flown with many a pilot that makes turbulence 100x worse by trying to correct for every little bump. Years ago a good pilot friend of mine asked me, "Do you feel that?" I said, "All those bumps? Yeah!" He said, "That's all you." I knew what he meant instantly. Most deviations can be corrected with a bit of rudder input alone. It might feel like you just got tipped on knife edge but a deep breath and trust in the stability of the airplane is in order.

That said, is there a way to tell in your briefing when conditions are going to be unpleasant around here? Of course! Pay attention to fronts. When they are coming our way, turbulence is bound to be more assertive. Look at the winds aloft, the faster they are going near your flight altitude, the stronger the turbulence could be (especially in the mountains). Where is the jet stream? Same story. With our mountainous terrain, the more winds aloft hit the mountains toward the perpendicular (especially west to east), the higher the chance for strong turbulence, mountain waves, and rotors. When we get fronts and winds coming from the north to northeast, things are usually more benign. Have there been any AIRMET Tangos issued? Check the altitudes. PIREPS? By whom and at what altitude? A report of moderate turbulence at 8000 feet from a 737 is probably Mr. Toad's Wild Ride for a C172. Wind shear? All of those factors need to be considered but they are warnings - not absolutes. Remember that forecasts are probabilistic in nature. Be careful in not trusting them. Know that a 100% change of something means 100% within that forecast area. If it doesn't happen over your head, that doesn't mean it was wrong. You just lucked out. Have you noticed how much more accurate the TAF is compared to the MOS? It's a smaller forecast area. To nerd out a bit, do you access the Graphical Turbulence Guidance from the Aviation Weather Center? Do you read the Forecast Discussion? That's the good stuff!

The short version of all of this, take some time and learn to read the sky. Learn to gather good data from your preflight sources. Make your decision on good information. Push yourself a bit to enhance skills while also maintaining a good margin of safety. Fly with an instructor or someone with more experience in the winds and work to fly smarter. The only way to get better at something is to practice. Ask questions, think, fly.



## ACHIEVEMENTS

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

- Derek Davis - Private
- Chris Buckley - Commercial
- Mustafa Shah - Private
- Hal Jin - Solo
- Sean Meeks - Private
- Will Levin - Instrument
- Dawsen DiPietro - Commercial Add-On
- Wyatt Wilson - Solo
- Richard Brong - CFI
- Chris Mitchell - Private
- Joseph Stearns - Solo
- Jackson Perry - Solo
- Sam Armstrong - Tailwheel
- Nicole Gonzalez - Solo
- Kenan McDonald - Private
- Aaron Karuzas - Solo
- Jackson Perry - Private
- Scott Koch - Solo
- Joe Lovely - Solo
- Jake Sinclair - Tailwheel
- Chris Buckley - Tailwheel
- Jack Darlington - Commercial
- Hal Jin - Private
- Riis Mendelsohn - Solo
- Anwar Mack - Private
- Cody Lucero - Instrument
- Jack Darlington - Tailwheel
- Dan Waters - Private
- Jenn Fonda - Tailwheel
- Ethan Vincent - Tailwheel
- Shawn Plunket - Instrument
- Reese Davis - Private
- Hans Visser (US) Private
- Leah Ochs - Tailwheel
- Seth Freedman-Peel - Instrument
- Will Levin - Commercial
- Hailey Bogle - Solo
- Wilson Liang - Solo



## REMINDERS

- Cessna doors are not like car doors. Please do not slam them! Push/pull the door shut then use the handle to create the seal. If inside the plane, you will need to open the window to do so. A broken door is a grounded plane.
- Please do not put in your own fuel orders. Please check with GBA staff regarding your fuel needs.
- Oil caps should not be tight, closed, but not muscled down.
- Lean the aircraft!! Talk to GBA staff or CFI for proper procedures.
- Use the checklist. Even if you have 100's or 1,000,000 hours, there is a reason for the checklist. Complacency is a hazard. Use it!
- Sunshades are back in the planes. Please make sure to put them in after each flight.
- Please make sure to show up on time for your reservation. Single runway means you need to get in and go. Being late causes a domino effect for the rest of the day. Please be respectful of your fellow aviators and their schedules too.
- Always be comfortable asking for assistance if you need it. We are here to help!



# We love your photos!!

Send your flight photos to [Jenn@greatbasinaviation.com](mailto:Jenn@greatbasinaviation.com) to be featured on social media and on our digital board.

