



Summer 2021 Newsletter

WHAT'S GOING ON AT GREAT BASIN AVIATION

FAA Part 141 Certification

Great Basin Aviation is now a Part 141 Certified Flight School!

There are two types of flight training schools. One is normally referred to as a FAA certificated Part 141 Flight School and the other as a Part 61 flight school. The word "part" refers to a part, or chapter, of the Federal Aviation Regulations. Great Basin Aviation is certified to train under both sets of regulations.

Part 61 is a less standardized set of regulations governing flight certifications. Basically, it spells out what you need to know, what flying skills you must develop, and a minimum number of training and solo flight hours. Any flight instructor can teach under Part 61, doing what he or she feels is appropriate in your training as long as the training minimums are met. Most schools operate under Part 61 and do not meet the requirements of Part 141.

WHAT DOES PART 141 MEAN?

Part 141 was established to streamline and standardize flight schools. It develops and establishes consistent training methods regardless of what Part 141 certified school you train at. To quote the FAA, "enrollment in a certificated school [a part 141 school] usually ensures higher quality and continuity of training." These schools meet prescribed standards with respect to equipment, facilities, personnel, and curricula and are reviewed on a regular basis by the FAA to ensure quality training.

One important advantage to training with a Part 141 flight school is that focused students can progress quickly. Under Part 141 students can gain certificates with fewer hours in the airplane. For example, a private pilot certificate requires 40 flight hours under Part 61, but only 35 hours under Part 141. In addition, the commercial pilot certificate can be accomplished in just 190 flight hours at a Part 141 school, as opposed to 250 hours under Part 61. If a pilot is able to dedicate to the training schedule, it can make for a more efficient process. That said, it is important to remember the FAA hour requirements are minimums.

Part 141 schools must maintain satisfactory performance rates. Without the FAA checking in on them constantly, Part 61 instructors aren't always penalized if training is sub-par. A high failure rate, for example, may go unnoticed. In a Part 141 environment, however, poor instruction is taken seriously and reviewed by the FAA to ensure a proper training environment. This, again, helps you know you are getting top quality instruction.

Finally, the Part 141 training environment can be very fast-paced. Learning takes place quickly, and students must study consistently. But it also means that students at a Part 141 training school will see results and earn pilot certificates quickly, too. If a pilot wants to train under Part 141, they need to have the resources and time available for training several times a week.



SCHOLARSHIP OPPORTUNITIES

- Pilot in Training Scholarships <https://www.avfuel.com>
- Women in Aviation Fall Scholarships. <https://www.wai.org> and <https://www.wai.org/education/scholarships>
- All links and additional information can be found using the Ultimate Aviation Scholarship Guide at <https://www.avscholarships.com>.

Get to know a fellow GBA pilot, Paul Irving!



My name is Paul Irving and I recently retired from law enforcement and moved to Reno from Washington, DC. My career spanned 40 years, from an intern at the FBI to a Special Agent with the U.S. Secret Service, working the White House detail for Presidents Bush (41) and Clinton, and rising through the ranks to retire as an Assistant Director; and then a second law enforcement career as the 36th Sergeant at Arms of the U.S. House of Representatives. Although I pursued a career in law enforcement, I have always had an interest in aviation and flying. My older brother Robert, who was an avid pilot, would take me flying in his rented Cessna 152 or 172. I really loved it, but with the demands of my busy career with extensive travel and my family, I put

flying and becoming a pilot aside. It was when my brother passed away early in life and I retired from the Secret Service that I thought about picking up aviation. But then I went to work on Capitol Hill, and once again, time constraints of my position consumed my life.

Last year as I was getting ready to retire, I thought about flying again and finally felt I had the time to get serious about getting my pilot license. Since I was 62 and not 22, I decided that I should first get my medical certificate to make sure I was physically fit. Although I received annual physical exams as part of my Secret Service and Hill careers, I recognized that aerospace medicine has different considerations and I wanted to make sure my journey as a pilot would not end before it truly started. I readily passed my medical exam, and then decided to focus on the knowledge exam because my work schedule and local weather was not optimum for flying. I took and passed the FAA knowledge test, and I felt it was now time to dive into flight instruction.

I started my flight training while I was still in DC at a flight school located in Montgomery County, Maryland at the Montgomery County Airpark. But it wasn't until I retired and we relocated to Reno that I was able to truly focus on my flying. I stopped by Great Basin Aviation and was so impressed with the staff that I decided that this is where I would continue my flight training. So, I re-kindled my training in February of this year, and it has been an absolutely wonderful experience. My instructor is Richard Brong who I can't say enough good things about. He is a phenomenal instructor. I've been progressing steadily, and I am currently in the solo and cross-country stages of my training.

It is such a pleasure for me to see and meet so many enthusiastic students and instructors here at GBA. I am especially happy to see those young faces, both instructors and students, who are starting off their careers. As someone who has already finished two gratifying careers, I would tell those who are just starting out to choose a career you love, because when you do, you enjoy every day. At the same time, the joy I have had in learning to fly has brought home how much time I lost in focusing so heavily on my career. I got so caught up in the hectic daily grind of life and my career, and even though I enjoyed it, I realize I missed opportunities to do other things I found interesting and fun...like flying.



Logan Krupp is a CFI, CFII, and MEI. Logan was born and raised in Carson City, NV and began his flying career in Oregon where he received his private pilots license, and then received his advanced ratings in Southern California.

After completing flight school Logan has instructed students in California, Oregon, and even in bush Alaska for a small time. Logan has a strong dedication to his students and finds great joy in watching them grow as pilots in reaching their goals whether they are learning to fly as a hobby or pursuing a career in aviation. Nothing makes Logan happier than getting up in the skies and flying airplanes. When he's not flying, he enjoys hiking, kayaking around Tahoe, and going for motorcycle rides.

INSTRUCTOR SPOTLIGHT
LOGAN KRUPP
CFI/CFII/MEI

Instructor's Corner

Author - Richard Brong

CFI & Director of Operations and Academics

Why do you fly? That question is one that has as many answers as there are pilots. One theme, though, is that you were inspired to fly. It's a calling; a passion. Aviation is in our blood. You know you are a true aviator when conversations with friends break so you can look skyward. Flying is your passion when you find yourself almost driving off the side of the road when a cool plane is coming or going. You know this is your calling when you get teary-eyed with the mere thought of flying solo on a perfect day looking down at the world below and wondering how the heck you are so lucky to be able to pursue this passion.

With that said, do you ever let yourself get so bogged down with learning how to fly that you forget why you fly? Do lessons ever bring tears of pain rather than tears of joy? Have you ever said to yourself, "I am never going to get this!" Followed by thoughts of pulling the plug on your training because you just don't have the {fill in manufactured reason here}. If you have answered yes to any of these scenarios, you are not alone.

If anyone ever told you flying is easy, they lied. Flying, in the regulated world of reality, can sometimes feel like quite a chore full of rules, regulations, and reasons why you can or can't do things. The love of flying can take a backseat to any number of the 'less fun' parts of the relationship. Do you have any love in your life that doesn't sometimes makes you feel down? Aviation is no different. There will be good days and bad days. When things get tough, the thing to remember is why you started doing this in the first place. Go find that little kid in you who used to sit in a cardboard box with wings playing airplane. Find that wonder that causes you to stop and stare at a unique airframe you've never seen before. If it's been a while since you've flown for no reason other than for the pure joy, what are you waiting for?! Let us know how we can make it reality.

REMINDERS

Safety is our number one concern. For that reason, the summer heat restrictions for aircraft weight and outside temperature are as follows:

- No flights when the outside temperature is over 100 degrees
- No more than 75% max gross payload for flights between 90-100 degrees
- No backseat riders for flights over 90 degrees at takeoff
- No touch and go's or practice instrument approaches when temperatures are over 90 degrees.

Please reach out to GBA staff or your CFI if you have any questions. Thank you!



ACHIEVEMENTS

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

- Kris Timmons - CFI
- Jaclyn McBride - Solo
- Max Gratix - Solo
- Weston Levine - CFI
- Reed Bennett - IFR
- Wes Hall - Solo
- Nathan Sargent - Solo
- Ryan Reid- Solo
- Sean McSweeney - CFI
- Sam Roberts - PPL
- Brandon Lemen - Solo
- Cody Lucero - CFI
- Chris Buckley - CFI
- Paul Irving - Solo
- Thaison Dao - PPL
- Jeff McDonald - PPL
- Lee Gerwitz - PPL
- Dan Walters - PPL
- Jack Darlington - CFI
- Kevin Marshall - CPL
- Ryan Mill - Solo
- Katie Newberry - Solo
- Gabe Newberry- Solo
- Kyle Georgeson - PPL
- Ethan Vincent - PPL
- Mason Solberg - Solo
- Mike McCain - PPL
- Jeremy Roberts - Solo
- Daswen DiPietro - CFI
- Nicole Gonzalez - PPL
- Grace Cisler - Solo
- Weston Levin - CFII
- Scott Koch - PPL





We love your photos!!
Send your flight photos to
Jenn@greatbasinaviation.com
to be featured on social media
and on our digital board.