

Summer 2022 Newsletter



ACHIEVEMENTS

Check out the pilot achievements at GBA since our Spring 2022 newsletter!

- David French - Solo
- Aaron Christensen - PPL
- Robert Petry - Solo
- Cleidson Cleber Barros Dos Santos - Solo
- Brandon Lemen - IPR
- David Lynn - CFI
- Ryan Mill - IPR
- Bryce Peterson - PPL
- Peyton Holmes - Solo
- Jordan Frost - CPL
- Jack Darlington - CFII
- Greg Rudman - PPL
- Gustavo Riggio - PPL
- Lucas Murphy - PPL
- Will Levin - CFI
- Kevin Munson - PPL
- Koree Bostrom - Solo
- Kurtis Lemay - Solo
- Nate Garduque - PPL
- Edby Calderon - PPL
- Sandoon Sherwood-Kopko - Solo
- Seth Freedman-Peel - CFI
- Gabe Newberry - PPL
- Cory Liska - PPL
- Greg Anthenien - Solo
- Justin Pedersen - Solo
- Adam Alexander - Solo

SCHOLARSHIP OPPORTUNITIES

- **The Women in Aviation scholarship window is now open!**



WHAT'S GOING ON AT GBA?

- In June we had the pleasure of hosting a Youth Aviation Expo in partnership with the local Women in Aviation Chapter. What an awesome event! Thank you to our students, instructors, and staff who volunteered their time. Huge thank you to Care Flight, the RNO tower and the Nevada Air National Guard too! We gave a total of 21 free youth flights which introduced 44 kids to aviation. Future aviators were able to go through aircraft systems for a C172 and a C130 (engine on loan from the Guard), conduct a thorough pre-flight inspection, speak and learn from industry professionals from United and Southwest, play games, and tour Care Flight aircraft. Until the wind came in early and strong and shut it down, but, overall lots of smiles and success. Watch for this event again next year!
- We are updating our wall! Come check out our "When Dreams Become Reality" wall highlighting students who started at GBA and now have careers in aviation.
- The process to accept GI Bill funding is still in the works. No ETA for approval but please know it is still in our future.
- Come check out our booth at the Reno Air Races September 14-18!
- As always, THANK YOU for trusting Great Basin Aviation with your flight training needs. We are delighted to have the opportunity to help you succeed and reach your aviation goals. Your continued trust and support means the world to us!



REMINDERS

IT IS HOT...so, as a reminder, summer heat restrictions are in effect. The restrictions for aircraft weight and outside temperature and additional heat related info are as follows:

- No flights when the outside temperature is 100 degrees +.
- No more than 75% max gross 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.
- Check winds and temps for when you are set to return as well. If the crosswind runway is not available, are the conditions within your personal minimums?
- Be prepared for puke.
- 6 quarts minimum oil.

The schedule is open for early flights It is an awesome time to fly!! Afternoon flights during the summer are hit and miss based on winds and the above restrictions so plan your flights accordingly. If you book in the heat of the day, there is a good chance the flight will be cancelled. The SIM is a great back-up, and is in an air conditioned room :) Thank you for being flexible as we deal with the heat. Safety is the number one concern. Then reducing strain on the aircraft engines.

Please chat with GBA staff and/or your instructor if you have any questions

GET TO KNOW A FELLOW GBA PILOT, GREG RUDMAN!

Hello fellow aviators, my name is Greg Rudman. If you don't know me, I am a very recent private pilot, planning to start working towards my instrument rating soon. Since I was a kid, airplanes fascinated me. Growing up, my father worked at the FedEx world headquarters which allowed him to bring model cargo planes home to display in my bedroom. That escalated to me being able to experience the training simulators FedEx pilots used for their type ratings. At that point, I knew I wanted to be a pilot, but cost, self-doubt, and fear stopped me from doing it. I chose to pursue another passion of mine, technology. I earned a Master of Science degree in Cyber Security, allowing me to work as a NASA security engineer for a while. As much as I loved the career I had built, I knew flying planes was what I really wanted to do. I bought everything needed for a home flight simulator...the yoke, throttle, rudder pedals...everything. I knew flying over Reno in the simulator would not replicate the real thing, so I needed to do something more. For the past year and a half, I talked about getting my private pilot's license but could not convince myself to spend the money to do so. My friends and family were tired of hearing me talk about planes, so earlier this year I finally decided to take a discovery flight and I was immediately hooked. Once I was in the air, I knew there was no turning back. Sitting behind the yoke of N37JA was where I was meant to be. Fast forward to now, and I am a private pilot. Getting to take my parents flying to let them experience the joy of flight is something that will never get old. I hope to fly for the airlines one day, but for now I'm enjoying the journey and learning something new every day. Great Basin Aviation has made all this possible for me. Everything, from Richard's systems class to Jack meeting me at the airport at 5 AM, or landing back at Reno after midnight, has been crucial to helping me earn my ratings. I am incredibly grateful for GBA trusting me to fly their airplanes, and I am excited to see where the future takes me and my aviation career. Thank you to Jenn, Richard, Jack, and everyone else that has helped me get this far.



INSTRUCTOR SPOTLIGHT: MATTHEW HELLECKSON - CFI

Matt is a CFI, Advanced Ground, and Instrument Ground Instructor. He is a third-generation pilot who started flying in northern Nevada in 2007. He is originally from Richmond, Virginia but has lived in Nevada most of his life. Outside aviation, Matt has a BS in information technology and works as computer engineer for a local healthcare organization. However, he far prefers the view from the flight deck over the view from his office chair. Matt loves helping others achieve their dreams in aviation, there is nothing more satisfying than seeing the smile on a student's face when they take to the sky for the first time. When Matt isn't working or flying, he enjoys cooking and traveling.

INSTRUCTOR'S CORNER

DENSITY ALTITUDE REVISITED

RICHARD BRONG

Summertime... and the flying is not always easy. Yes we have a lot of clear skies in the summer but you know, it can also be about 2,437 degrees by noon on some days. It's a fair reminder to fall back on your knowledge of density altitude to keep yourself flying safe. Why do we like early morning flying in the summer? It isn't just the temperature that's more pleasant. It's the air density. In the winter, it's much colder so we don't have to think about density altitude so much. Summer? That's a different story. As I write this the density altitude at KRNO is just shy of 8000 feet. At KTRK, it's almost 8600 feet. At KTVL, it's 9000 feet!

Remember that density altitude is pressure altitude corrected for non-standard temperature. That's the knowledge exam answer. In practical use, remember that it is literally the number of air molecules around you while you fly. As the air thins out, so does the aircraft performance. For a good visual, look at my hair the next time you see it. The higher you go on my head, the thinner it gets until, alas, there is nothing. There are simply fewer air molecules to keep the wings aloft, fewer molecules for the propeller to bite, fewer molecules for the engine to burn! Eventually, you get to a point where the airplane cannot perform and it must descend. Have you ever looked at the wings on the U2? There's not a ton of air on the edge of space.

When flying with high density altitude, we have to be good with our engine management. Leaning becomes even more important up high with high density altitude. Climb rates will decrease to the point where you might think something is wrong with the plane. Don't fall into that temptation to keep raising the nose to get a certain vertical speed. You'll just kill your airspeed and potentially get yourself into a sticky situation. Takeoff and landing distances increase. It's possible to get yourself into a small airstrip but to be unable to get out. It's always important to plan ahead on any flight but when the density altitude is a serious consideration, planning ahead is even better. Run those calculations, reference the POH, get the numbers. Enjoy your flying! Fly safe.



Outside air temperature (OAT)

