



Fall 2020 Newsletter

SCHOLARSHIP OPPORTUNITIES

- Reno-Tahoe Aviation Group's scholarship window is open. Check out more details at www.renoaviation.org
- The San Diego Chapter of the Ninety-Nines has a couple scholarships for female aviators in the Southwest Section. More details at <http://www.sd99s.org/scholarships.html>
- More opportunities can be found using the Ultimate Aviation Scholarship Guide at <https://www.avscholarships.com>

Please reach out and let us know if you need any assistance.

WHAT'S GOING ON AT GREAT BASIN AVIATION Tailwheel Training



Great Basin Aviation offers tailwheel endorsements in this beauty, N16RG.

Tailwheel, taildragger, conventional gear – no matter what you call them, tailwheel aircraft are simply fun! Earning

the tailwheel endorsement is one of the most challenging and rewarding experiences you can have as a pilot. Plus, it aides in becoming a more proficient pilot. Crosswind landings take on a whole new meaning, left turning tendencies are amplified, heavy crosswind control on taxi, and smooth power applications are all things one learns when adding this endorsement. Plus what a ground loop is and how to avoid it. Call and schedule a time to check out the Citabria and review the tailwheel syllabus.

Ways to Reduce the Cost of Flight Training

Let's face it, no matter where you are in the world, learning to fly can be expensive. But there are several ways to reduce that cost. With a little bit of imagination and a lot of motivation, it can be affordable. Here are a few of many strategies that you can use to keep your costs under control:

- **Ground School** - Pass the FAA Knowledge test by the time you solo. Your ground content will have more relevancy if it is somewhat parallel with your flight lessons. Our training syllabus is meant to have ground and flight portions taught at the same time. Watch YouTube videos regarding topics you might be stuck on or chat with any of us here in the office - or other pilots. We love this stuff!
- **Study before every flight** - One of the best ways to keep your costs low is to study. Arriving to a flight lesson prepared with the ground content will make the lesson much more productive. If you know how, when, and what to do during an instructional flight, you'll save hours in air. That means less money. Your level of preparedness and motivation has a HUGE effect on your training. You can follow your progress and see what is coming next in your online syllabus in Flight Schedule Pro. Your instructor should also be clear on what to study and what is coming in the next lesson. If they don't let you know, ask.
- **Chair Fly** - It's something that even airline pilots do. Before your next lesson, try out armchair flying. Sit upright in the chair as if you're flying. Use a copy of the checklists and go through your flight from takeoff, maneuvers, emergencies, and landing. Everything. Using a flight simulator is the high-tech form of chair flying. The idea is to connect the things you do in the air with a low-stress version on the ground. Practice, practice, practice your flow.
- **Fly Consistently**- Piloting skills are perishable especially in the beginning. Long breaks from flying are likely to degrade your knowledge and the skills you've developed. That means it will take extra time (and money) to get caught up. Before you start your training, let us help you determine a good schedule that would avoid lulls in your flying. If you're dedicated and studious, you'll have a much greater chance of finishing a certificate or rating with some extra cash.
- **Before Engine Start** - Do as much organizing for your flight as you can before you start the engine. For example, simply calling the ATIS on your phone (775-348-1550 for KRNO) will save you a couple of minutes of Hobbs time per flight. If you have a handheld radio, call for your clearance before you start the engine. You could even set the aircraft radio frequencies, transponder, and GPS flight plan while on battery power without the engine running (just have your instructor help you with this so you don't drain the battery too low). It adds up!

Get to know a fellow GBA pilot, Cody Lucero

Hey! I'm Cody! I have worked around aviation since I enlisted in the Navy 14 years ago. My high school interests in fast cars led me to join the military as a mechanic, responsible for maintaining aviation support equipment. Although primarily focused on repairing equipment, I would always find myself deeply fascinated with the fighter jets as they took to the sky.



As fascinated as I was, the thought of flying was never a possibility in my mind, as it seemed like something only smart or rich people could do. Then, one day a couple years ago, as I boarded a flight from Tokyo to LAX, I noticed a friendly first officer greeting passengers as they passed the cockpit. It was the first officer's age that stood out to me, as he appeared to be fresh out of college. His face burned into my memory, I couldn't help but ask myself "If he can fly an airplane, why can't I?" After all, this kid was at least 10 years younger than me. Upon arriving at my seat I Googled "how to become a pilot" and was shocked at how many results were returned. It became my mission. My goal. My dream. Become a pilot and fly airplanes.

At the time, I was serving aboard the USS Ronald Reagan in Yokosuka, Japan and was unable to visit local flight schools, but immediately upon completion of my overseas tour, I found myself at Great Basin Aviation. Unsure of what to expect of my discovery flight, anxiety crept in. My instructor, "CFI Levi" assured me that everything was fine and if I chose to, I could just sit back and enjoy the flight. My other option was to take the helm (or the yoke in this case) and fly – just what I came here for. After reaching cruise altitude over Lake Tahoe, he flipped me the controls. Nervous about over-controlling the airplane, I proceeded with caution but eased into it. Feeling the airplane respond to my inputs was something that could not be put into words. I wanted this. I needed this. I was hooked.

Flying as much as I possibly could after work, despite the gusty summer afternoons and frequent cancellations, I successfully earned my Private Pilot License and am now living my dream of being a pilot. Currently pursuing advanced ratings, I am excited to one day become an instructor and provide students with the same opportunity to live their dreams that CFI Levi provided me with. Upon retiring from the military I plan on flying commercially and being that friendly first officer (and maybe even Captain) who greets his passengers as they board the airplane. Who knows, maybe I'll inspire someone to take the first step towards their dreams.



Growing up, I was the kid obsessed with airplanes. I remember my friends rolling their eyes at me when I talked about aviation, and they even gave me the nickname, "Mustang"

because I constantly talked about the P-51 Mustang. I read books about famous pilots, the design and construction of mighty aircraft like the 747 and was continually on a quest for more knowledge about aircraft. It was not a surprise that I started considering piloting or aerospace engineering as a career.

INSTRUCTOR SPOTLIGHT ETHAN CHINOWSKY CFI

I am extremely fortunate to have an amazing mum and dad who supported my dreams. I began learning how to fly at Wanaka Flight Training, in Wanaka, New Zealand, and received my NZ Private Pilot's License on my 17th birthday. Soon after, I returned to Reno and began pursuing my bachelor's degree in Mechanical Engineering at the University of Nevada, Reno. Two years into my degree, I discovered Great Basin Aviation and decided to continue training to become a professional pilot.

Thanks to the amazing training I received with the Great Basin instructors, a little over a year and a half later, I flew N495SP back into RNO with a CFI certificate and a big grin on my face. I am grateful and excited to begin training new students and helping them accomplish their aviation goals! I am immensely thankful to everyone who helped me along the way, from my parents and my granddad to my instructors and great owners like Denny and Jenn. I can't wait to give back to the flying community and help those who also dream of flying make it a reality.

Be a Good Neighbor

Author - Richard Brong
Director of Operations and Academics

What does it mean to be a good neighbor? You have neighbors where you live and work. However, we also have neighbors where we fly. How often do you consider your aeronautical footprint when you take to the skies? Small aircraft noise has been an issue for a long time and as communities continue to grow, the issue isn't going to go away anytime soon. Airports get a lot of pressure from local residents who find the drone of aircraft over their homes bothersome. Yes, it is music to our ears, but not everyone out there is an aviator and it is important to see things from other perspectives. Airports are even closed when they are no longer "compatible with the master plan of the community". One of the factors that dictates that is often noise.

It is often argued that, "the airport was here first!" While that argument is logically sound, the planners, policy makers, and regulators don't often follow a strictly logical argument when deciding how land is used in a given community. Their primary concern is mostly over the master plan of the community, not the health and well being of the airport. The smaller the airport and the less economic impact it has, the less of a priority the airport is to a given area. If noise is an issue for the residents, that's a mark against the airport no matter the size. We know that Northern Nevada will continue to grow for the foreseeable future which will continue to make the noise footprint issue one we'll have to contend with no matter where we fly.

As pilots, what can we do? Some of the remedies are quite easy. If possible, plan your flights during times that aren't as likely to cause an issue. Yes, it's cool and calm at 6:00 AM during the summer but do you really have to do laps in the pattern then? We have many smaller airports near to Reno that aren't as populated. Consider flying to one of them instead and break your cumulative footprint. The en route time is a great time to practice pilotage and dead reckoning. Make sure you are following published noise abatement procedures for a given airport. Avoid flying low at high power settings when you can (such as pattern work). Climb out at Vx until you leave the immediate airport area and then establish more of a cruise climb. These are just a few of the many ways you can reduce your immediate noise footprint.

With all that said, it's also important to be a good aviation ambassador when you're out and about in the community. Most people look to aviation as something mystical and out of their reach. Invite people to the airport once in a while so they can see how it all works. Better yet, invite them up for a flight! Many of the issues come down to perception and if we can change perception through good stewardship of our aviation passion, the public perception will change, too. Be inviting to outsiders. Be empathetic. A little goodwill goes a long way. Happy flying!



ACHIEVEMENTS

Check out the most recent pilot achievements at GBA!

- Will Smith - Solo/PPL
- Ben McMullen - Solo/PPL
- Chris Mitchell - Solo
- Greg Tobin - Solo
- Stacey Compton - Solo
- Charles Lewis - PPL
- Mustafa Shah - Solo
- Jacob Summers - PPL
- Bob Barton - Solo
- Ben Hamilton - Solo
- Seth Freedman-Peel - Solo/PPL
- Kyle Georgeson - Solo
- Tanner Barkowski - Solo
- Adam Laub - Solo
- Sam Hutton - Solo
- Kevin Marshall - IPL
- Russ Maddock - Solo
- Jon Watkins - Solo
- Mariah Connell - PPL
- Ethan Chinowsky - CFI
- John-Paul Di Thomas - Solo
- Austin White - Solo/PPL
- Derek Davis - Solo
- Logan Moore - Solo
- Mason Koonce - PPL/TW
- Kenan McDonald - Solo
- Richard Brong - CPL
- Gary Giraud - Solo
- Sean Meeks - Solo
- Eric Stanger - TW
- Cody Lucero - TW
- Weston Levin - CPL
- Dustin Beauford - Solo
- Sam Armstrong - IPL
- John Simonsen - Solo
- Lee Gerwitz - Solo
- Dan Waters - Solo
- Shan Thiagarajan - Solo
- Tee Jeter - Solo
- Coraline Dubois - Solo
- Sam Roberts - Solo
- Devron Gonzalez - Solo

REMINDERS

- Please avoid Sierraville and Tiger Field as the runways are extremely rough on our tires.
- 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!





We love your photos!!

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

