

Fall 2021 Newsletter



SCHOLARSHIP OPPORTUNITIES

- AOPA Primary Flight Training Scholarship
 - Applications open November 1st
- Dare to Dream Scholarship
 - Applications due by mid-November
- 99's Amelia Earhart Memorial Scholarship
 - Applications due by January 1st
- RTAG Private Pilot and Advanced Rating Scholarship
 - Applications due by January 31st
 - <https://www.renoaviation.org/scholarship>

Please visit greatbasinaviation.com and refer to the "Pilot Resources" tab and "Scholarships" section for more details and opportunities.

"Git-R-Done"

- Please do not idle in front of the hangars. It is damaging the hangar doors and blows debris into the hangars. Please start and move to the side of the ramp by the service road.
- It is frosty out there! Be on time so others are not delayed as we rotate planes for defrosting.
- Please eat the donuts so we do not have to throw them away, or eat them all ourselves.
- Make sure the master is off, tires are chocked, and doors are closed (gently) before walking away from the aircraft.
- Pay attention to what runway you are cleared for. We are back to parallel runways so watch out for wrong surface landings.

What's Happening at GBA?

Besides Hailey killing the office plants and Cody racking up the demerits, here is what's happening at GBA:

- We are still working toward the approval for GI benefits to be used for Advanced ratings. Spring would be the earliest the state approving agents can potentially conduct their site visit. Unfortunately, it is a long process. We appreciate your patience and will keep you updated as we move through the process.
- N328ME's engine is getting overhauled. Expect it back on the line mid December.
- GBA's instruction team just passed 300 monumental achievements such as checkrides, solos, and tailwheel endorsements since February 2018!
- Northern Nevada has a new Women in Aviation Chapter, Sierra Battle Born. GBA is happy to work with the ladies who got this chapter on the map. If you are interested in joining, please reach out to Hailey Bogle at hailey@greatbasinaviation.com.



Get to know a fellow GBA pilot, Wilson Liang!

Hey all! My name is Wilson Liang and all I do is steal lollipops from the office and have sarcastic conversations with Jenn... I guess that was enough to get me featured here!

But more than stealing lollipops and telling Jenn that I will fly with no less than 20 knots of crosswind... AND almost having a mid-air collision with a bald eagle, my journey with aviation came after a giant detour. I fell in love with aviation pretty much when I learned how to speak. My mom still loves telling me the story: when she worked at the Reno Hilton, she took me to work once, and I was fascinated with the dangling planes hanging from the roof. An old veteran saw me and asked me which one was my favorite. I responded with "USA!" and then the old veteran lifted me straight up out of joy. That passion stuck with me but I never really thought about flying. For a while I wanted to design planes, so I decided I wanted to be an aerospace engineer. Eighth grade physics quickly steered me away from it, and high school sciences and calculus affirmed that. I pursued a major in Environmental Studies since I hate office jobs, but then realized that Environmental Science takes you outdoors, Environmental Studies keeps you behind the desk.

Halfway through college, while I was working at Sand Harbor as a beach patrol, I was introduced to a Coast Guard pilot. Talking with him made me want to smack myself in the head because becoming a pilot is what I've always wanted to do. One thing led to another, and next thing I know I was sitting with Jenn, discussing options for reaching my PPL and pursuing a career in flying. I mentioned I wanted to fly for the Air National Guard or the Coast Guard, but Jenn said "have you ever thought about the Navy?" With a business card from Chief Spell (the best and most professional recruiter you'll ever come across), and now I have a pilot slot, waiting to ship out next March. I hope to fly fighters or patrols.

GBA was really the center of all this, and I wouldn't have ever thought about flying for the Navy if it wasn't for my decision to come here (because originally, I heard you join the Navy to become a janitor, but Jenn set me straight). While I prepare for the "hazing" to join the biggest, most well-funded fraternity in the world (as my friend puts it), I'm enjoying the ride to private pilot and can't wait to see what the future will bring!



INSTRUCTOR SPOTLIGHT - JACK DARLINGTON, CFI



Jack has been an aviation enthusiast since he sat in the cockpit of an American Airlines MD-80 when he was 7 years old. He is from Tucson, AZ and was recruited to Reno to be a wide receiver for the Wolfpack. He spent two years working for the basketball team at USC prior to starting his career in foodservice for Unilever. He is looking forward to helping others pursue and achieve their aviation goals and aspirations. He is available to fly early mornings, evenings, and weekends.



ACHIEVEMENTS

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

- Andrew Spanier - Solo
- Summer Benjamin - Solo
- Ethan Chinowsky - CFII
- Ben Mallery - Solo
- David De Los Santos - IPL
- Sean Meeks - IPL
- Nathan Sargent - PPL
- Jacob Hetland - TW
- Cody Lucero - CFI
- Kaitlin Hughes - Solo
- Hailey Bogle - PPL
- James Morgan - IPL
- Riis Mendelsohn - PPL
- Dylan Zinio - Solo
- Paul Irving - PPL
- John Sande - Solo
- John Simonsen - PPL
- Seth Freedman-Peel - CPL
- Greg Shannon - PPL
- Mark Conklin - Solo
- Brandon Lemen - PPL
- Sam Armstrong - CPL
- Gwen Eder - Solo
- Cody Lucero - CFII
- Bryce Peterson - Solo
- Dayna Eder - Solo
- Wesley Hall - PPL
- Bobby Yarhi - Solo



BABY IT'S COLD OUTSIDE!

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.

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 airborne, you will not continue to build frost.

If you change planes or times last minute, please communicate that with us. 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.

DO NOT scrape the windscreen. We have windshield tools for this purpose. Use those or a soft cloth and up and down motions. No swirls.

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 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. We will do our best to have your aircraft cleaned off and ready to go but please remember we can sometimes use a hand. Thank you for your understanding and support.

"WHY?" -BY RICHARD BRONG

This edition of Instructor's Corner is dedicated to that often asked question by little kids, "Why?" "Come along junior. We're going to the store." They say, "Why?" "Junior, eat your peas." They say, "Why?" You get the idea. It's somewhere between cute and annoying with a young kid but you, as student pilot at any level, should ask the same question - often. Instructors, I'm going to be hard on you here. Instructors sometimes like to answer questions but without actually thinking about what they are saying.

Students, has your instructor ever said to you, "You need to {insert command here} every time you {insert flight maneuver here}" but you racked your brain wondering what the purpose was for the instruction? That's your cue. "Why?" If the answer is, "Because I said so" or something equally unsatisfying, challenge it. Any good aviation routine should be based in safety, regulations, POH, or the laws of physics. Anything along the lines of, "An old instructor of mine showed me this once" is fine, but it isn't necessarily gospel. If you get some long winded speech that sounds more like an attempt to flex their intellectual muscle on you? It's okay to roll your eyes at those. If you don't get it practice your ATC speak: "Say again?"

Instructors, be ready for the question. Is the thing you are requiring based in the FAR, the POH, or the ACS? If the answer to all of those is no, be careful making it the way. Pilots have to discover their way to good piloting with our guidance. I have flown with folks that insist on only using partial flaps for all landings. I ask them "why" and all they can say is, "My instructor taught me that way." I will then have them do a full flap landing and execute a go-round from that configuration and it often goes poorly. Why? They haven't practiced recovering from full flap go-rounds! Not that partial flaps are wrong but if the pilot is taught to fear full flaps, that's no good. It leaves options off the table. The same holds true for mandating airspeeds other than those specified in the POH. I have flown with many pilots in that camp, too. The engineers that designed the plane had a pretty good idea of what they were doing. Why insist other values are better?

The short version of all this is to be a smart consumer. Ask why! Flight instructors have gone through a lot to get to where they are but they aren't infallible nor do they know everything. It's okay to ask why. You should! Instructors, remember your students are working to acquire a very complex skill and need you to help them find their path. Restricting them without cause only inhibits their curiosity. Ask yourself why when you give an instruction and make sure you can answer. If not, offer it as a suggestion and not a requirement. The ACS, POH, and FAR are full of plenty of "must do" items already. Happy flying!



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

