



Spring 2023 Newsletter

WHAT'S UP WITH THIS WEATHER?

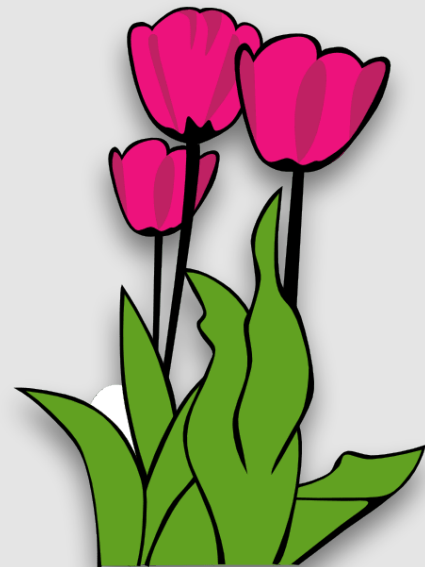
While all the weather we have seen has brought record-breaking amounts of rain and snow, it has also brought plenty of head and heartache. Weather is a major factor in the ability for pilots to safely and successfully conduct flights. It is the same for pilots seeking training. We all know canceling training flights slows down training, pushes back checkrides, and can just be really frustrating for all of you working to get a rating or certificate completed. We are all feeling the pain. Of course, there is not much we can do about it. We can't turn off the weather.

Our personal limitations and our decision-making skills are put to the test during these times, but it is a time to reevaluate the importance of patience, risk management, and good decision-making even when we're frustrated.

While we cannot get airborne, there are ways to stay active in your flight training even when we cannot get up in the sky.

- **Ground School** - We cannot emphasize enough the importance of working ahead on your ground school. You may think that learning how to actually fly is the most important part of your training, but ground school plays a critical role in your overall flight training. Hit the books!! not only does it further your knowledge, it keeps you engaged in aviation during this down time. Use this time efficiently so when we are consistently flying again, you do not have ground school still waiting to get done. Watch videos about the content you might be stuck on. Or, bring your questions into the office and we can chat about it. We love this stuff!
- **Practice Tests** - Practice tests are a great idea. The purpose of practice and drill is to help you develop your skills. A FAA Knowledge test is one of those tests you want to practice. Keep notes on what areas you had difficulty with. A pro-tip: Do not take the official knowledge test until you have scored at least 90 percent on three 60-question practice tests in a row during the same week. Then schedule right away. There is something about walking into that testing center that makes most people lose 10 points—or more—off their score.
- **Ground Instruction** - Hands-on learning takes repetition. Some private pilot concepts—such as cross-country flight planning and filling out a navlog—need to be reviewed more than once, and are often best done face to face with a CFI. It is one of those skills that is often best taught by the “instructor tells, student does” model, starting with a paper sectional, paper navlog, and plotter—and the E6B flight computer. The ability to use a mechanical E6B flight computer is the “cursive writing” of the aviation world - but it should be part of every pilot's repertoire. Plan on attending the upcoming GBA Monday night study groups too.
- **Use the SIM** - using the flight simulator is the high-tech form of chair flying. Connect the things you do in the air with a low-stress, low cost version on the ground.

Once this weather breaks we will be full throttle flying! Make sure you are doing things now that will not slow you down then.



SCHOLARSHIP OPPORTUNITIES

- General Fred Michel Memorial Scholarship
 - <https://nevadafund.org/scholarships/general-fred-michel-memorial-scholarship>
- EAA Scholarship
 - <https://www.eaa.org/eaal/learn-to-fly/scholarships>
- Aviation Scholarships List
 - <https://www.aopa.org/training-and-safety/learn-to-fly/aviation-scholarships>
- Flight Scholarships
 - <http://www.flightscholarship.info/>



GET TO KNOW A FELLOW GBA PILOT, JOSE SALDANA!

I was born in California and raised in Mexico. When I moved to Reno in 2015, I lived very close to the airport. Going to school at Wooster High School allowed me to hear the planes all day every day. Then, I started working at McDonalds at the airport. I fell in love with airplanes. My sister is a flight attendant and hearing about her job made me love aviation even more. My first experience with the aviation world was with Volaris. I have a lot of pilot friends with Volaris and I've learned a lot from them. I always ask them questions about how the plane flies and their job. One time, when I flew to Mexico, I put my go pro in the cockpit with the pilot who was my friend. When we landed, I took the go pro home and downloaded it. I re-watched that video for a very long time. They always ask me "How is flight school? You ready to start flight school? You should start flight school." They finally convinced me to start flying. I took a discovery flight and got to fly over Tahoe with my sister. As soon as I landed, I was hooked and I decided to start all the paperwork for training right then. That was one of the best decisions I've ever made. We are all fighting with the weather now but finally I got my solo flight done! That made me feel amazing! When I went home, I sent the video to my family and my girlfriend. It felt so good to share this big step with them and they are so happy for me. Thank you GBA for helping make my dreams come true..



INSTRUCTOR SPOTLIGHT AUSTIN WHITE CFI

Rather than being afraid of flying after overlooking the eye of a hurricane on a flight from Houston to

Reno, Austin was thrilled as he watched the storm unfold from his vantage point in the sky. And from this beginning came Austin's interest in aviation. Starting out as a project manager in civil construction, Austin was ready for a change, and after giving it some thought, Austin decided to get his PPL from GBA. With this successful start, Austin decided to take the fast track to his instrument and commercial rating at ATP, and after some time away, Austin came back to his favorite flight school to get his CFI. Austin is originally from Boise, Idaho and came down to Reno to live with his wife and chocolate lab. In his free time, you can find him hiking with his amazing family.

INSTRUCTOR'S CORNER

Author - Richard Brong

CFI & Director of Operations and Academics

In the wake of the Careflight accident the local aviation community experienced recently, I wanted to share some thoughts with readers about the aftermath of experiencing an aviation accident or incident - either directly or indirectly. The toll imparted on other aviators is very real whether or not you had a direct connection. Many of you personally knew one of the people on board. Many more knew someone on board through one or two degrees of separation. It's amazing how tight-knit the aviation community is and how this sort of thing rings out far and wide. We're left in shock wondering what happened, why, and whether or not we are safe ourselves. We lost five wonderful human beings on February 24 and will mourn their passing for some time. So, as an aviator, how do you move on?

One of the first, and most important things you can do is recognize the feelings you have. It is normal to wonder if you, yourself, are safe in your flying. Even if the situations you fly in are nothing like those that surrounded the accident, it is okay and normal to question. You will likely pay more attention to risk management and increase the scrutiny of all aspects of your mission from preflight to touchdown. If you aren't paying more attention to risk management, you probably should! Aviators tend to analyze the heck out of mishaps to do our best to avoid a similar situation ourselves. You may find yourself avoiding flights for new reasons you hadn't leaned on before. During your flights, you may be faced with a nagging sense of anxiety you can't quite pinpoint. Again, it happens and it isn't a bad thing. It's a normal human reaction. When asked if he ever was afraid during any of his flights, Chuck Yeager assertively answered, "Yes! It's what keeps me alive." It is the level of anxiety that one must keep watch on, however.

Are you able to conduct flights safely, follow standard procedures and checklists, manage risk appropriately, and, in general, fly like all is okay? If yes, you're probably doing okay. Here, again, how do you feel? If at the conclusion of a flight you feel stress coursing through your veins for sometime after shutdown, that's not necessarily a healthy interface with flying. If you find your mind focusing on worst possible outcomes of every phase of flight, that's a red flag. You may have been taught to 'fly with your eyes' which is a technique of leading the plane first with your eyes by looking where you want to go - not where you DON'T want to go. This can be taken metaphorically as well with respect to the mind's eye. Where are you envisioning the maneuver going? Are you focused on the successful outcome or seeing things going wrong?

All told, flying is safe. You know this. You have spent countless hours practicing and much of that was practicing for when things go wrong. It is important to remind yourself of that especially when the seeds of doubt creep in. If the feelings start to get in the way, grab an instructor or other pilot friend and share the experience. Work on your skills and process. Processing in a meaningful way is very important and therapeutic. Practice authentic risk management and mitigation. IMSAFE, for example, speaks directly to this. So does PAVE. The target is dynamic and what is a good flying day today may not be tomorrow. It's okay to call a flight based on simply not feeling right. Based on your physical and emotional state, if you find yourself having more no-fly days than not, it might be time to talk to a professional. Just like going to the doctor when you don't feel right physically, we can also seek a mental health professional when we don't feel right emotionally. We'll all heal as a community. Know that we stand with with you and are here for you to lean on when you need it.

FRIENDLY REMINDERS

- Lean for taxi!!! We are seeing a run of fouled plugs. Please make sure you are following proper leaning techniques.
- Park as close as you can to the hangars. Please do not park directly behind one of the big transient jets. They get an empty C172 rocking pretty good.
- Use the checklist **100%** of the time.
- Please do not start up in front of open hangars.
- Make sure wing covers are completely removed prior to putting flaps down. This is a costly repair that you are responsible for.
- Only water in the aircraft! We are seeing too many coffee spills.

Always be comfortable asking for assistance if you need it. We are here to help!
Thank you!

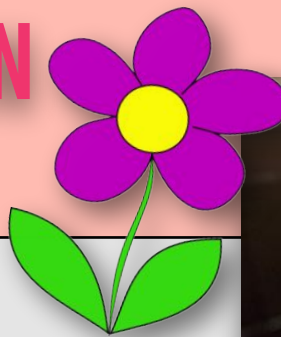


ACHIEVEMENTS

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

- Alex Grant- Solo, PPL
- Kevin Marshall- CFI
- Nacayla Franey-Solo, PPL
- Trevor Shamblin- Solo, PPL
- Jackson Phillips- Solo
- Mason Koonce- CPL
- Greg Anthenien- PPL
- Max Collins- Solo
- James Morgan- CPL
- Andy Solberg- IPR
- Dominic Puntoriero- CFI
- Andrew Spanier- IPL
- Preston Parrish- Solo
- Justin Cooper- PPL
- Derek Davis- CPL
- Chris Leeper- Solo, PPL
- James Butler- Solo
- Damien McKeown- Solo, PPL
- Joey Dobson- PPL
- Dayna Eder- IPL
- Tanner Barkowski- CPL
- Greg Rudman- CPL
- Daniel Newton- Solo
- Rob Roderick- PPL
- Ben Roller- Solo
- Adam Alexander- PPL
- Anthony Marrone- Solo
- Jay Lynch- Solo
- Chris Austin- PPL
- Ryan Mill- CFI
- Nathan Morin- CPL
- Tara Tate- Solo
- Colin Powell- Solo
- Tevor Shamblin- PPL
- Cory Kleidosty- IPL
- Cory Liska- IPL
- David Sidorski- Solo
- Sam Bacino- Solo
- Daniel Newton- PPL
- Jose Saldana- Solo
- Anthony Futch- IPL
- Alex Monroe- Solo
- Noah Klein - Solo

GREAT BASIN AVIATION OUT AND ABOUT



CHEERS TO NOREEN!

Noreen Leary, GBA office admin extraordinaire, was recognized in November by the Westmoreland Chapter Association of the United States Army Dinner. If you do not know Noreen's background, it is quite impressive. She spent over 20 years as CEO of the Veterans Guest House here in Reno. Her efforts and hard work created an incredible home for our Veterans while they are in town receiving medical care at any facility. From just a few beds to 33, Noreen poured her heart and soul into the veterans Guest House and the needs of our service members. This recognition is greatly deserved as well as a million more thanks for all her work. Now retired from the Veterans Guest House, we are so lucky to have Noreen as part of the GBA office team every Thursday.



WILSON IS OFF TO FLIGHT TRAINING!

GBA Private Pilot Wilson Liang is off to start his journey as a Naval Aviator! After he graduated from Officer Candidate School in December, Wilson was assigned to recruiting duty here in Reno while he waited for a spot in Pensacola to open. It came the first part of March and he is now moving forward with his dream. Watch for his picture on the wall of fame once he gets his Navy wings. Best of luck Wilson!!

MUSTANG 22 POKER TOURNAMENT

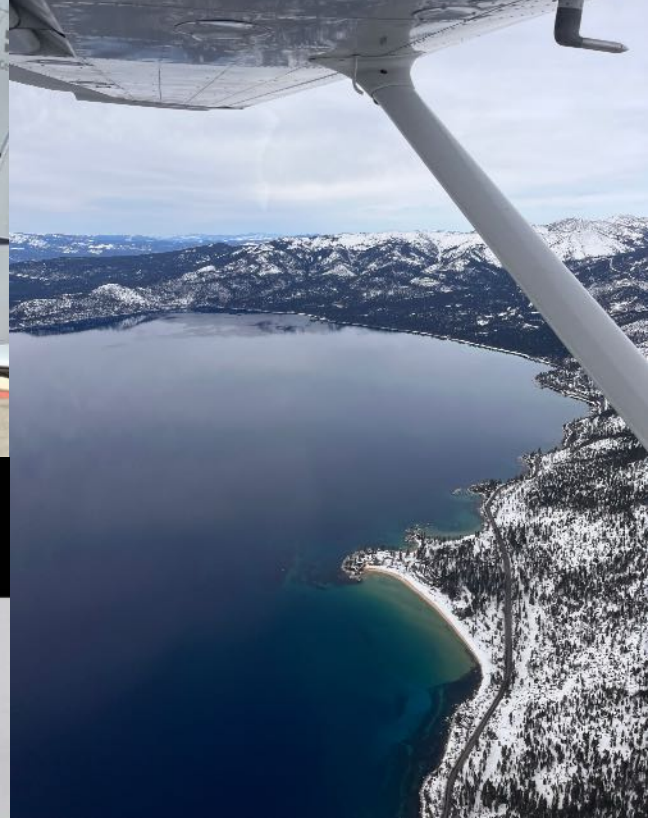
A GBA team presented at the Mustang 22 Charity Poker Tournament on March 11. Such a great event to honor the men of Mustang 22 and their families. All of the proceeds go toward scholarships for the children of the fallen.



Have an idea how GBA can get involved in a community event? Reach to GBA staff with your ideas.

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This is getting ridiculous!

