



Spring 2022 Newsletter

WHAT'S GOING ON AT GBA?

- We hope you all saw the new addition to the fleet, N292ED. This beautiful 2002 C172S is a fun flyer. Book it in FSP and enjoy some gorgeous spring flying!
- There are some exciting events coming up for Great Basin Aviation in partnership with the local Women in Aviation chapter, Sierra Battle Born. Please check out the upcoming events section on page 3.
- Great Basin Aviation is still working on VA approval for GI Bill funding of advanced flight training. It is long, grueling process, and our hope was to have this completed months ago, but we are doing what we can to obtain the certification. When we know more, it will be passed onto all of you. With the delays due to COVID, we, unfortunately, do not have an estimated time for completion.
- Watch out for Puke Tornadoes! With the heat and wind comes the puke. If you are flying with passengers who are not used to being in these aircraft on a hot, bumpy, afternoon, please make sure they have a bag in hand. It is nothing to be embarrassed about. Make sure everyone knows the correct way to puke – in a bag, or in your shirt, but never out the window!



SCHOLARSHIP OPPORTUNITIES

Looking for scholarship opportunities? Here are a few opportunities with open windows. But, move **FAST!!** Some close as early as May 14th.

- **Future of Aviation Scholarship for high school juniors/seniors and undergraduates:**
<https://bold.org/scholarships/future-of-aviation-scholarship/#ref=exclusive-scholarships>
- **Navigate Your Future Scholarship for graduating seniors :**
<https://www.nata.aero/scholarships/navigate-your-future-scholarship>
- **EAA Scholarships:**
<https://www.eaa.org/eeaa/learn-to-fly/scholarships>

REMINDERS

- Sunshades will soon be back in the planes. Please make sure to put them in after each flight. There is a correct way to insert the shade. Shiny side to the sun, widest part on the bottom, narrow at the top and tucked around the air vents. Please be careful not to scratch the windscreen.
- Make sure you are proficient with leaning procedures, especially during taxi. See you instructor or a member of the GBA team for help.
- Push and squeeze doors shut. Please DO NOT slam Cessna doors. We know you all have super brute strength, but be sweet to the doors. Push and squeeze. Teach your passengers before you hear the slam. That noise opens the gate for the Rancor to attack.
- Do not leave doors open. The wind or a jet blast can slam these doors. The doors should be shut at all times.
- Post flight checklist is imperative! Make sure you are running through that checklist and that the plane is secured before walking away.
- Some of you are working out way too much. We see it and your muscles look amazing, but no flexing on the oil caps. The oil caps are on a bit too tight. Finger tight is all that is needed.
- Always feel comfortable asking for help or assistance.

GET TO KNOW A FELLOW GBA PILOT, NICOLE GONZALEZ!

Hi everyone! My name is Nicole Gonzalez, if you haven't seen me at Great Basin, you've probably seen me working the line at Atlantic. I received my private pilot's license in July of 2021, and I am slowly but surely working towards my instrument rating. Aside from doing constant flights to Lovelock and back (I know I need to pick new cross-country locations) flying has become a major part of my life.

Being the first person to pursue aviation in my family, I never grew up around it or even considered it as a career option. I was in college studying majors that didn't even interest me and after having switched my major countless times I knew I had to explore different options. It wasn't until my dad introduced me to one of his friends that was a pilot that I considered pursuing something in aviation. Hearing him talk about how much he loved flying made me realize that I could do that too. I took my first discovery flight in Sacramento where I absolutely fell in love with flying and aviation. I knew as soon as we took off that that was what I wanted to learn how to do. Being in the pilot's seat gave me such a new perspective on flying and there is nothing that compares to being able to see the world from above. Getting to fly in a friend's RV definitely added to my desire to become a pilot, not just because we got to do cool flips but because it made me realize that flying can also be really fun.

Little did I know that getting my private pilot's license meant doing constant scenic flights around Lake Tahoe to finally show my friends and family what it's like to fly in a small plane. As expected, everyone was terrified at first but couldn't wait to go back up by the end of it. I even got my mom to fly with me after swearing she would never fly in a small plane. Surprisingly, she loved it.

Great Basin Aviation has made a huge impact on this journey, and I couldn't have done it without the support from my instructors and everyone else at GBA. I can't wait to finish my training with them, and I can't wait to



INSTRUCTOR SPOTLIGHT: TROY WARE—CFI/CFII

Born and raised in San Diego, Troy is naturally a very laid-back guy. After high school Troy received a scholarship to play football at Boise State and graduated from the university in 2015 with a BA in Communications. Due to injuries Troy decided to embark on a different path and dove into aviation and received all his ratings in southern California where he finished with his CFI. Troy and his fiancé then moved from Southern California to Reno for their careers. In his free time he enjoys watching and playing any sport you can think of, probably even pickleball. He also enjoys anything outdoors including camping, fishing, and hiking. Troy takes pride in his students and looks forward to watching you advance in your airplane ratings/certificates!



Upcoming Events!

NORTHERN NEVADA YOUTH AVIATION EXPO

Great Basin Aviation is partnering with Women in Aviation's Sierra Battle Born chapter to bring you an incredible event for all of Northern Nevada's young aviators on June 11th, 2022!

Held here at Atlantic Aviation from 8am-1pm, enjoy activities ranging from from games to raffles to airplane rides (ages 12-18), it'll be a day full of free fun for everyone in the family!

If you're interested in joining us for an amazing time, feel free to stop by Great Basin Aviation on June 11th and if you have any questions, please reach out to us at (775) 856-3655, or you can email us at goflying@greatbasinaviation.com



GREAT BASIN AVIATION
LET YOUR FUTURE TAKE FLIGHT!

Join Great Basin Aviation on Saturday, June 11th from 8am-1pm for a Northern Nevada Youth Aviation Expo!

Held at Atlantic Aviation
655 S Rock Blvd
Reno, NV 89502

- Youth introductory airplane rides flown by Great Basin Aviation instructors.
- Explore the inner workings of a plane.
- Learn the steps of an airplane preflight check.
- Cool planes on display.
- Meet industry professionals and explore future career opportunities.
- Raffles, contests, book bin, and games.
- Meet mentors and make friends
- Food and lots of fun!



In partnership with Women in Aviation, Sierra Battle Born Chapter.

Contact Great Basin Aviation at 775-856-3655 or Goflying@GreatBasinAviation.com for more details or to pre-register for flight.



DIVAS' Day Out!

GREAT BASIN AVIATION AT DIVAS' DAY OUT

Again, in partnership with WAI's Sierra Battle Born chapter, will have a booth at Divas' Day Out held at the Grand Sierra Resort on **May 7th, 2022, 10am-1pm.**

Tickets in Advance = \$15.00

Tickets at the Door = \$25.00

Come say hi, check out the Aussie Heat (oh my my) and have an amazing time with all the other Divas in Reno, NV!!

18 + only



ACHIEVEMENTS

Check out the pilot achievements at GBA since our Fall 2021 newsletter

- Bobby Yarhi - Solo
- Jordan Cauley - Solo
- Trey Casini - PPL
- Will Beaubien - Solo
- Katie Newberry - PPL
- Sean Meeks - CPL
- Logan Moore - PPL
- Andrew Spanier - PPL
- Katilin Hughes - PPL
- Mark Conklin - PPL
- Shane Smith - Solo
- Ryan Mill - PPL
- John Sande - PPL
- Matthew Helleckson - CFI
- Scott Davis - Solo
- Sergio Callegari - IPL
- Mason Solberg - PPL
- Kevin Munson - Solo
- Lloyd Decker - Solo
- Dayna Eder - PPL
- Gwen Eder - PPL
- Donavyn Morris - IPL
- Dylan Zinio - PPL
- Eddy Calderon - Solo
- Jordan Cauley - PPL
- Cory Liska - Solo
- Aaron Christensen - Solo
- Josh Blackburn - CPL
- Max Gratrix - PPL
- Richard Brong - CFII
- Wilson Laing - PPL
- Gustavo Riggio - Solo
- Ethan Vincent - IPL
- David Streetman - Solo
- Shane Smith - PPL
- Mason Koonce - IPL
- Lucas Murphy - Solo
- Alex Ramirez - IPL
- Tanner Barkowski - PPL
- Kaitlyn Lera - Solo
- Austin White - CFI
- Troy Ware - CFII
- Greg Rudman - Solo
- Mustafa Shah - IPL
- Lloyd Decker - PPL
- Katie Newberry - TW
- Kaitlyn Lera - PPL



INSTRUCTOR'S CORNER

WHAT DOES IT TAKE TO GET A PILOT'S LICENSE? – RICHARD BRONG

We see a lot of people come and go from this flight school. It isn't an unusual thing, either. Most folks begin their aviation journey fully expecting that they will finish with a license to fly but statistics out there don't lie. Organizations like the AOPA recognize that upwards of 80% of the people that start flight training never finish. Why is that? Is it that eight out of ten people just don't have the physical or mental abilities to be able to fly? Not at all. Read on for this aviation educator's perspective on why this happens and how you can improve your chances for success.

Many of the people who stop pilot training often cite money as the reason. I'm not going to lie, flying isn't free, but I often find that finances are an excuse - not a cause. Yes, zero time to private pilot will cost about the same as a respectable used car so it takes some planning for the fiscal burden it will create but, if budgeted out, it can happen. Heck, skipping the Starbucks for year equates to about 5 hours of flight training! Do you have to have that new iPhone? Maybe the model from a year or two ago still works fine. There's another 5 hours or more. The average American household spends about \$3000 a year just dining out. There's another 12 hours. You get the point. There are a lot of luxuries we can trim that many perceive as necessities. Also, scholarships anyone? Priorities.

Another often cited reason is time. Time is like money. It has to be budgeted and spent wisely. Flight training isn't easy and it doesn't come without a major investment of your time and energy. Many people who stop their training are unwilling or unable to budget their time in such a way that gives flight training what it needs. Learning to fly, and fly well, will become a second job to the pilot in training. It isn't something you can just casually do once in a while and expect to have any sort of forward progress. Especially early on, skills and knowledge erode through lack of use. Nobody is suggesting you give up on your family and loved ones. Quite the contrary, talk to the people close to you and let them know of your pursuits! They can become part of your support network and help you with the time budget where possible. Think of anything you have accomplished in life that is very meaningful to you and then think about the dedication you had to make in order to make it work. Success doesn't come easy.

In my opinion, the biggest asset (or obstacle) to flight training is attitude. Pilots who have completed their training successfully have been self-confident yet humble. They have dedicated themselves to the process. They have been willing to push themselves out of their comfort zone yet willing to explore the sources of their anxieties that come up. Successful pilots have the grit required to face challenges and be "pilot in command" but will ask for help when they need it. Pilots learn to face their own demons, so to speak, and work with internal challenges, fears, and preconceptions. A successful pilot advocates for themselves and communicates. Flying can be scary at times. Part of the challenge is to look inside and find those parts of aviating that make you anxious and learn to embrace it. With discipline, dedication, realistic expectations, and self-reflection, people can learn to fly and be really good at it! Learning to fly is a journey unlike any other and the pilot-in-training has to be willing to honestly assess where flying fits into their lives and the lives of the people around them. Like a puzzle, if the pieces are all there and you take the time to line them up just right, it all comes together. By the way, being a pilot-in-training is a life-long commitment regardless of the pile of ratings you earn. Think about that . Happy flying!

