



Spring 2019 Newsletter

655 S Rock Blvd, Reno, NV 89502
2101 Arrowhead Dr, Carson City, NV 89706
775-856-3655
GoFlying@GreatBasinAviation.com

IT TAKES TWO!

BY SUSAN PARSON, EDITOR, FAA SAFETY BRIEFING MAGAZINE, SPECIAL TECHNICAL ASSISTANT, FAA FLIGHT STANDARDS SERVICE

This article has been reprinted with permission from Susan Parson (susan.parson@faa.gov, or @avi8rix for Twitter fans). She is the editor of the FAA Safety Briefing, as well as an active general aviation pilot and flight instructor.)

A pilot certificate at any level—from student to ATP—is primarily a license to learn more about the vast world of aviation. There is indeed a great deal to learn. If that seems intimidating, I get it. That was an issue for me as well. But since teaching is my family profession, I had the benefit of a lifetime's worth of ideas on what constitutes effective teaching and learning.

Perhaps the most fundamental of these is the idea that effective learning is not a spectator sport. On the contrary, one of the most important elements in education is a learner who is engaged – one who is an active participant in his or her own learning process and experience. That does not require, or even imply, academic anarchy. As an instructor friend likes to say, “you don’t know what you don’t know.” Rather, learner engagement – especially for adults – implies a person who regards learning as a participatory process and acts accordingly.

Show Up. It has been said that 90 percent of success in life results from the simple act of “showing up.” In flight training, showing up means being physically present for regularly scheduled ground and flight lessons. Flight training is expensive, but in my experience both as a flight training student and as an instructor, I have learned that frequent lessons are more cost-effective than taking a lesson every 4-6 weeks. Especially in the earliest stages, when everything is new and easily forgotten, frequent lessons are key to effective learning and retention.

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WHAT'S GOING ON AT GREAT BASIN AVIATION

Thank YOU for choosing Great Basin Aviation—we really appreciate you! Reflecting on an exciting year here at GBA, we want to take a moment to express our heartfelt gratitude for your confidence in us. We look forward to strengthening our relationships with our students and renters, to growing our Ground and Flight Instruction team, and to expanding our fleet to help you reach your aviation goals.

We recently added a gorgeous 2000 Millennium Edition 172S to our fleet. N328ME is in excellent condition and has super low hours. Visit us at www.GreatBasinAviation.com to find out more!

A bittersweet announcement: our very own Dane Meyerhoff will start class at Compass Airlines on June 19! Dane is a goal-setting inspiration! From first solo to airline flying at 21, Dane did it all in just 5 years! We'll miss Dane, but we're so excited for him!



Dane after he soloed.

Want to attend a Reno Aces game on us? Contact us today to find out how!

Take Off, Fly, Land, Smile, Repeat!



Emmett (right) and his student, Roger, after soloing.

INSTRUCTOR SPOTLIGHT EMMETT CASTELLAN CFI/II, MEI

We are so happy to have Emmett as part of the Great Basin Aviation Instruction team! He has been with GBA since September 2018.

Emmett is a full time CFI/II and MEI. Outside of flying, Emmett loves spending time with his family. He takes full advantage of our proximity to the Tahoe area and enjoys snowboarding, skiing, backpacking, mountain biking, and traveling the globe. Emmett also speaks fluent French and has a Masters degree in business.

Check out Emmett's availability in Flight Schedule Pro.

IT TAKES TWO, CONTINUED

In addition, showing up means being mentally present – alert and prepared. Solid preparation is key to being an effectively engaged aviation student. If you are in ground school, there's no substitute for reading the assigned material before you take your seat in the classroom. If there are practice exercises (e.g., performance calculations), do enough to either master the material or pinpoint the knowledge gaps you can ask about in class. For flight training, think of your lesson components as a sandwich. The flying part is the meat, and pre- and post-lesson preparation make up the slices of bread that keep the meat in place. Before the lesson, mentally review the maneuvers and procedures you learned last time and familiarize yourself with the activities slated for this one. After the lesson, mentally replay what happened.

Pay Attention I'm not a parent, but I sometimes joke that the flight training process is akin to compressed parenthood. Like a parent with a newborn, the flight instructor starts with a person who is completely dependent on him or her for survival. Again, like the parent, the instructor's task is to develop the knowledge, skills, and attitudes the student needs to safely operate alone. The instructor clearly bears a huge responsibility, but so does the student. The actively engaged flight student needs to pay attention – watch, listen, and work to put perceptions from each training experience into a broader context. Never hesitate to ask questions. Say what you see, what you hear, and what you think it means. That gives the instructor a chance to validate the accurate perceptions and correct any misperceptions at the earliest opportunity.

To encourage more active participation by the flight training student, the *FAA Aviation Instructor's Handbook 1* suggests a post-flight debriefing technique called the "collaborative critique." In the traditional assessment we all remember from grade school, the student sits quietly while the instructor marches through a laundry list of quibbles about the student's performance. In the collaborative critique, however, the instructor guides the student through a four-step process to *replay, reconstruct, reflect, and redirect* the flight experience. If your instructor doesn't use this technique, you might want to consider suggesting it.

Another way to develop judgment is to train like you plan to fly. Learning to fly has a few things in common with learning to play a musical instrument. The maneuvers you learn – starting with the four fundamentals of straight and level flight, climbs, turns, descents – are like notes and scales. Knowing how to fly the maneuvers according to the requirements of the Airman Certification Standards (ACS) is very important. But operating safely in the real world requires arranging the basic maneuvers to accomplish the trip or mission you intend to fly and doing so in the context of real-world pressures and constraints. To be an effectively engaged flight training student, you might use a real-world approach to plan your dual and solo cross-country flights. For example, plan as if it were for a family vacation that you might really want to take in an airplane. The importance of comprehensive flight planning becomes very real when you must put it in specific terms: how many people and how many bags can be carried, and how they must be loaded.

Have Fun! Flying is incredibly fun. Notwithstanding the dedication and work it requires, flight training should also be fun. Here's hoping that "fun" is threaded through every part of your lifelong aviation learning experience

FAA WINGS - Pilot Proficiency Program

GBA highly recommends participation in the FAA WINGS program. The objective of the WINGS Program is to address the primary accident causal factors that continue to plague the general aviation community. By focusing on this objective, we hope to reduce the number of accidents we see each year for the same causes. As you will see, it is not a simple "Award" program but is instead a true proficiency program, designed to help improve our skills and knowledge as pilots. The **WINGS** - Pilot Proficiency Program is based on the premise that pilots who maintain currency and proficiency in the basics of flight will enjoy a safer and more stress-free flying experience.

More information about the WINGS program can be found online at https://www.faasafety.gov/wings/pub/learn_more.aspx

SUMMER HOURS

Take advantage of the extended daylight with our summer business hours!

We are flying from 6:00am to 7:00pm, 7 days a week. Those early flights enjoy a cool, calm sky.

Of course, after hours flights are always available per your instructor's schedule .

ACHIEVEMENTS

Check out the most recent pilot achievements at GBA!

- Chris Buckley - Solo
- Traci Bracco - Solo
- Dan Tilzey - PPL
- Chris Simpson - IPL
- Angel Munoz - CFI
- Shawn Linch - CPL
- Kevin Jones - Solo
- Kevin Marshall - Solo
- Christopher Steimle - Solo
- Branden Hinen - Solo
- Justin Minsch - PPL
- Caitlin Burke - Solo
- Kyle Beach - PPL
- Ryan McMaster - CPL
- Roger Peralta - Solo
- Owen Galassini - PPL
- Josh Bunker - PPL
- Wynne Allen - Solo



Justin Minsch after he passed his PPL checkride.