



Summer 2020 Newsletter

Get to know a fellow GBA pilot, Wynne Allen



I grew up admiring pictures of my Grandpa beaming in the cockpit of a B-25 bomber and a P-51 Mustang but I had never thought of aviation as a career path until after college. Just one flight at Great Basin Aviation and I knew this was the career for me.

At first training was overwhelming. It had been years since I learned something completely new from the ground up, but I chose to believe my instructor, Danny Britson, when he told me I was doing well even though I felt like a hot mess half of the time. I studied and ran through procedures during the week and flew on the weekends. Each time I flew more started to fall into place and 15 hours later I was ready to solo. At first I thought my Instructor was crazy, there was no way I was ready but I trusted him and knew he wouldn't have me do anything I was perfectly capable of.

Training after my solo proceeded to get better and better, more freedom and a better understanding of the aircraft. During this time I also started to think about my future and what I wanted my career to look like in aviation. I knew I wanted to do something where I felt like I was helping people while also getting to fly fast aircraft. I decided to start the process of applying for a pilot position in the Navy. I gathered letters of recommendation, took the ATSB, passed my written exam, got medically cleared through the Navy and 46 hours later passed my checkride! I submitted my package to the board and now just had to wait. One long month after the board convened results were finally released. Thankfully I was selected and am now waiting to leave for OCS.

I can say with complete confidence that my training at Great Basin made me a more competitive candidate and makes me confident in my abilities as I enter the pipeline. I still have so much to learn but I am thankful for the people that helped me get to this point and cannot wait to do some barrel rolls and carrier landings.

WHAT'S GOING ON AT GREAT BASIN AVIATION Client Appreciation Event

Join us as we celebrate our appreciation of all the students and renters who have helped make Great Basin Aviation what it is today! And, celebrate N2219C hitting 10,000 hours!



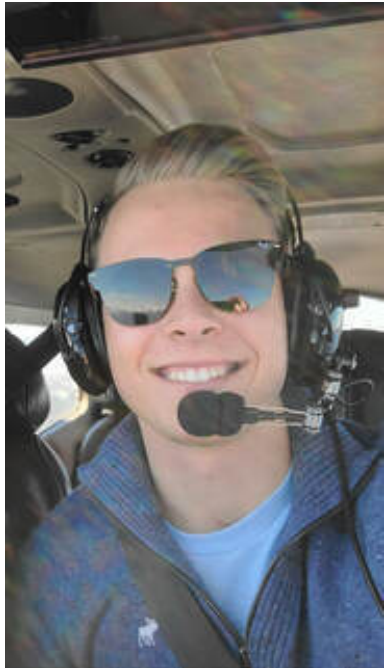
Meet your fellow aviators, share experiences, enjoy being surrounded by a supportive aviation community! Photo opportunities, give-aways, breakfast

snacks, and drinks will be provided. We hope to see you all there!

Saturday, July 11th 9AM-12PM
Atlantic Aviation
655 S Rock Blvd, Reno, NV

INSTRUCTOR SPOTLIGHT ANDRIUS LOGVINENKA CFI

Andrius is a full time CFI, who went to Embry Riddle Aeronautical University in Prescott, AZ to earn his ratings all the way up to commercial multi-engine. While at Embry Riddle Andrius earned his Bachelor's degree in Aeronautical Science. After Embry Riddle Andrius came back to Reno, where he has lived most of his life, to receive his CFI certificate at Great Basin Aviation. Andrius enjoys going to martial arts classes during his free time, where he has earned his first degree black belt in Goju Kenpo. If Andrius isn't flying or doing karate, you can find him playing basketball or watching his favorite NBA team, the Los Angeles Lakers.



Summer Flying Author - Richard Brong, Great Basin Aviation AGI

Summer is here and the living is easy... or is it? This is the time of year many pilots look forward to those cool morning flights when the winds are calm and the temperatures reasonable enough to be able to breath comfortably. However, that said, it's important to stretch yourself a bit during the summer months and remember many of those calculations you learned during your private pilot training but may sometimes forget to use. Also, weather can sometimes offer up a true 'gotcha' with turbulence, cross-winds, or even thunderstorm. If you haven't focused on your preflight planning and also on keeping your skills sharp, summer flying can go from pristine to downright spooky.

Density altitude is one of the most important topics to consider in your summer flying - especially here in the mountains. Remember that density altitude is altitude corrected for non-standard temperature. What does that really mean? Well, remember that standard temperature is a benchmark. The standard of 15 degrees Celsius at sea level isn't the only standard temperature but it is the one we use in aviation. If air is warmer or cooler than standard it can give us some useful information about the performance, we might expect from our aircraft. Also remember that air (usually) gets cooler as you go higher in the troposphere (the layer of the atmosphere where 99.999% of us fly). Without going into a lesson on meteorology, the thing to remember is that density altitude is essentially what altitude the airplane thinks it is flying at (if an airplane could think, of course). An altitude of 10,500 feet in standard conditions is the same as a density altitude of 10,500 in non-standard conditions with respect to aircraft performance. Put it even more to the point, if your density altitude in Truckee or South Lake Tahoe or {insert high altitude airport here} is 9,000 feet, your airplane will fly like it is at 9,000 feet. It would be possible to quickly reach the service ceiling of your airplane even though you are well below the absolute value stated in the POH. Short story, calculate density altitude ahead of time, know how the airplane performs at those values, and respect the fact that things won't seem too crisp and peppy. High density altitude can lead to an accident. - *continued on next page*

SCHOLARSHIP OPPORTUNITIES

The AVTRIP scholarship and the Avfuel Pilot-In-Training Scholarship deadline is September 7th. Many scholarship cycles will be opening up this fall, check www.greatbasinaviation.com for a full list!

REMINDERS

- It's hot! Please make sure you are bringing water and hydrate. Come prepared and dress appropriately.
- Make sure you are executing the post-flight checklist! It is EXTREMELY important the checklist is completed. This includes turning the master off, chocking the tires, sunshade in, removing your trash, putting the control lock in, pitot tube cover on, and a few other items.
- With the heat 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, never out the window!
- With the single runway, please anticipate a Juliet exit from 16L. We have had a huge spike in flat spots the last few weeks. Watch your breaking and if unable to make the turn, let the tower know. Juliet is where we will exit 99% of the time, so consider that on your approach into KRNO.



ACHIEVEMENTS

Check out the most recent pilot achievements at GBA!

- Casey Dwyer- PPL
- Hobeon Lee- PPL
- David Berman- PPL
- Taylor Poulin - PPL
- David Mansfield- PPL
- Mark Montague- CFII
- Ethan Chinowsky- CPL
- Reed Bennett- PPL
- Caitlin Burke- PPL
- Alexis Ramirez- PPL
- Nathan Morin- PPL
- Eric Harned- Solo
- Brandon Wright- Solo
- Scott Hunsaker- Solo
- Jackson Bellard- PPL
- Cory Kleidosty- PPL
- Andy Abramson- PPL
- Will Levin- PPL
- Andrius Logvinenka- CFI
- Weston Levine- IPL
- Mike McCain- Solo
- Chris Buckley- IPL
- Mason Koonce- Solo
- Ethan Vincent- Solo
- Matt Yount- PPL
- Donovan Harrison- PPL
- Tyler Imperato- Solo
- Cody Lucero- Solo
- Dallin Meidell- Solo

Summer Flying - continued

Another consideration for summer flying is turbulence. Even when no fronts are approaching, differential heating of Earth's surface causes bubbles of rising air to go up at different rates, places, and times and can cause turbulence in your otherwise smooth flight. Couple that with an approaching front of one flavor or another, and you can get knocked around pretty good. If you're caught off guard, this can startle you and make you think you're going roll on knife edge (okay, that's unlikely, but maybe a respectable bank). This is truer in the afternoons usually because of those thermals. Solution? Don't avoid it all together but learn to predict where turbulence happens in our area. I bet if I asked 100 of you to list the bumpiest spots around KRNO, you'd say Peavine, Mount Rose Highway, just west of Carson City Airport, etc. Why those spots? Topography, of course! When you start to experience turbulence, remember to slow to Va. You don't have to be crazy about trying to hold an exact altitude or heading in times like this. Do pay attention to the trends and ride it out appropriately. Pay attention to the instruments to learn how bad the turbulence really is. If you don't see the indications move that much, the turbulence isn't *that* bad. Relax a little and ride it out. If the gauges are moving quite a bit then pay closer attention to getting near the edge of the envelope. You may dance more on the controls during extreme turbulence.

Winds and turbulence seem to go together. Mark Twain wrote about the Washoe Zephyr and it is still alive and well now! I'm talking about those afternoon winds at KRNO that like to come out of the west down from the mountains. If tower offers you Runway 25 and the winds support it, use it! Of course, there's no crime in landing with a cross wind as long as your personal minimum and published max cross wind isn't exceeded. You do have a personal minimum for cross wind component, don't you? If not, please get one now. I encourage all pilots to practice in the wind and not fear it. Inch your way up a few knots each time you practice. If you are uncomfortable with cross winds, bring your favorite instructor along to help you out. I suppose you could bring your least favorite instructor along, too, and pay them back for all their nagging about right rudder and what have you.

Lastly, don't forget that summer is fire season. We've already seen it underway here in Reno and other nearby areas. TFRs can pop up in a moment's notice and you don't want to be the one who shuts down firefighting operations by accidentally flying through a TFR. Check ahead of time during your preflight brief. Use your cockpit technology built into many of our GPS navigators. If you use an EFB like ForeFlight, Garmin Pilot, etc., learn how to display TFRs on your moving map. If you're unfamiliar with that, ask for your instructor to give you a lesson on EFB usage for this sort of thing. There really is no reason to violate a TFR as there are many, many sources of information on them - even in flight. Beyond paying attention to TFRs, have you ever thought about reporting a fire if you see one? Pilots may often be the first witness to a new fire start if it is in remote country and reporting it to the nearest FSS or other appropriate controller is helpful in many regards. Be as specific with the location of the fire as you can by giving distances on a radial from a nearby VOR, GPS coordinates, etc.

To wrap up, enjoy summer flying! There are a lot of great opportunities to expand your skills. Don't get stuck in the 'only fly in the morning' rut. It's definitely more comfortable then but not the only time it's flyable. Evening (or even night) isn't a bad idea either! Remember to grab an instructor if you want to push your limits beyond your comfort level. Think about personal minimums and know them. Respect them! Study the POH and pay attention to the impacts of density altitude. More than anything, enjoying your flying every time you go up. Safe flying to everyone! See you in the skies.

We love your photos!!

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

