



Winter 2023 Newsletter



REMINDERS



- Don't forget our **FREE** Monday night study groups! The 1st and 3rd Mondays are for Private Pilot. 2nd and 4th Mondays are for Instrument. Groups are held from 6pm-8pm in the large upstairs conference room.
- As you prepare for your next flight, check for any squawks on the aircraft before checking it out. Squawks, or maintenance discrepancies, can vary from minor issues to more significant concerns, so it's essential to address them before taking off. If you have any questions where to find these, please ask your CFI or GBA staff.
- Your feedback is invaluable to us! Whether you've had a smooth ride or encountered some turbulence along the way, we want to hear about your flight training experiences. Don't hesitate to communicate any questions, concerns, or suggestions with your instructors or flight school staff. We're here to support you every step of the way and ensure your journey in aviation is as rewarding and enjoyable as possible. Your input helps us continuously improve our programs and services, so don't hold back – let your voice be heard!
- Fear not, fellow aviators – there's light at the end of the frosty tunnel! According to meteorological forecasts (Groundhog did not see his shadow), the end of frost season is just around the corner-ish. As temperatures begin to rise and winter gives way to spring, we can look forward to smoother, frost-free flying conditions ahead.

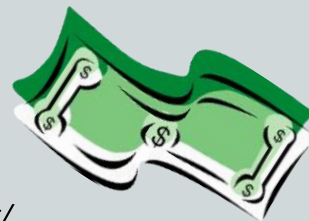


ACHIEVEMENTS

- Shelby Sellers - PPL
- Justin Rice - PPL
- Grant White - Solo
- Jay Lynch - PPL
- Nicholas Sundstrom - Solo
- Daniel Newton - CPL
- Pablo Stein - IPR
- Court Salzman - Solo
- Alexander Florez - Solo
- Seth Walker - PPL
- Melissa Drapala - Solo
- Nathan Morin - CFII
- Michael Bowling - Solo
- Jarrod Becker - PPL
- Brent Wallace - PPL
- Preston Parrish - IPR
- Travis Johnson - Solo
- Brett Gilmore - PPL
- Shane Havens - PPL
- Trey Casini - CFI
- Sunny Haight - PPL
- Elliott Canaday - Solo
- Joe Arango - PPL
- Kevin Munson - IPR
- Nicholas Sundstrom - PPL
- Zachary Heywood - PPL
- Kevin Linderman - Solo
- Colin Powell - IPR
- Scott Dunning - Solo
- Kevin Stodick - PPL

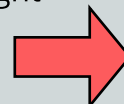
LOCAL SCHOLARSHIPS

- **Reno Air Race Association (\$10,000)**
 - 16-20 years old
 - FAA Written exam complete
 - <https://airrace.org/flight-training-scholarships/>



Courtney Salzman has been awarded a \$4000 student pilot scholarship from the Reno Tahoe Aviation Group! This incredible recognition is a testament to Courtney's hard work, dedication, and passion for aviation. The scholarship not only recognizes her outstanding potential as a pilot but also provides invaluable support as she continues on her flight training journey.

Courtney Salzman





GET TO KNOW FELLOW GBA PILOT, JUSTIN COOPER!

Hi everyone, my name is Justin and I am currently an instrument rated pilot working towards my commercial license. Ever since I can remember, I knew I wanted to become a pilot. When I was younger, I used to read books about Alaska and learned that everything revolved around planes. Becoming a pilot and flying has been one of my oldest dreams, and actually it was a dream that I did not think was attainable for me. I always thought it wasn't a good time because something or another always came up. After high school, I joined the Marines and thought that was it for me until I knew I wanted to do more. Then, my priority became working full time to provide for my growing family and wife. For years, I had been talking about becoming a pilot and then my wife finally pushed me to start. She even had GBA picked out as a school for me. I knew going into my discovery flight at GBA that I was already going to register, but oh man, I was done for. There was no turning back. I knew I would love it and I was instantly captivated and am constantly looking forward to when I can be up in the air again.

My flying goal is to be able to fly part 135 in Alaska chartering guided hunts. Ultimately, I just want to fly super cubs and beavers for a living. It is what I envision being the perfect life. My biggest motivator has to be my three children, though. I want to become someone they can look up to, which is why I try to take them up in the plane with me as much as I can, and they absolutely love it. I'm definitely thankful to my wife for supporting me and to GBA for giving me the opportunity to be where I am today in my flight path.

INSTRUCTOR SPOTLIGHT: ERIC HARNED

Eric is a full-time CFI/MEI who has been fascinated with aviation for as long as he can remember. He flew his first airplane at the age of 12 and has been flying remote controlled airplanes most of his life, a hobby he now gets to share with his boys. Eric attended the University of Nevada, Reno and received a BS in Business Management. After working in the corporate world for 14 years he finally decided to follow his passion and make aviation a career. When he isn't flying, he enjoys spending time with his family, camping, boating, and watching his boys play football, soccer, and basketball.



WEATHERING THE STORM: STAYING MOTIVATED DURING WINTER FLIGHT TRAINING

Ah, winter in Reno – a magical time of snow-capped Sierra Nevada mountains and frosty mornings. But for aspiring pilots like many of you, it also brings its fair share of challenges, especially when it comes to flight training. With unpredictable weather leading to frequent cancellations and delays, staying motivated can feel like an uphill battle. But fear not, fellow aviators, for we're all in this together!

As a flight school, we understand the frustration that comes with weather-related setbacks. Trust us – we feel it too. But amidst the storm clouds, there's still plenty we can do to keep the momentum going and stay engaged in our flight training journey.

First and foremost, it's essential to stay realistic about the challenges we face. Winter weather in Reno can be unforgiving, and cancellations are par for the course. But rather than letting them dampen our spirits, let's use them as opportunities to focus on other aspects of our training.

One way to stay motivated is by diving headfirst into ground school. Brushing up on theory, mastering navigation skills, and honing our knowledge of aircraft systems are all crucial elements of becoming a proficient pilot. So let's embrace the opportunity to hit the books and elevate our understanding of aviation principles. You can never learn enough! Additionally, forming study groups with fellow students can provide much-needed support and camaraderie during these challenging times. Sharing insights, quizzing each other, and discussing course material can not only enhance our learning but also foster a sense of community within our flight school family.

And let's not forget about the simulator! While nothing beats the real thing, simulator sessions offer a fantastic opportunity to practice procedures, refine our skills, and stay sharp between flights. Let's make the most of this invaluable resource and use it to our advantage.

Above all, let's remember not to lose sight of our goals. Yes, winter weather may throw us a curveball or two, or three, or even four, but quitting is never an option. Let's stay focused, stay motivated, and keep pushing forward – because the skies are waiting, and our dreams are worth every bit of effort we put in.



RISK MANAGEMENT AND SCENARIO BASED INSTRUCTION

Richard Brong

CFI and Director of Aviation Education

We often talk of risk management in flight training but how many of you really know what that means? Yes, I recognize that the vast majority of pilots in training, or already certified pilots for that matter, aren't going to go out and engage in risky behaviors just because. However, many pilots do accept an inordinate amount of risk not because they enjoy it but because that is how we were taught.

Wait! What?? Are you telling me my flight instructor taught me behaviors that might get me in hot water? Well, no, not exactly, but I am saying that ALL pilots need to continually monitor their level of risk in real time and change their behavior to match - in real time! Oftentimes, lessons orbit around what is called a skills-based or maneuvers-based methodology. This is where you are taught to fly at exactly the same airspeed or engine RPM for a given phase of flight or always to use full flaps on landing, etc., no matter what. In other words, you follow a script that is unwavering and often believe that if you stray from that script bad things will happen. The problem is, no two flights are ever the same. Ever! We need to reduce and mitigate risk by practicing and learning from a scenario-based mindset.

Scenarios-based instruction does integrate maneuvers and what we call "stick and rudder" skills but the locus is the given situation we find ourselves in at the moment. Windy landings, for example, may require reduced flaps for a safe touchdown. Flying in hot weather may require different tolerances for weight and balance and aircraft performance. More importantly, having a good understanding of the three-dimensional nature of weather (four dimensions, if you include time) is a crucial factor in managing flight risk. These are just small examples. Typically, the risks we face day to day are less obvious than the ones we often practice in training which necessitates a change in mindset to constantly keep us on our toes.

Talk with your instructor about making sure this important instruction technique is integrated into your flight training. Our flight simulator is an amazing tool to integrate into a scenario based syllabus and can allow you to exercise your pilot brain in ways that could potentially prove too risky in the actual aircraft but yet will develop key risk management strategies. Work with your instructor to keep your flight instruction dynamic and adaptable to the real world. On no-fly days, hop onto the sim or into a good ground session and process the possible outcomes had you chosen to fly. Yes, reducing risk through scenarios based instruction requires a bit of extra mental gymnastics but the end result is creates pilots that are quicker on their toes and that have more real world experience. In short, it creates pilots with a better safety record and that is good for everyone!

GBA IN THE COMMUNITY



In December, Great Basin Aviation participated in Operation Santa Claus at KRNO! Our team joined forces with other volunteers to spread joy, talk aviation, and deliver gifts to children in need during this festive season. Thank you to everyone who helped make this heartwarming event a success!



We're excited to announce that Great Basin Aviation is proud to provide coaching support for Girls on the Run Sierra! Our team is dedicated to empowering young girls through mentorship and encouragement as they develop important life skills through running and physical activity. Thank you to everyone involved for making a positive impact in our community!

Stay tuned for information regarding Great Basin Aviation's Youth Camp!

Young aviation enthusiasts will learn about:

- What makes airplanes fly
- Parts of the plane
- How to conduct a pre-flight inspection
- Airport traffic patterns
- Basic Information on radio communications
- Aeronautical Charts
- Logged Flight Time
- And more!



