

THE HOLD SHORT

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14FEB - 20FEB

WHEN THE WEATHER GROUNDS US, STAY ENGAGED

Winter systems roll in. Ceilings drop. Winds pick up. The schedule shifts from green to red in a matter of hours. For many flight students, that can feel frustrating. You signed up to fly, not to sit inside reviewing charts while the airplane stays tied down.

But here's the part that matters: weather delays are not lost time. They are leverage. Students who stay engaged during storm days consistently move through training more efficiently in the long run. Not because they fly more often, but because they fly more prepared. Flying is not just stick and rudder. It's systems knowledge, weather interpretation, procedures, aerodynamics, and decision-making. When you deeply understand what the airplane is doing and why, you stop reacting and start anticipating. That shift is where efficiency lives.

On storm days, we have the opportunity to:

- Break down real-time weather systems and understand what fronts, pressure gradients, and winds are actually doing
- Chair fly maneuvers and approaches until flows become automatic
- Review aircraft systems so nothing feels unfamiliar in the air
- Tighten up radio communication
- Strengthen aerodynamics knowledge that directly improves performance

Every hour invested on the ground reduces confusion and repetition in the air. And repetition in the air is expensive.

Would you rather spend one focused hour mastering a concept inside — or three flight hours trying to piece it together at altitude?

Efficiency in flight training is not about logging time. It is about logging progress.

Storms will always be part of aviation. Learning to stay engaged when the weather doesn't cooperate is part of becoming a disciplined pilot. The foundation you build on the ground is what allows you to perform confidently when you're back in the air.

The weather clears. Your preparation remains.

REMINDERS FOR THE UPCOMING WEEK

- In the event of cancellation, call the office or email us asap. Messages and emails are monitored even after hours.
- Please check for wing covers before you start your pre-flight. Do not lower flaps with covers on. Flaps can bind and crack under the fabric, and any damage will be passed on.
- Come to the Monday night study groups! Private Pilot is the 1st and 3rd Monday of the month, 6pm-8pm. Advanced rating/certificate study groups will be the 2nd and 4th Monday of the month, same time.

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GBA STUDENTS TAKING FLIGHT



**Sam Klem -
Instrument**

Huge congrats to Sam Klem on officially becoming an Instrument Rated pilot 🛩️☁️

Sam has absolutely flown through his hours. Head down. Hood on. Zero drama. Just quietly stacking approaches like it's no big deal. Instrument training is humbling for most people. Sam? Just shows up, smiles, and gets it done.

Sam lets his hard work speak for itself. Doesn't say much, doesn't complain, just locks in and executes. Always early. Always prepared. Always smiling like he didn't just brief three approaches and partial panel holds.

Outside of flying, he spends his free time skiing, mountain biking, and climbing things that are objectively very high off the ground... while claiming he doesn't like heights. Make it make sense.

Apparently hanging off a cliff is questionable, but popping out at minimums in actual is totally fine. Sam, you've been so focused and so consistent from day one. This rating wasn't luck, it was earned every single lesson. Proud of you, even if you'll probably just shrug and smile about it.