THE HOLD SHORT

A 07NOV-13NOV

LUNCH WAS GREAT...THEN THE LANDING FEE SHOWED UP

Cooler mornings, crisp air, and those mountain views, it's a pretty freaking incredible time to fly. Taking one of our Cessna 172s or 182s out for a cross-country or a quick lunch stop? Add airport fees to your flight planning. Some airports use Vector's PlanePass service to collect landing and other airport fees. Vector uses ADS-B along with other flight-tracking data to identify aircraft and apply the airport's fee rules. The invoice typically goes out after month-end, so we usually see the charge a couple of weeks after your flight, even if your passenger has already made it back to his cave.

Until now, GBA has been absorbing these fees. They're coming in frequently enough that we're changing how we handle them. Going forward, if GBA receives a PlanePass charge for your flight, we'll pass that airport charge along to you when it comes in. You may see it separately from your original flight checkout, even if you never pulled out your wallet at the airport.

California is the prime suspect. About 99% of the PlanePass charges we've received have come from California airports. PlanePass also operates in Oregon, Utah, and other states, so it's worth checking your destination wherever you're headed. Here are some of the most common and GBA frequented airports:

- Oakland (KOAK) can charge a landing fee for a visiting 172 or 182. Touch-and-goes and qualifying student-pilot landings are exempt.
- Palo Alto (KPAO) can bill for short-stay parking. Even a quick lunch stop in one of our Cessnas can generate a PlanePass charge.
- Napa County (KAPC) and Sonoma County (KSTS) have no published landing fee for a noncommercial visit in our 172s or 182s. If you're flying with an instructor, check with the airport about how it classifies your flight.
- San Carlos (KSQL) and Half Moon Bay (KHAF) list a landing fee for charter operations. A typical GBA rental flight falls outside that category but there is a cost per 1000lbs listed.

Before you launch, check the airport's published fees for the aircraft you're flying and the kind of stop you're making. A full stop, a touch-and-go, and a lunch stop can be treated differently. If a charge shows up later and you're unsure which flight it goes with, check with the GBA office.

REMINDERS FOR THE UPCOMING WEEK

Your weekly friendly reminders:

- Monday night ground school wraps up for the year on Monday, November 16. Get those last questions in before we take a holiday break. We'll pick back up in the new year. Bring your last questions of the year. Bonus points if your study buddy answers to Max.
- Wing covers off. Then flaps down. Give both wings a quick look before you touch the flap switch. It takes about ten seconds and saves you from starting a conversation with Jenn with "So, funny story..." Give both wings a quick look before touching the flap switch. A repair bill can make anyone's heart shrink three sizes.
- Who filed this flight plan? A mystery passenger snuck into this week's Hold Short. Three clues are tucked into the articles and reminders. Tell the office who it is and where you found all three. Guessing the passenger is the easy part. We want the receipts.

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GBA STUDENTS TAKING FLIGHT



Skyler Steele- CPL

Skyler Steele is a commercial pilot!
You all know him. You all love him. And if you've ever tried to leave the ramp without finishing your post-flight checklist, you've probably heard him. He'll remind you from across the ramp if he has to.
Today, our very own line tech extraordinaires earned his commercial pilot certificate, and we couldn't be prouder. Most of you see Skyler out on the ramp taking care of our airplanes and keeping everyone honest about those checklists. What you might not see is how much work he's put in around all of that to get here.
Skyler has worked his way through his certificates and ratings while working at GBA, holding down a second job, studying, and squeezing in flight time wherever he could. We've watched him show up for this team and still make time to show up for himself and his training. That takes discipline, especially on the days when you've already put in a full shift and still have studying to do. Getting to watch him earn this milestone makes it extra special for all of us at GBA.
A big shoutout to his CFI, Lucas Murphy, for the time and work he put into helping Skyler get ready for this one. Way to go, you two!
Skyler, we're lucky to have you on the ramp, and we're so proud of the pilot you've become. In honor of your big day, we'll give you a small pass on your absolutely terrible decision to root for the 49ers. Starting tomorrow, it's fair game again. Go Raiders.
Congratulations, Skyler! You earned every bit of this.

Make no bones about it. Dr. Mike Lilyquist is officially a private pilot!
For about half of Mike's training, we barely saw him. Seriously. He was either out flying before we unlocked the GBA office or heading out after we'd already gone home. We'd have taken it personally, but the man had to surgically carve out time to fly.
Mike is a busy, well-respected orthopedist who flies, studies, constantly at the gym, and loves spending time with his family. When Mike/office hours did overlap, he was always smiling and in a good mood. How he managed to be that cheerful on a schedule that made the rest of us tired just hearing about it is beyond us.
Earning a private pilot certificate takes time, and Mike had precious little to spare. He made every window count, putting in the work lesson after lesson, long before or after most of us were around to see it. Today, he earned that certificate, and we're proud as hell of him.
A big shoutout to his CFI, Andy Glenn, who was right there with him for those early mornings and late evenings. Getting those two calendars to line up took some serious flexibility. You could say it was a joint effort.
Congratulations Mike! After all the hard work, we'd say a celebratory Rolex GMT-Master is in order. One time zone for home, one for wherever you fly next. We're happy to write the prescription.



Mike Lilyquist- PPL

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GBA STUDENTS TAKING FLIGHT



Ian Paterson- PPL

Some family traditions are worth taking to new heights! ✈️
Congratulations to Ian Paterson on earning his Private Pilot License with instructor Andy Glenn!
With both his dad and grandpa already pilots, Ian is officially the third generation of Patersons to take the controls. Growing up around aviation gave him an early appreciation for flying, and now he has a certificate, and a few stories of his own to add to the family collection.
Ian earned this milestone while working full-time in construction. After putting in long hours on the job, he continued to make time for lessons, showing up ready to learn and steadily building his skills. Andy guided him every step of the way, and Ian's willingness to listen, practice, and keep improving paid off.
Around the office, Ian was always a welcome face. Easygoing and personable, he made time for a friendly conversation and brought a calm attitude to his training. He had a way of making the whole process look easy, though we know how much work went into getting here!
When he's not working or flying, Ian keeps plenty busy. He's a seriously good golfer, enjoys skiing in the winter and hunting in the fall, and loves spending time with his dogs. We'll leave it to Andy to tell us whether his landings are as smooth as his golf swing.
Congratulations, Ian, and great work, Andy! We're excited to see where this certificate takes you-and we hope the Paterson family gets to share some flying adventures together along the way.

The right seat was empty, and the GBA crew had a pretty good reason to make some noise. Nick Matwiyoff flew his first solo today! ✈️
Nick is a natural in the cockpit, and it's been fun to watch him build on that with his instructor, Jürgen Hirt. There's a moment in training when your instructor steps out and suddenly there's nobody next to you to talk through the next move. The radio calls, the decisions in the pattern, and the landing are yours. Today, they were all Nick's.
Flying runs in the Matwiyoff family. Nick's dad is a pilot, and now the two of them can trade first-solo stories. We're guessing Dad remembers exactly how that empty right seat felt. Nick's originally from San Diego and has his sights set on flying commercially or in the military. Wherever he ends up flying, he'll get to say his first solo happened right here at Great Basin Aviation.
When he's away from the airport, Nick's usually skiing, working out, or hanging out with friends. He's also a football fan, and for anyone planning a celebratory dinner, his GBA info sheet made the menu pretty easy. Pasta, hold the mushrooms.
A big shoutout to Jürgen for all the time and instruction that went into getting Nick ready to fly on his own. There's a lot of work behind the moment an instructor steps out of the airplane, and we're glad we got to celebrate it with both of you.
Way to go, Nick! We're proud to have you in the GBA crew, and we hope you get to tell this story enough times that your friends can finish it for you.



Nick Matwiyoff-Solo

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GBA STUDENTS TAKING FLIGHT



Cooper Bowen-Solo

✈️ THE RIGHT SEAT HAD THE DAY OFF! ✈️

Cooper Bowen flew his first solo today on Runway 32 at Reno-Stead! His instructor, James Morgan, stayed on the ground while Cooper took the airplane up on his own. There's a moment on your first solo when you glance over at that empty right seat and realize the next takeoff, radio call, and landing are all yours. Today, Cooper got to find out what that feels like.

With roots in Placer County and Reno, Cooper is usually working, skiing, playing soccer, or finding a reason to get outside. Sitting at home ranks pretty low on his list, which makes sense when you've got ski slopes, soccer fields, and airplanes to choose from. He loves dogs, his favorite color is purple, and if you're bringing celebratory wings to the office, he's a garlic parm guy. We appreciate a pilot who knows exactly what he wants for his post-flight debrief. 🍗

Cooper's goal is to become an airline pilot, and we're excited to see where he takes it. A first solo is one of those flights you'll remember even when your logbook is full of bigger trips. It's the day you get to put everything you've practiced together, make your own decisions in the cockpit, and taxi back knowing you did it yourself. Cooper, we hope you took a second to enjoy that taxi back. You earned it.

A big GBA shoutout to James Morgan for all the instruction and preparation that went into getting Cooper ready for this flight. We love seeing our instructors and students get to share a day like this, even when one of them has to watch from the ground.

Congratulations, Cooper! The whole GBA crew is proud of you. Here's to the next flight and a very well-earned order of garlic parm wings! ✈️