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2024 AERO CREW NEWS PHOTO CONTEST

The Theme for this year is
Vintage Aircraft



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FEBRUARY 2024

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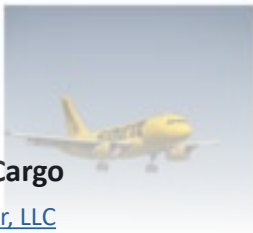
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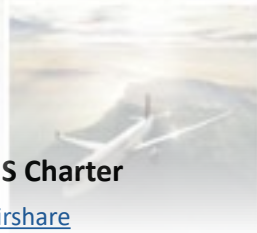
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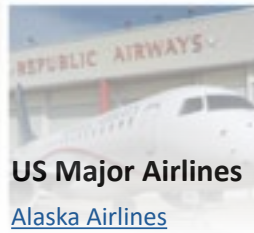
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The Grid (contract comparisons , pay charts, company details, etc.) has moved online. Click on the airlines above to go directly to that airline’s information, or go to www.AeroCrewNews.com/go/thegrid.



Dear readers,

January was a news-filled month owed to some big headlines. AlaskaAir's Boeing 737 Max 9 incident and the subsequent groundings of all Boeing 737 Max 9 aircraft was big news, as were Southwest pilots' approval of a new contract, Delta Air Lines and United Airlines posting record profits for 2023 and a judge denying the JetBlue/Spirit Airlines merger.

Some airlines' current pilot-hiring forecasts are also a little rocky considering Delta Air Lines, Spirit Airlines, AlaskaAir and JetBlue reducing their forecast for pilot hiring in 2024. Delta plans to hire around 1,000 pilots, which is still a great number but down from 2023. Interestingly, neither Spirit Airlines' nor AlaskaAir's application sites list pilots among their options. JetBlue still has the option to apply, but we have heard rumors of a hiring slowdown for 2024. United Airlines and American Airlines have made no official announcements about their hiring forecasts, but it appears they will not be slowing down. In 2023, the Big Three hired record numbers of pilots; Delta reported 2,424, United hired 2,349, and American brought in 2,211 new pilots. If you are among those 6,984 (or other new hire), congratulations and we're glad you're on the pages of Aero Crew News. Don't forget to follow us on social media too. We deliver hot news there every day.

As always, we encourage you to email us at info@aerocrewnews.com.

Fly Safe,

Craig D. Pieper



About the Publisher

Craig Pieper is the Publisher and Founder of Aero Crew News. Craig obtained his Bachelors of Science in Aeronautical Science, along with a minor in Aviation Weather, from Embry-Riddle Aeronautical University in 2001. Craig is also a captain for a major airline with a type rating in the Boeing 737 & Embraer 145 and has logged over 8,000 hours of flying time since his introductory flight on November 14th, 1992.

January 2024

What you may have missed in January

Feature – Learn the story of the career and legacy of the “grandfather” of the checklist.

Baggage – Put a check on your checkride anxiety.

Business Vector – Looks at putting a price on quality of life and other parameters.

Fitness – Suggested strategies to adopt for a better you in the new year.

Food Bites – While there, don’t miss The New England Lobster Company in the Bay Area.

Grey Matter – Part 1 of a story about disaster striking at home while on a trip.

Knowledge Base – Examines why and how Safety Management Systems work.

Mortgage – Understand the intricacies and timing of refinancing your mortgage.

Perspectives – Use the past to impact the future.



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Hawaiian Holdings Reports 2023 Fourth Quarter and Full Year Financial Results

Hawaiian Holdings, Inc. (the “Company”), parent company of Hawaiian Airlines, Inc. (“Hawaiian”), today reported its financial results for the fourth quarter and full year 2023. [Read More](#)



ATI Pilots Request Release to Strike

The Air Transport International (ATI) pilots, represented by the Air Line Pilots Association, Int’l (ALPA), officially requested the National Mediation Board (NMB) declare an impasse and proffer binding arbitration in their contract negotiations with their airline. [Read More](#)



American Airlines, Dallas Mavericks and Nick & Sam’s Steakhouse host 17th annual Seats for Soldiers night

American Airlines, the Dallas Mavericks and Nick & Sam’s Steakhouse were delighted to partner again for the 17th annual Seats for Soldiers, a day full of unforgettable experiences to honor our nation’s heroes. [Read More](#)



JetBlue Announces Fourth Quarter 2023 Results

JetBlue Airways Corporation today reported its financial results for the fourth quarter of 2023. [Read More](#)



WAI Announces Keynote Speakers for WAI2024 Conference

Women in Aviation International members and conference attendees will no doubt be inspired with the stellar roster of speakers scheduled for the 35th Annual Women in Aviation Conference. [Read More](#)



Breeze Airways Announces 3 New Routes from Raleigh-Durham

Breeze Airways, the U.S.' only NLCC, or 'Nice Low Cost Carrier,' today announced that it would be adding three new seasonal routes from Raleigh-Durham International to Syracuse, NY, Burlington, VT and Portland, ME. [Read More](#)



airBaltic Suspends Flights to and from Tel Aviv until March

The Latvian airline airBaltic announces that due to the uncertainty related to the current situation in Israel, all airBaltic flights to and from Tel Aviv has been canceled until March 31, 2024. [Read More](#)



airBaltic to Offer Pop-Up Flights to Ostrava During the 2024 Ice Hockey Championship

The Latvian airline airBaltic has announced that it will operate flights from Riga to Ostrava, Czech Republic during the period of the Latvian men's national hockey team's games in the IIHF 2024 Ice Hockey World Championship. . [Read More](#)



airBaltic Continues Recruitment – 90 Cabin Crew Positions Opened

The Latvian national airline airBaltic, announces that it is offering a total of 90 open positions for cabin crew – 70 based in Riga and 20 in Tallinn. Interested individuals are invited to attend cabin crew online recruitment days every Tuesday and Thursday. [Read More](#)



airBaltic Receives ch-aviation Europe's Second Youngest Aircraft Fleet Award 2024

The Latvian national airline airBaltic has been recognized by the web-based service provider ch-aviation as the winner of the Europe's Second Youngest Aircraft Fleet Award 2024 for a second year in a row with an average fleet age of 3.54 years. [Read More](#)



Alaska Airlines takes delivery of our first longer-range Boeing 737-8

New aircraft is part of our strategic fleet plan that emphasizes growth Alaska Airlines continues to grow as we welcome delivery of the first Boeing 737-8 to our aircraft lineup – the next component of our strategic, long-term fleet plan that builds on our strengths and provides a road map for ongoing future success. [Read More](#)



Alaska Air Group reports fourth quarter and full year 2023 results

Alaska Air Group Inc. today reported financial results for the fourth quarter and full year ended December 31, 2023. Air Group's 2023 accomplishments were significant," said CEO Ben Minicucci. [Read More](#)



Our first 737-9 MAX planes return to service as final inspections continue

Alaska Airlines has completed final inspections on our first group of 737-9 MAX aircraft as we move forward to return the fleet to commercial service. [Read More](#)



FedEx Pilots Tell Management: “We Aren’t Buying It”

The pilots of FedEx Express, represented by the Air Line Pilots Association, Int’l (ALPA), are calling on FedEx Corporation to deliver a contract that recognizes their value. [Read More](#)



Fueling half a century of growth at DFW, American’s largest hub

In the 50 years since American Airlines flight 341 touched down at Dallas Fort Worth International Airport as the airport’s first commercial flight, American has continuously invested in its operation at DFW [Read More](#)



American Airlines and West Los Angeles College join forces to train future aviation maintenance professionals

Students in West Los Angeles College's aviation maintenance technician program have new tools in their toolboxes — more than 450 to be exact. [Read More](#)



Taking off for Tokyo: American Airlines welcomes tentative approval to start nonstop service from New York

American Airlines welcomes tentative approval from the United States Department of Transportation (DOT) to begin nonstop service between New York (JFK) and Tokyo Haneda Airport (HND). [Read More](#)



Breeze Airways Announces 11 New Routes and 3 New Cities

Breeze Airways, the U.S.' only NLCC, or 'Nice Low Cost Carrier,' today announced service this spring from three new cities: Denver, CO; Greenville/Spartanburg, SC; and Mobile, AL. [Read More](#)



Breeze Airways Pilots Issue Statement in Support of Flight Attendants' Union Drive

Today, the Breeze Airways pilots, represented by the Air Line Pilots Association, Int'l (ALPA), issued the following statement in support of the Association of Flight Attendants-CWA, AFL-CIO (AFA) [Read More](#)



C5 first regional airline to incorporate VR into pilot training

C5 Flight Operations is proud to announce that we have reached an agreement with Visionary Training Resources (VTR) to incorporate VR into our pilot training curriculum. [Read More](#)



Most on-time airline in North America: Delta wins Cirium Platinum Award

A testament to Delta's commitment to punctuality and operational excellence, the airline has earned Cirium's Platinum Award for the third year in a row.

[Read More](#)



Delta tees up largest-ever schedule to the 2024 Masters Tournament

Delta is set to elevate this year's Masters Tournament experience by nearly doubling its seat capacity year-over-year to Augusta Regional Airport (AGS) from April 7-15. [Read More](#)



Delta Air Lines announces December quarter and full year 2023 financial results

Delta delivered industry-leading operational performance and financial results in the December quarter and generated record full year revenue and over \$5 billion of pre-tax income, a near doubling over 2022. [Read More](#)



Azorra delivers first two Embraer E195-E2 aircraft to Royal Jordanian Airlines

Azorra is celebrating delivery of the first two Embraer E195-E2 aircraft to Royal Jordanian Airlines. [Read More](#)



Envoy Announces the Addition of 19 More Embraer E-Jets in 2024

Envoy recently announced the airline will add an additional 19 Embraer large Regional Jet aircraft to its fleet, with deliveries starting later this year. [Read More](#)



Frontier Airlines to Open Crew Base at San Juan's Luis Muñoz Marín International Airport

Ultra-low fare carrier Frontier Airlines today announced it will open a new crew base at Luis Muñoz Marín International Airport in San Juan, Puerto Rico (SJU) in June of 2024. [Read More](#)



Frontier Airlines Announces New Routes, Expanding Operations Across 38 Airports

Ultra-low fare carrier Frontier Airlines will launch nonstop service from various airports across the U.S. and internationally in April, May and June of 2024.

[Read More](#)



JetBlue and Spirit File Notice of Appeal

JetBlue Airways Corporation and Spirit Airlines, Inc. today reported that they have jointly filed a notice of appeal to the U.S. Court of Appeals for the First Circuit, consistent with the requirements of the merger agreement. [Read More](#)



JetBlue Expands its Presence in Florida With New Low Fare Service to Tallahassee

As One of South Florida's Largest Carriers, JetBlue Brings Year-Round Service to Tallahassee Introducing its Low Fares and Great Service to Customers Traveling To and From the State Capital [Read More](#)



Journey Aviation welcomes the New Year by celebrating its 10 Year Anniversary.

Journey Aviation – a worldwide private jet charter operator and aircraft management company – welcomes the New Year by celebrating their 10 Year Anniversary. [Read More](#)



What is the job of a LOT flight attendant like? See the video featuring Dorota from the “It’s who you travel with”

There is a saying that they enjoy the nicest view from the office, with the sun always shining outside the window. . Flight attendants, because we are talking about them, are above all concerned with... [Read More](#)



Smartwings to resume flights to Tel Aviv

Smartwings will resume scheduled flights between Tel Aviv and Prague from Friday, 2 February 2024. The flights will be operated 4 times a week (Monday, Thursday, Friday, Sunday). [Read More](#)



Southwest Airlines Reports Fourth Quarter and Full Year 2023 Results

Southwest Airlines Co. (the “Company”) today reported its fourth quarter and full year 2023 financial results
[Read More](#)



Adventure Awaits: United Unveils New Summer Flights to Top Outdoor North American Destinations

United today announced it will offer more than 100 new flights to cities in the U.S. and Canada this summer, making it easier for travelers to connect to some of the most picturesque destinations in North America [Read More](#)



United Airlines Announces Full-Year and Fourth-Quarter 2023 Financial Results

United Airlines today reported fourth-quarter and full-year 2023 financial results [Read More](#)



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The Importance of Adversity in Aviation Careers

We learn as much from our failures as from our successes — maybe more!

WRITTEN BY: JOHN MCDERMOTT

Flying is necessarily a performance-based endeavor. Pilots must pass tests and regular recurrent training to remain legal to fly an aircraft no matter what level or type of flying they do. The results of these exams and training sessions are carefully documented, with the former on display for potential employers or government officials to access at a moment's notice.

For all these reasons, not to mention pilots' natural tendency to want to fly freely at higher and higher levels throughout their careers, adversity can be difficult to bear. Failing checkrides can be devastating, and few things are as stressful as struggling to grasp a maneuver or concept with a test on the horizon. Some have missed out on job opportunities, been investigated, or faced medical problems that have complicated the potential of their flying careers.

As difficult as adversity is to bear, it plays a critical role in helping pilots recognize their shortcomings, improve their skills, and grow both inside and outside the cockpit. In fact, it is

often the very act of facing and overcoming adversity that helps pilots recognize, or at least truly face, areas where they need to grow. In turn, this growth is often instrumental to laying the foundation for a stronger career.

Many pilots are familiar with what is perhaps the most consistently heard question in new-hire interviews, “Have you ever failed a checkride or had an incident?” This question is often quite feared, prompting you to question whether you have had too many failures or is an incident too much of a negative. This question, however, has a hidden purpose. Just as importantly, if not more, than the direct answer is the answer to the follow-up question, “How did you deal with it?” Being able to learn from these failures and incidents and come away from them a better pilot is the best thing that a pilot can do for themselves to move their career forward. Self-reflecting and challenging yourself to become a better pilot is much more meaningful than simply the number of checkride failures in the FAA system.

One of the most important aspects of adversity is that it is external. It is often difficult for people, pilots included, to do a completely honest self-reflection and decide what they must improve to move forward. Rather, when instructors, examiners, and bosses provide feedback, pilots can identify growth areas that they did not fully recognize or appreciate alone. Though uncomfortable, constructive criticism and fair challenges can be the impetus for taking meaningful action towards growth. It may not be possible to

grow quite as much just on your own.

Perhaps when studying adversity, we can consider equally the benefits of collaboration and being outside of your comfort zone for growth. Working with others and being in new situations that challenge us can provide the proper scenario we need to identify brand new topics on which we can focus our growth. For example, if you have spent your career flying airplanes and need another way to grow your abilities, you can transfer to a new type of airplane or switch to gliders. New situations will offer new challenges that will allow you to grow in a way that might not be possible by simply staying in airplanes. The same can be true of flying in new parts of the country, flying in another season, or earning a new rating to add to your pilot certificate.

Ultimately, it does not matter where adversity comes from, per se, simply the fact that a pilot encounters it means they will gain proficiency and competency for dealing with it. The question is almost never how much adversity you have faced in your career, but rather how it shaped you to be a stronger, more capable pilot. Indeed, there are always lessons to take from each experience and each stage of a pilot’s career.



About the Author



John McDermott's passion for aviation began in a Michigan bookstore when he found a story about a chance encounter between enemy pilots during World War II. Soon, after watching countless hours of fighter jets and traffic from his home near O'Hare International Airport, he was hooked forever.. [Read More...](#)



FITNESS

Intermittent Fasting and Interval Training

Two approaches to nutrition and fitness that may be right for you

WRITTEN BY: ERIC RAY

Well, we're in another month into the new year – the month of love, cards, flowers, and chocolate. While we recognize February as the month of giving love and affection, it's always important to look at self-care. As pilots and aircrew members, we are entrusted with the safety and well-being of countless passengers, making both physical and mental fitness crucial for our optimal performance. Two popular approaches to nutrition and fitness—Intermittent Fasting (IF) and High-Intensity Interval Training (HIIT)—can be explored for their potential benefits.

Intermittent Fasting (IF)

Intermittent fasting is a dietary approach that alternates between periods of eating and fasting. The primary advantage for pilots is the simplicity of fasting. Fasting doesn't require specific meal plans or complex calorie counting, which make it easier to follow during irregular flying days. Pilots can choose from various IF methods, such as the 16/8 method (16 hours of fasting and an 8-hour eating window), providing flexibility to adapt to their unique lifestyles. I usually follow this principle because I have found it works for me and my lifestyle. One key benefit

of IF is improved metabolic health. Fasting for extended periods can enhance insulin sensitivity, potentially reducing the risk of type 2 diabetes—a critical consideration for pilots (and all aircrew members) who need to maintain stable blood sugar levels during flights. Additionally, IF may promote weight loss and improve body composition, factors that contribute to overall cardiovascular health.

However, IF has its drawbacks. Extended fasting periods may lead to nutrient deficiencies if not carefully managed. Pilots should prioritize nutrient-dense meals during eating windows to ensure they meet their nutritional requirements. This will be based on your specific goals. (I tend to eat higher protein meals.) Additionally, some individuals may experience fatigue or irritability during fasting periods, which could have an impact upon cognitive function. My usual brief to my fellow crewmembers during flights is, “If you don’t see me eating once every two hours, it will get ugly because I get hangry but it’s not personal!”

High-Intensity Interval Training (HIIT)

HIIT is a workout strategy that involves short bursts of intense exercise followed by periods of rest or low-intensity activity. For aircrews with limited time for traditional workout routines, HIIT offers an efficient alternative. The time-efficient nature of HIIT allows flight crews to maintain cardiovascular fitness without spending hours in the gym. One significant advantage of HIIT is its ability

to improve cardiovascular health rapidly. The intense intervals elevate heart rate and stimulate cardiovascular adaptation, enhancing overall endurance – a critical factor for pilots facing long hours of concentration during flights. Additionally, HIIT has been shown to boost metabolism, contributing to weight management.

Despite its benefits, HIIT also presents challenges. The intensity of the workouts may pose a risk of injury, particularly for individuals with pre-existing health conditions. Pilots should approach HIIT cautiously, gradually increasing intensity to avoid overexertion. You must do a self-assessment before you begin any workout routine. Going too hard too fast can have complex negative repercussions. (That would be me now as I overtrained and hurt my back, the result was no workouts for a week!) Moreover, the initial stress on the cardiovascular system during intense intervals may not be suitable for everyone. Always seek medical advice prior to starting any workout routine or making a drastic change to your dietary needs.

As always, come back each month for new fitness ideas! Reach me at Ericray4470@gmail.com.



About the Author



Eric Ray is a certified personal trainer and nutrition coach. He is the co-creator of the Hii360 Coaching Method and current president of Hii360 Coaching. [Read More...](#)



Windshear: The Science, Equipment, and Mitigation

WRITTEN BY: AJAY RAGHAVENDRA, PH.D.

A series of thunderstorms and windshear-related air carrier accidents culminating with the crash of Delta 191 during final approach into DFW had a profound impact of aviation safety globally. These aircraft accidents motivated a partnership between the Federal Aviation Administration (FAA) and National Aeronautics and Space Administration (NASA) to investigate microbursts and provide pilots with adequate warning. The research, technological development, instillation and regulatory requirements, and pilot training associated with airborne windshear and alert was spearheaded by the Airborne Windshear Detection and Avoidance Program (AWDAP). Today, airborne weather radar, and windshear warning/flight guidance system and detection and avoidance system are required equipment for large-transport category aircraft used for air-carrier operations (14 CFR § 121.357 & 121.358).

The F-Factor

$$F = \frac{1}{g} \frac{dU_x}{dt} - \frac{w}{V_a}$$

The *F*-Factor was developed by Bowles (1990). *F* represents the actual or predicted instantaneous loss of rate-of-climb performance, *g* the gravitational acceleration, *U_x* the headwind along the aircraft's longitudinal glide-path, *w* the vertical wind velocity, and *V_a* the aircraft speed. A positive *F* value indicates a loss of climb performance attributable to a combination of horizontal windshear that reduces the magnitude of the relative windspeed over the airfoil and thus reducing lift, or downdrafts that force the aircraft to the ground. An *F*-Factor ranging between 0.1-0.15 or more that approximately corresponds to over a 1000-1500 ft/min loss of climb performance for a typically large transport category aircrafts are used to provide windshear advisories.



Windshear testing on an aircraft

The Equipment

Airborne windshear warnings and advisories are generated either by reactive windshear (RWS) and/or predictive windshear detection (PWS).

As the name suggests, reactive windshear alerts the flight crew that the aircraft is encountering windshear and cannot predict windshear that may be ahead of the aircraft. Predictive windshear utilizes the airborne weather radar to scan ahead of the aircraft. If the doppler radar identifies patterns conducive for windshear, the flight crew is alerted before the aircraft enters these dangerous windshear conditions.

Reactive windshear generates alerts and warnings by comparing the aircraft's inertial and aerodynamic data. The objective is to evaluate changes in the aircraft's total energy and alert the pilots when pre-determined performance-loss thresholds are exceeded. The aircraft system and equipment used to generate windshear advisories depends on the type aircraft and equipment. For instance, the Bombardier Global 6000 (BBD-700) used the terrain awareness and warning system (TAWS) while most Airbus aircraft types rely on the Flight Augmentation Computer (FAC) for reactive windshear and escape guidance. These systems typically process attitude, airspeed, accelerations, angle-of-attack (AOA), glideslope, and configuration for reactive windshear advisories.

Predictive windshear depends on doppler Radio Detection and Ranging (RADAR). Radar is an active remote sensing technique that measures the duration and intensity of the returning echo signal. The duration determines distance while the corresponding intensity indicates the presence of moisture, i.e., areas with active weather. The weather radar provides the velocity of the moisture particle by measuring

the doppler shift i.e., how quickly a moisture particle is moving either toward or away from the radar receiver. Airborne weather radar manufactures implement the F-Factor that is required for regulatory approval as per the FAA Technical Standard Order (TSO-C63d). Once the manufacturer has demonstrated regulatory compliance, the equipment is approved by the regulatory authority such as the FAA in the United States.

Windshear Avoidance

From a meteorological perspective, windshear (horizontal and/or vertical) is prone to exist in convective environments such as thunderstorms and microbursts, frontal activity, jet streams (including nocturnal- and the mid-latitude cyclone induced-low level jet), and mountain waves. Observations of heavy-to-extreme precipitation especially during the dissipating stages of a thunderstorm and virga (a mass of streaks of rain appearing under a cloud that evaporating before reaching ground) are strong indicators for windshear and microburst events. Pilot reports (PIREPS), surface-based low-level windshear alerting system (LLWAS) warnings at airports, and air traffic control (ATC) advisories are also reliable windshear advisories outside aircraft-generated reactive and predictive windshear detection.

The general guidance for windshear avoidance and responding to windshear alerts are not significantly different between aircraft manufacturers and aircraft types, but awareness and recommended procedures per the manufacturer should be adhered to. Windshear is most dangerous for aircraft flying

at low altitudes during takeoff, approach, and landing phases of flight where the proximity to the ground may not allow for a safe recovery from a windshear episode. The presence of windshear should deter the pilot from departing and instead opting to delay takeoff until safer weather conditions prevail. Approaches to airports experiencing windshear should be discontinued and pilots should elect to either hold for favorable weather conditions or proceed to a suitable alternate airport. If windshear is suspected, the following techniques may improve the safety margins and permit recovery from a windshear encounter during takeoff, approach and landing.

During Takeoff: Pilots are encouraged to select the longest suitable runway, conduct a thorough pre-flight briefing and review key airspeeds, use maximum takeoff thrust and avoid reduced thrust takeoff settings (e.g., FLEX Temperature or Derated), maintain initial climb pitch attitude and thrust setting until a safe terrain and obstruction altitude is achieved, closely monitor and announce deviations in aircraft performance and parameters such as airspeed, vertical speed, and attitude from normal flight. Windshear at V1 or rotation speed (VR) can be particularly dangerous since there is insufficient runway distance to safely abort the takeoff. Recommendations for windshear encountered after V1 include continuing takeoff by disconnecting auto throttle (if applicable), maintaining maximum thrust, and higher pitch attitude.

During Initial Climb: Set maximum takeoff thrust, avoid turns except for obstacle clearance,

closely monitor and announce deviations in aircraft performance and parameters such as airspeed, vertical speed, attitude, and Flight Path Vector (FPV) from normal flight. Avoid aircraft configuration changes (e.g., flaps and landing gear) until the aircraft has exited windshear conditions and a positive climb is achieved.

During Approach and Landing

Windshear (both horizontal, vertical, and downdrafts) may be anticipated if the onboard computed wind vector (speed and direction) up to 10nm from the runway differ substantially from the reported surface winds. To re-iterate, flight crew (especially the non-flying pilot) should closely monitor and announce deviations in aircraft performance and parameters such as airspeed, vertical speed, and attitude from a normal stabilized approach. Recommendations while commencing an approach if windshear is suspected include configuring the aircraft for landing with the minimum allowable flap setting, faster than normal approach speed, and landing on the longest suitable runway. Most importantly, avoid large thrust reductions in response to abrupt airspeed increases. If the approach becomes unstable, a go-around should be promptly executed at maximum go-around thrust and abovementioned guidance in During Initial Climb.

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About the Author



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The Tax Man Cometh, Be Not Afraid!

WRITTEN BY: CHARLIE MATTINGLY

“Intelligence pushes you toward the idea that complex problems require complex solutions.” - Morgan Housel, expert in the psychology of money, author*

Paying taxes often causes a visceral reaction. I get it! It is probably the single most painful financial task we face on an annual basis. Furthermore, many of you recently received large contract bonus paychecks. For some of you, income taxes will be withheld up front, while others, because of under-withholding, may owe a large tax bill next April when tax-year 2024 income taxes are due.

This angry, visceral reaction causes us to go to great lengths to outsmart the tax man. Many of us seek complex solutions to avoid taxes at all costs. Unfortunately, this sometimes leads to bad investment decisions or large, unwanted purchases (trucks, tractors, airplanes!) that we may not want or need, all in the name of reducing our tax bill. Do not let the tax tail wag the dog! In the world of investing This is easier said than done and akin to buying high and selling low.

While there are effective strategies to reduce our tax burden, we should not do things that reduce our overall wealth and net worth.

Pilots are known for their type-A personalities and “get ‘er done” attitudes. Pilots work hard to solve problems and make things happen under very difficult circumstances. However, it is human nature to spurn the simple solution for the complex. This phenomenon is called “the complexity bias.” <https://fs.blog/complexity-bias/>

Be aware that complex tax-reduction solutions often come with higher IRS audit risk, as well as risks of repayment penalties and interest. Extreme cases may even warrant prison time. For some good entertainment while you are waiting on your delayed flight, simply google the following, “Airline Pilot Tax Fraud.” You will find some very interesting characters doing things to evade taxes that might sound familiar and not too farfetched given some of the conversations we’ve had on the flight deck!

Rule number 1:

Do not reduce your wealth and net worth in order to stick it to the tax man!

Rule number 2:

Do not seek out complex tax strategies that heighten the risk of an IRS audit when there are several simple, audit risk-free strategies to reduce your lifetime income tax burden.

Rule number 3:

Do not spend money on big-ticket items that you do not want or need in order to reduce your tax bill. This is mathematically equivalent to spending one dollar to save thirty cents.

Rule number 4:

Reducing your income-tax burden over your lifetime may be more profitable than reducing your current tax bill.

Sometimes we have to choose whether to reduce taxes now or invest in strategies that could reduce our income tax burden during retirement. Unfortunately, it’s hard to imagine our future selves and what we will need. Decisions that might benefit us today may be very costly in the future.

Below are four tax ideas that can help you legally avoid paying more taxes than you are required to pay. But first here are three strategies that require special care and attention to detail in order to avoid gaining the attention of the IRS:

1. My captain house is in Chicago, but I have a small condo in Florida where I am a resident.

Many high-tax states get very aggressive about going after folks who reside in their state but claim residence of another state. Of course, there are circumstances where this is legitimate, but use caution and keep extensive documentation.

You can google the requirements to be an actual resident of (Florida, Texas, Tennessee, Nevada, etc.) but here are a just a few that are standard in most states:

- Spend 183 days or more in the state in which you claim to be a resident.
- Enroll your children in school there.
- Register to vote.
- Receive your mail.
- No tiny homes.
 - For example, New York will look at the size of your house in Florida to make sure your residence in Florida is similar in size to your captain mansion in New York. Evidently purchasing a tiny home or small condo in Florida is a tell-tale sign that you don't spend much time there.
- Linked here is a great article from Kiplinger that goes into more detail about how to be a legitimate resident of the state of Florida.
 - [What are the requirements?](#)

2. I want to deduct the costs of my airplane because I'm teaching my kid how to fly.

The details of when and how to deduct airplane expenses are very complicated and beyond the scope of this article. However, here are a few things to keep in mind.

- You cannot deduct the cost of your airplane (depreciation) unless it is used more than 50% of the time for your (legitimate) business.
- It is not a deductible expense because you need to keep your flying ratings current.
- If at any time during the depreciable life of the airplane when personal use exceeds 50%, there will be an immediate depreciation recapture. (I.e., you will owe a lot of taxes all at once.)

3. I want to invest in real estate so I can deduct losses against my airline income.

Remember rule number one, do not reduce your wealth to save taxes. It is not uncommon to see bad investments in real estate when high-income pilots are desperate to reduce their tax burden. In fact, it seems that we almost feel an obligation to purchase real estate solely for the tax deductions at a certain income level. I have heard many pilots confess that they must not be very tax savvy because they do have a real estate investment – or three. Here are a few things to know before jumping into real estate investing:

- Over a certain income level (currently \$150,000) you cannot deduct real estate losses against your airline income. For example, if you replace the roof on your rental home and therefore show a loss of \$10,000 on your rental property income statement you cannot deduct the loss against your current airline income. (However, the loss can be carried over.)
 - Note: If you are considered a Real Estate Professional, the above may not apply. Being a real-estate professional is a very high standard set by the IRS and is nearly impossible for an airline pilot to obtain unless they have a spouse, “in the business.”
- Real Estate can be a great investment. However, there is one rule of thumb I read a long time ago about real-estate investing that is good to keep in mind; in real estate investing you need to make money on three occasions; when you buy, when you rent and when you sell. That is not easy to do!
- If you do not enjoy being a landlord and managing the business of real estate, I would avoid it altogether. There is no tax deduction worth making you miserable. If you plan to hire a property-management firm to delegate the pain, make sure they don’t eat into your profits too much. Some agencies can charge as much as 30% or more depending on the level of support. There are cheaper ways to invest in real estate if your costs become excessive. (Publicly traded [Real Estate Investment Trusts aka REITs](#).)

Finally, here are four smart, simple ways to reduce your income tax burden over your lifetime.

- Backdoor Roth
 - This strategy is based on the IRS rule that anyone, regardless of income, can contribute to an after-tax, non-deductible traditional IRA.
 - Secondly, anyone, regardless of income, can convert a traditional IRA to a Roth IRA if they pay the taxes on the gains (if any) in the traditional IRA.
 - There are more things to know before executing the back-door Roth IRA, so as usual, consult your tax and investment advisor.

- Health Savings Account
 - If you are relatively healthy and only see the doctor for preventative care and the occasional sniffles, a high-deductible health plan may be right for you. If that is the case, a Health Savings Account (HSA) is a great tax savings account. It is the only account in existence with triple tax savings: tax deductible savings, investments grow tax free and if monies are used for qualified medical expenses, withdrawals are tax free.
- Taxable Brokerage accounts (non-IRA, non-401k investment accounts)
 - This is the most overlooked and advantageous account once you've maximized your 401k and potentially the (back-door) Roth IRA. The taxable brokerage account is very flexible. There are no contribution limits and no withdrawal penalties. It is taxed at capital gains tax rates, which for most of you is much lower than your income tax rate. Finally, if you invest in low-turnover mutual funds (index funds) and Exchange Traded Funds (ETFs), you can essentially create your own tax-deferred growth.
- Real Estate
 - Even though I bashed real estate previously, it can be great for rental income and investment diversification. People can be very successful investing in real estate if they enjoy putting in some sweat equity and managing the rentals themselves.
 - Short-term rentals may qualify for cost segregation, bonus depreciation.
- Bonus: Take your new contract-ratification bonus and buy an electric vehicle. If you make less than \$300,000 adjusted gross income, you may qualify for a federal tax credit of \$7,500!

Resources:

[Morgan Housel CNBC article: "Why the smartest people make bad decisions – compared to those with average IQ."](#)

[How to establish Florida residency? Kiplinger Article](#)

[Real Estate Cost Segregation Study](#)



About the Author



Charlie Mattingly a CERTIFIED FINANCIAL PLANNER™ professional, is a first officer for Southwest Airlines based in Atlanta.

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Being Offered Seller Credit when Buying a Home? Some Options for Airline Pilots to Consider

WRITTEN BY: SPENCER WARTMAN

Although a buyer's market is not currently driving the real estate arena, seller concessions are starting to become more common again. Seller credit can be a game-changer for airline pilot buyers. Whether you are a new hire looking for a financial break until year two or expecting a pay raise with an upcoming move to the left Closing Cost Relief: The most common use for seller credit is offsetting those bothersome closing costs, which can range from 2-5% of the purchase price. The seller can chip in to help pay for loan origination fees, title insurance, or even property taxes. Suddenly, that pile of expenses starts to shrink, freeing up cash for moving, furniture, or other necessary home buying expenses.

Temporary Rate Buydown: This option could be great for new hires or someone who found their forever home prior to upgrading. Mortgage rates have recently been coming down, but they're still on the higher side compared to rates over the last few years. If you negotiate a temporary buydown, the seller contributes cash up front, lowering your rate for a temporary set period

(typically between 1-3 years). This allows you to have a lower monthly payment for the beginning of the loan term and potentially refinance into a lower rate later before the full note rate takes effect.

Permanent Rate Buydown: For a more long-term solution, consider a permanent buydown. Like a temporary buydown, the seller contributes to buying down your rate, but this time it's for the life of the loan. Your monthly payments stay lower, adding long-lasting affordability to your dream home. This is the term "buying points," but it's the seller who could be buying the points for you.

Negotiations: Seller credit may be offered up front by motivated sellers, but it could also require some negotiation. Be informed about your local market, research typical closing costs, and understand the different buydown options. Armed with knowledge, a resourceful lender and realtor to help, you can confidently propose how you'd like the seller credit applied to your specific needs.

Final Points: There are some limitations to seller credit and what you can use it for. It might not be allowed for all closing costs, so check with your lender. Buydowns may also affect your loan-to-value ratio, potentially requiring a larger down payment or private mortgage insurance. Finally, be careful of potentially negotiating a higher sales price in exchange for significant seller credit up front. The home must appraise no lower than the agreed purchase price, so this is something to watch out for when negotiating.

Seller credit presents helpful choices, especially with the unique airline "promotion" structure we all know so well! They can lower closing costs, unlock lower mortgage rates, require lower monthly payments, and make a home purchase more affordable. Consulting with a mortgage professional can provide personalized insights and guidance tailored to your unique situation. Trident Home Loans (Equal Housing Lender, NMLS 65716) is an airline industry leader for securing the right mortgage for you. Contact Spencer Wartman (NMLS 2109932) at spencer@mythl.com and let him help you secure your future home!

Also, feel free to reach out to Spencer directly if there's a topic you'd like for him to touch on.

Trident Home Loans, NMLS ID 65716, Corporate Office located at 6723 Plantation Rd, Pensacola, FL 32504. Any offers or advertisements for mortgage products on our website or other platforms are subject to conditional approval. The actual terms and conditions of a mortgage loan, including interest rates, loan amounts, and eligibility, are dependent upon several factors, including the borrower's creditworthiness. Trident Home Loans reserves the right to modify or revoke any offer, and final approval is contingent upon the completion of a full application, verification of information provided, and meeting all underwriting requirements. For information regarding our licensing, you can visit our website at www.Tridenthomeloans.com. Trident Home Loans is an Equal Housing Lender. Please note that this disclaimer is provided for informational purposes and may be subject to updates or changes in accordance with regulatory requirements. Borrowers are encouraged to contact Trident Home Loans directly for the most up-to-date and accurate information regarding mortgage products and offerings. This advertisement is not an offer to lend, and all applications are subject to credit approval. Terms and conditions may apply.



About the Author

Spencer Wartman is a Loan Originator at Trident Home Loans, a veteran-owned and operated mortgage lender located in Pensacola, FL. [Read More...](#)



Loyalty, Unions, and the Tyranny of One-Aircraft/Two-Pilot Operations

WRITTEN BY: CHRISTOPHER M. BROYHILL, PH.D., CAM

As an Air Liaison Officer who spent substantial time with the U.S. Army during my service in the Air Force, I became well acquainted with the jargon the Army uses in their operations orders. Two of my favorite terms were sequels and branches. Sequels are what you might expect. When a ground unit completes the objective assigned to them in the operations order, a sequel would be a subsequent objective that continues the commander's intent. A branch, on the other hand, is a contingency plan that must be executed during the operation because of enemy action or unexpected circumstances. While this article might be considered a sequel, a logical follow-on, to one of the topics in my last article dealing with the commoditization of quality of life, it feels like more of a branch given that I seem to continually encounter a situation that I have come to despise and must address – the one-aircraft/two-pilot operation.

The first time I encountered this construct was in one of my first business-aviation jobs, back in the mid-2000s. I had been working as a G-IV captain on a roaming charter aircraft. The jet had two full crews and there was a set schedule. But the owner decided to sell the aircraft and I found myself recruited to build a G-IV operation for the son of a Saudi sheik. He had purchased the aircraft from a well-known oil company and needed a crew and operational procedures to get the aircraft up and running as soon as possible. The person who recruited me was a charter broker who was attempting to break into the aircraft management business, and the new owner was one of his charter clients. I helped stand the operation up, pushed the letters of authorization through the local FAA office, wrote the operations manual and hired one of my best friends to fly with me. We were off to the races and began to fly - from Miami to Los Angeles, New York, London, Bahrain, Abu Dhabi, and repeat. It soon became apparent that the new owner had no intention of hiring additional crew and I approached the aircraft manager to discuss the subject. I told him that we needed at least one additional pilot so the other pilot and I could have some sort of schedule, i.e. a life. The answer I received went something like: "He's paying you a good salary, right? This is your job. You need to be available." I was out of there two months later.

The next time I encountered the situation was my last full-time job in the industry. On the advice of a friend, I accepted a position as a captain on a Falcon 900EX based in the DFW area and overseen by a new management company. The crew would consist of another pilot and me. By this time, the AirComp Calculator was growing, and I made it clear that I would need scheduled time off to run my business and attend industry events. I was assured that wouldn't be an issue. "They don't fly that much," my friend had told me. "And all the flights are scheduled well in advance. It should be a perfect fit." I should have known better. While the owners didn't fly many hours, they did stay away for several days at a time and required that the crew remain with them. New trips would show up with little notice and changes to days and departure times became common. I followed the management company's paid-time-off procedures and requested the days off I needed well in advance, including a week off for my marriage and honeymoon. Miraculously, only one contract pilot day was required during my absences. But it seemed the owners were unhappy because I was asking for "so much time off" - even though I had complied with the management company's PTO program. I questioned the friend who had recruited me, and his reply was impatient and terse. "It doesn't matter how many days you missed or didn't miss; they're paying for your availability and when you're not available they don't like it." Fortunately, the AirComp Calculator had reached a level where I didn't need a day job any longer, so I had the ability to give my notice and depart.

Those are my two experiences, but they are a small fraction of the population. On a regular basis, I interact with pilots and aviation managers who find themselves in similar circumstances. Two pilots, one aircraft, no schedule, and owners who have no intention of either hiring a third pilot or

even funding a budget for contract pilot supplementation. In some cases, like mine, situation is a function of either greed or lack of expertise on the part of the management company, in others it's a function of the owner's stubbornness or ego. But in both cases, it's wrong.

Here are some realities for those on both sides of the equation in these situations.

For those on the hiring/management/ownership side:

- 1) Pilots have other options, especially in today's personnel marketplace. If you put them in a situation where they can't plan their lives, they'll find one where they can. And no, money won't always solve the problem. I have a good friend who left a job flying a G-600 and making more than \$300,000 because the owner wouldn't allow him to schedule one weekend off per month.
- 2) Replacing pilots who leave won't be easy. One of the first questions pilot candidates ask potential employers these days is, "What does the schedule look like?" If there isn't one, and the staffing level is such that their lives won't be predictable, the candidates will look elsewhere.

For those on the pilot side:

- 1) Loyalty is a two-way street. If your employer won't allow you to plan your life, they're taking advantage of you, not being loyal to you. Don't waste your loyalty on someone or something that doesn't repay in kind. There are plenty of other jobs out there.
- 2) Learn to say no. You're not doing yourself, your fellow pilots, or the industry any favors by allowing yourself to be walked upon. I recently spoke with a potential client who was an attorney who ran the LLC that contained an aircraft owned by a notable high net-worth individual (HNWI). Of course, the HNWI-owner in question had only two pilots and refused to hire a third even though the attorney, to her credit, had advised the HNWI to do that, multiple times. "The darn pilots need to say no sometimes," the attorney told me, "That's the only way we'll get a third pilot hired. But they always say yes, no matter what's going on in their lives. It's just not right." If you don't learn to say no, part of your scheduling problem lies in the mirror. If you won't stand up for yourself, don't complain about your circumstances.

I often say that I'm not a fan of labor unions, but I understand why they exist. It is situations like this that provide the circumstances for collective bargaining. And maybe, that's what it will take.

Broyler out.



About the Author



Dr. Chris Broyhill is an industry veteran with over 40 years in aviation. He graduated from the United States Air Force Academy in 1982, served with distinction for over 20 years in the Air Force and flew multiple aircraft. [Read More...](#)



GREY MATTER



Disaster on the Road – Pt. 2

Just a little tornado

WRITTEN BY: ANDREW ROSS

Last month, we heard how disaster struck while Andrew was on a trip. A tornado came through Andrew's hometown and tore the gable off his roof and did some additional exterior and interior damage. We hear how he was told, and how he had to focus on the task at hand. This month, we discuss the steps you should be aware of and take if you find yourself in a similar situation.

Sitting in the airplane prior to pushback, I'm staring at my airline's weather program and watching a line of small storms quickly zoom through my neighborhood back home. My captain's momentary

expletive-riddled statement broke my gaze. “Oh sorry, this isn’t heading our way, it’s Chicago,” was my response when I saw the concern on his face. His reaction was understandable, given our flight was departing New York’s airspace, and any cloud within 1000 miles threatens to ruin everyone’s day. But this line of weather didn’t look to be too terrible for the Midwest in the middle of the summer.

The radar returns were orange at their most intense, and only flashed periods of red during the storm’s march across the Chicago suburbs. When I selected the radar summary function on my weather app, the top of the precipitation was showing only between 30,000’ and 35,000’. Certainly not the supercell thunderstorms that normally drop tornados, or even hail for that matter. There was no indication on the app that there was any rotation in the cells either. How could anything have been wrong, and why wasn’t I getting any responses from back home?

Of the 13 tornados confirmed on July 12th, all were either EF-0 or EF-1 which means the winds varied between 65 mph and 110 mph. So much for the weather app being accurate. Even the smallest of tornados, an EF-0, can make life complicated if your house takes a direct hit. If you read last month’s article, the pictures showed that my house was clearly in the wrong place at the wrong time, which is made even more impressive by the fact that it was quite literally the only house to be hit on the block!

Imagine stepping out of your house after a tornado strike, thankful you and your family are alive and well, and you head to the side of

your house and see a similar scene as the one depicted in my photo. Now, without looking at your phone (and don’t read ahead!), what are the steps to take care of?

Most people would probably think of calling their insurance agent first to get the claim started, and you wouldn’t be far off! Unfortunately, if you make this your first step, you may miss some very critical safety steps that can reduce your risk of further damage. I propose the following steps, in as close to order as possible:

1. Triage you and your family’s injuries: This is obvious, but make sure no one in your family is injured. Shock and adrenaline can mask an amazing amount of trauma, and sometimes people don’t realize they are hurt until getting medical attention becomes critical.
2. Clear your home: Assuming the weather has passed, exit your home quickly and safely. Do not re-enter your home unless there is an absolute need to do so. If you are near your circuit breaker box, or pass by it on the way out, turn off your main breaker to the house to remove all power, even if the power went out during the storm (which is why a flashlight is important).
3. Call the fire department: Even if there is no obvious fire, there are a few critical roles the fire department can help with. First things first, they will enter the home and check for natural gas leaks. They will also turn off your electricity at the breaker box, turn off your main water supply, and turn off your main



Picture from our neighbor's porch. Thankfully our neighbor let his true Midwesterner out and stood at the window looking for a tornado. He was able to snap this picture before running to his basement. NOTE: Capturing the picture isn't worth the risk! Get down to cover ASAP!

gas line outside (as applicable). You will need qualified contractors, plumbers, and electricians to check your fittings and walls to make sure there is no damage that could cause leaks or sparks that could cause a fire. In aviation speak, the fire department will secure your failed engine.

4. Call a board-up company: Having a number ready to go in your phone for a company in your area is a good preparatory step. Chances are,

other houses in your area will have damage as well and the waitlist for getting this service could grow very quickly. Try to be at the front of the line. This service is covered by your insurance.

5. THEN, call your insurance agent: In all honesty, this step isn't seriously critical. They will note that you have damage and will assign you an adjuster in the morning or within a few days in some cases. They will then give you some version of the above steps, and perhaps a few more based on where you live.

6. Finding a place to sleep: Most insurance companies cover loss of use and will tell you to submit receipts for hotels while you are out of your home. Something to consider is that your insurance company may not define "uninhabitable" the same way you or a city inspector does. It may be a good idea to brush up on those qualifications now.

From here on out, you will get to experience the slow grind of putting your house (and in some cases your life) back together.



About the Author



Andrew Ross is a pilot at a major airline flying the Boeing 787, previously the Boeing 757 and 767 domestically and internationally, and prior to that flew the Embraer 145. [Read More...](#)



FLYING

Pura Vida in Costa Rica

Written By: Lia Ocampo

Are you looking for a place to go this winter? If you are a nature or coffee lover, fly to Costa Rica.

Named one of the best countries to visit during February by several sources, Costa Rica is a small country in Central America renowned for its natural beauty, abundant wildlife, rich coffee culture, eco-friendly tree houses, and the famous phrase, “Pura Vida.” The dry season (December through April) is in full bloom in Costa Rica in February and into March, making it ideal for mid-winter vacations.

Travel to Costa Rica and discover the exquisite taste of Costa Rican coffee. Explore the origin and qualities that make Costa Rican coffee world-renowned. Their coffee boasts a well-rounded taste, and they thank their rich volcanic soil for why their coffee is considered among the finest beans in the world.

Costa Ricans take their coffee seriously and have a traditional way of making it. They use a “chorreador,” a traditional handmade pour-over coffee maker. The best part about my coffee experience was watching the server make my coffee in front of me. And because of this amusing experience, I didn’t leave Costa Rica without buying my own “chorreador” and a pack of their gourmet coffee.

Costa Rica's treehouses offer a chance to connect with nature and rainforest experiences like no other. Though I didn't get to stay in a treehouse, my accommodation was equally exciting. I stayed in a house surrounded by trees in San Isidro, an hour from San Jose, the capital of Costa Rica. San Isidro is a great place to escape touristy crowds and enjoy small-town life and nature.

The Airbnb room I rented, which looks like a small house, is in a hilly place. It is surrounded by lemon trees, a massive garden, a playground, a viewing deck overlooking a vast coffee plantation with a magnificent view of the mountains. For spiritual contemplation, the property includes a rock labyrinth. It is such a blissful place that my spontaneous trip had become a spiritual trip.

My room included a coffee-bean grinder so I could drink freshly ground and brewed coffee in the morning. I've never experienced this anywhere in my travels. Only in Costa Rica! "Pura Vida" literally translates to "pure life." It is the country's unofficial slogan and has several meanings for Costa Ricans. It is an embodiment of the Costa Rican way of life. It can be used as a greeting or a farewell. It means living the good life, enjoying a simple, slow-paced, stress-free life with a positive and relaxed feeling. No wonder Costa Rica has been named one of the happiest countries in the world for several years now. Costa Ricans are content with their way of living. They embrace tranquility, simplicity, and happiness.

Costa Rica has earned a spot on the top travel



Author & flight attendant Lia Ocampo enjoys the local Costa Rican cuisine and "Pura Vida" mentality.

destinations for nature enthusiasts. If you are one, embark on a new adventure in Costa Rica, witness the country's natural beauty, immerse yourself in their culture, and embrace the "Pura Vida" lifestyle.

Indeed, Costa Rica is one of my favorite countries. I describe this country as a coffee mecca with a simple living. The gorgeous place on a hill and the unique coffee experience are the best memories of my trip back in February 2019. And learning the true spirit of "Pura Vida" is my biggest takeaway.

Simple life – the way it should be.



About the Author

Lia Ocampo is a passionate flight attendant and author. Her flying experiences give her the opportunity to meet amazing people and create wonderful memories. [Read More...](#)



Lickety Splits Atlanta

Southern love on a plate, or two, or three, or . . .

WRITTEN BY: VICTOR SOLER

A short walk from most crew hotels in Atlanta is where Southern hospitality meets culinary delight; Lickety Splits stands as a beacon of Southern comfort and flavor that one can only find at your Memaw's kitchen table. As a connoisseur of all foods, especially those from the Deep South, I've had my fair share of fried chicken, pork chops, catfish, wings, and smoked ribs from various corners of the South. But let me tell you, Lickety Splits takes the crown with their fried chicken masterpiece.

Arrive hungry because you will not want to miss adding some appetizers, such as the deviled eggs and fried green tomatoes. If you have never had fried green tomatoes, now is your chance to experience them to perfection. They are perfectly seasoned and fried fresh just before delivery to your plate.

Next, you have a lot of proteins to pick from, but this article is about the star of the show – the fried chicken. It's not merely a dish; it's a journey into the heart of Southern cooking. Picture this: a golden-brown exterior that promises a satisfying crunch, giving way to succulent, perfectly cooked chicken. It's the kind of bite that lingers in your memory, tempting you to



Southern fried chicken served at Lickety Splits
in Hapeville, Ga.

come back for more. I am getting hungry again rereading what I just wrote!

What sets Lickety Splits apart from other restaurants? Well, let's talk about their secret spice. There's an alchemy in their seasoning that elevates the fried chicken game. It's not just about a crispy crust; it's about the dance of flavors that explode in your mouth with every bite. This results in fried chicken that's not just a meal but a culinary celebration.

If you are looking for an option that is not deep-fried, try the grilled chicken legs; they were bursting with just as much flavor. They had the perfect char on the outside, which sealed in juices that were released with every subsequent bite.

Lickety Splits doesn't believe in a one-size-fits-all approach. You will want to come back and try whatever you missed from the menu, and you will not be disappointed. The ribs, catfish, and pork chops shine just as brightly as the fried chicken. With every bite, you can taste the love that the chef has put into every recipe.

Now, let's talk about the supporting cast – the sides. Collard greens, bursting with Southern goodness, offer a balance to the crispy indulgence of the chicken. The Parmesan corn on the cob, steamed broccoli, and the Southern favorite fried okra will round out your culinary trip to the South. Lickety Splits understands that a true Southern feast isn't just about the main dish – it's about the symphony of flavors that accompany it. The ambiance at Lickety Splits is like stepping into a Southern kitchen, where the warmth of the staff and the aroma of fried chicken create an irresistible invitation. It's not just about the meal – it's about immersing yourself in the heart of Southern traditions.

So, whether you're a local seeking your next comfort-food fix or a traveler eager to taste the best of Georgia, Lickety Splits is where you need to be. It's more than a restaurant – it's a celebration of everything that makes Southern cooking legendary. The fried chicken is the star, but the sides and the ambiance are the supporting characters that make it a true Southern epicurean adventure. Come for the fried chicken – stay for the Southern charm.

Lickety Split Southern Kitchen & Bar
1155 Virginia Ave Suite F
Hapeville, GA 30354
www.licketysplitdining.com



About the Author ✈

Victor Soler is a retired Army UH-60 helicopter pilot with a Bachelor's of Science degree in Occupational Safety and Health. Currently, Victor is a 767/757 first officer. [Read More...](#)



First Officer Patrick Wangui sits in the right seat as he shares his experience taking emergency control of an aircraft shortly after completing IOE training.

Industry-leading Training and Compensation Incentives Position PSA as a Top Regional Carrier

WRITTEN BY: PSA AIRLINES

PSA is committed to setting the standard for flight training and building a robust training program that prepares pilots for all situations to operate safely and reliably.

In early 2023, First Officer Patrick Wangui was faced with a situation that all pilots must be prepared for, but hope will never happen. His response proved to be a testament to the training he received at PSA and his professionalism to ensure the safety of the crew and customers onboard.

Sitting in the right seat during one of his first flights after completing IOE (initial operating experience), Patrick was thrust into a complicated and difficult scenario. The flight was on final approach to a



First Officer Patrick Wangui

Category II landing in extremely low visibility into Charlotte. The captain then experienced a medical emergency, becoming incapacitated. When Patrick recognized what was happening, he immediately took control of the aircraft, notified ATC of the medical emergency, and called for a go-around. Patrick reconfigured the aircraft and performed a CAT II approach (required to be flown by the captain except in scenarios exactly like this) and landed safely. Once on the ground, he taxied the aircraft to a safe spot off the runway, where emergency crews could quickly assist the captain. PSA's training program is built to give pilots the tools they need to instinctively execute the proper procedures during an emergency. Vice President of Flight Operations Keith Stamper said, "Patrick's quick instincts and actions are a testament to the dedication he put into his training and to all those who have devoted their careers to teaching and growing others' skills."

Following the emergency event, Patrick, a native of Kenya, talked about his journey into the aviation industry. It started when he saw a helicopter as a

child. He said he knew he wanted to be a pilot. His path to achieving his dream was long and arduous, with stops and restarts due to the cost of flight school. He worked as a DJ and delivered medical supplies to save enough money to continue his

"Patrick's quick instincts and actions are a testament to the dedication he put into his training and to all those who have devoted their careers to teaching and growing others' skills." -

PSA Vice President of Flight Operations Keith Stamper

schooling. He said despite the challenges, he knew he had to go back to finish flight school. "I didn't see myself doing anything else," he said. Once back in school, Patrick said he learned how to face adversity through teaching people of different backgrounds and adjusting to the different calls. It took more than 12 years for him to earn the



First Officer Patrick Wangui chose PSA Airlines for its culture and commitment to diversity.

certificates and ratings he needed to become a commercial pilot. When it came time to choose an airline to work for, Patrick said he chose PSA because of the culture and commitment to diversity. It looked like a company that would welcome him, he said.

Patrick is now applying his life lessons, skillset, and giving back to the training team that served him by expanding into a part-time instructor role.

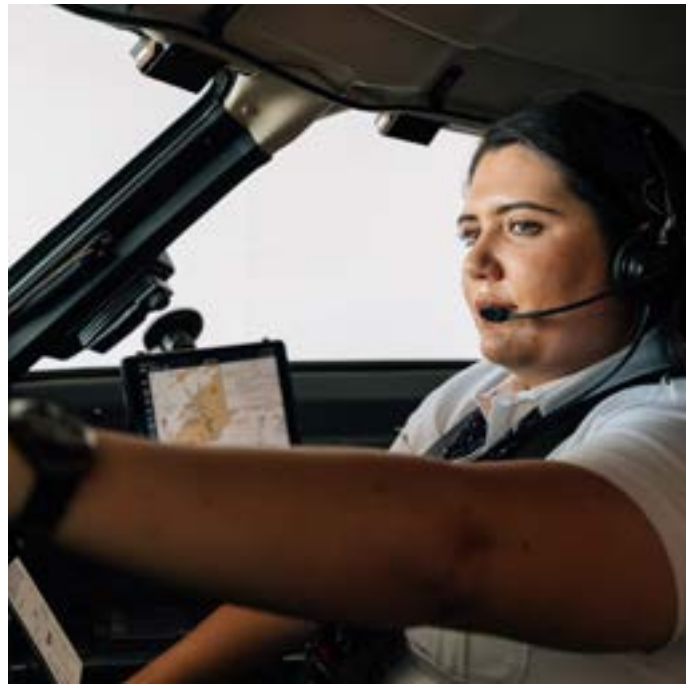
An industry-leading approach to solving the captain shortage

In addition to a premier training program, PSA has been at the forefront of innovative ideas to ensure that regional pilots receive industry-leading pay and lifestyle benefits.

Last fall, PSA announced a partnership with two major cargo carriers to attract qualified pilots with an industry-leading compensation package.

Most recently, PSA extended their industry-leading bonus offers for qualified experienced pilots. High-Experience First Officer (500 FAR 121 hours) or a Direct-Entry Captain (950 FAR 121 hours) making the transition to PSA can receive up to \$200,000 in bonuses for their experience if they commit to PSA by Feb. 29 and start class with PSA by March 31.

Post-pandemic, the aviation industry has been experiencing a rapid rebound in demand for air travel, and American Airlines and its wholly-owned subsidiaries are committed to being at the forefront of meeting that demand. Growing the pilot workforce at PSA and building a strong pipeline to strengthen American's network is critical to industry recovery.



PSA Training Program: Dedicated to the next generation of pilots

Your PSA career

Whether coming in as an experienced pilot or first officer, you can expect growth opportunities beyond flying the line.

PSA is also committed to developing the next generation of pilots through our training curriculum with roles such as line-check airmen, simulator instructors, proficiency-check airmen, and aircrew-program designees. These roles include increased compensation offers such as a 200% pay credit for line-check airmen.

Outside the training organization, pilots at PSA can share their passion with the next generation of aviators through our Cadet Mentor Program. This program partners current PSA pilots with members of our Cadet Program, which is open to students at all colleges, universities and flight schools, offering tuition and training reimbursement, and helps them prepare for their

training for a career as a commercial airline pilot. As part of our recruiting team, PSA pilots can become Pilot Ambassadors and mentors, helping to bring new pilot team members onboard, assist in interviews and attend events as brand representatives of PSA.

In addition to flight career opportunities, PSA employs team members in inflight, maintenance and engineering, operations and control, and other corporate positions.

A vision for the future

In June 2023, PSA announced the acquisition of seven CRJ 900 aircraft, bringing PSA's current fleet count to 141. The addition of these aircraft highlights American Airlines' continued investment in PSA and an opportunity to further modernize



PSA employs team members in inflight, maintenance and engineering, operations and control, and other corporate positions.

the fleet and put an emphasis on American's premium regional service offerings.

Recently, PSA also launched the Preferential Bidding System (PBS) for pilots. This new scheduling process will improve scheduling transparency and quality of life for team members. Outside the flight deck, PSA shared the addition of their ninth maintenance base in Dallas, Texas at Dallas Fort Worth International Airport (DFW). This line-maintenance base will be instrumental in enhancing PSA's reliability to the operation and customers.

An important part of American Airlines network

As a wholly-owned subsidiary of American Airlines and operating under the American Eagle brand, PSA's regional operation is an integral piece of American's global network, providing reliable and convenient service from smaller and medium-sized communities into American's hubs from their five bases. PSA operates the largest schedule of any carrier out of DCA, with more than 100 daily departures and is also the leading regional operator in Charlotte.

About PSA

Headquartered in Dayton, Ohio, PSA has a robust workforce spread across a network of crew bases and maintenance facilities, mostly along the east coast. PSA has a history of growth and focus on the future that goes back to 1995 when they changed their name from Jetstream Airlines International to PSA Airlines, Inc. At the time, they were a US Airways Express carrier, and the fleet was changing from Jetstream 31s and Brasilias to an all-Dornier operation.



PSA has more than doubled in size since 2014.

In 2003, the airline started a new era with the transition to an all-jet fleet, starting with Bombardier CRJ-200. Soon after the delivery of the first CRJ-200, they began adding CRJ-700s. The first CRJ 900 to join the fleet was delivered in 2014.

In 2015, PSA began operating as an American Eagle carrier following the merger of American Airlines and US Airways. Led by President and CEO Dion Flannery, PSA more than doubled in size from 2014, supporting their growing fleet of CRJ 700s and CRJ 900s. Currently PSA has close to 5,000 team members, including nearly 2,000 Pilots.

The PSA way with a focus on diversity

The aviation industry focuses on connecting people with different backgrounds, stories, and experiences. PSA's purpose revolves around using these unique opportunities to make a positive difference in the lives of each person their team members interact with every single day. They are

dedicated to creating a strong team of diverse people with different strengths, expertise, and backgrounds.

To accomplish this, PSA is focused on building and fostering an environment that supports their team and customers. The PSA Way is and the foundation that fosters stability, growth, and a focus on the future. PSA team members are driven in their goals and achievements, eager to be better. They are reliable to one another and accountable for their actions. They are caring in their daily interactions, with teammates, colleagues, and customers. Above all, they put safety first and stay united by their responsibility to each other, their customers, and the company. The PSA Way is the foundation for the types of individuals who thrive at PSA.

As a driven, reliable, and caring organization, PSA proudly supports programs that help those in need, such as the American Cancer Association, Toys for Tots, the USO, Honor Flight, Gary Sinise Foundation Snowball Express, It's Cool to Fly American, and 4PAWS for Ability.

PSA is proud of being named a Military Friendly Employer by Victory Inc., an organization that helps transitioning military members find civilian careers. This is the fourth straight year PSA has received the distinction.

Your career starts now

With industry-leading compensation and investments in their people, training and the future, there's never been a better time to fly for PSA. Interested candidates can visit www.psaairlines.com for more information and to apply.



Aero Crew Solutions is a group of professionals committed to providing you outstanding service to solve your employment needs. We do this by hosting job fairs throughout the United States. We also provide various career services that include career consulting, application review, interview prep and résumé services.

Career Services

Application Review

Career Consulting

Résumé Critique

Interview Prep