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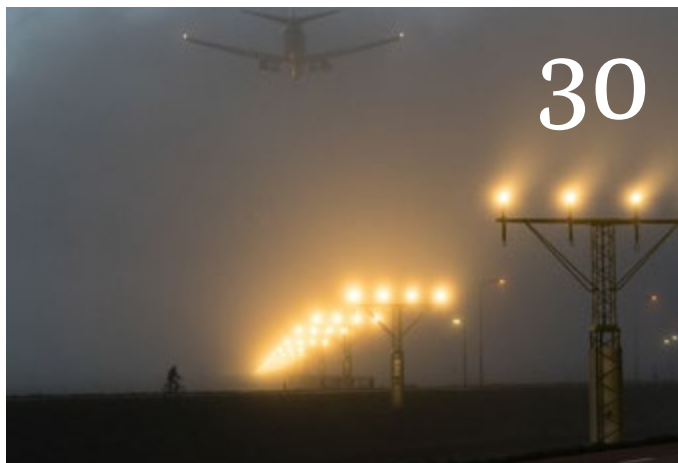
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As the ripple effects of this pandemic continue to create turbulence in every area of our daily lives, we understand that you and your loved ones are uncertain about the future of your career, your goals, and your financial security. Whether you're just starting your career, are beginning to plan for retirement, or are somewhere in between, it's likely that the challenges facing the aviation industry are leading you and your family to plan for changes in your income and lifestyle.

It's perfectly normal to be concerned, and we want to support and provide you actionable resources during this difficult time. **Visit raa.com/turbluence** to access checklists, budgeting tools, economic calculators and more.

Over 30 years ago, the pilot-founders of RAA saw the need to provide highly specialized financial services to their colleagues in the airline community. At the time, there were many financial advisory firms to choose from, but none that focused on the unique needs, desires, and challenges that come with a life spent flying the line. Serving our friends and colleagues in the airline community is why we are in this business, but how we carry on this legacy is just as important. Times of crisis and turmoil such as this are when we feel we can add the most value and we're here to answer any questions you have.



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NEW NORMAL

COVID-19

Dear readers,

“The new normal” is a term we hear often, but quite frankly, it’s a term I don’t like. We are all eager for our familiar way of life to return, but now, we have this new normal. When might we expect to revisit crowded airports, EDCT (estimated departure clearance times), ground delays or shut-downs forcing holding patterns? I don’t know about you, but I long for the days of oversold flights and ticket agents offering vouchers for passengers to take later flights.

The hope is that this “new normal” is short-lived and we will return to the what we used to know, or more likely, a new comfortable normality in which we can all breathe fearlessly. To paraphrase one airline’s old ad campaign, “Let us be free to move about the planet.” None of us like what we’re going through or the sacrifices we have to make, but if complying helps, I will gladly do that and more. Personally, I’ve been through a lot of rough times in my life, and there is one phrase that always helped me endure, “This too shall pass.”

Best regards,

Craig D. Pieper

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 First Officer 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.

July 2020

July's FEATURE was an examination of trendlines for air travel. We examined data, made a few charts to depict our findings and provide the good with the not-so-bad news. Read our publisher, Craig Pieper's piece titled, Aviation Recovery Forecast. In FITNESS, Reini Thijssen provides strategies to help you cultivate greater resilience, a quality we need as we face anxiety and uncertainty. Be sure to check out the valuable advice in this month's MONEY column by Michell Yates that specifically addresses strategies for dealing with a reduction in income. We welcome a new contributor to our PERSPECTIVES column. Sergio Sovero writes about pilots' self-assessment and its value in honing one's ADM. Anthony Lorenti continues to inform us about radar with his SQUALL LINE weather piece titled What are You Looking at? If you find yourself pondering what to do with more downtime on your agenda, drop us a line about what you have read in Aero Crew News, what you'd like to see us include in future issues or any other related topic on your mind. We welcome your contributions and comments at info@aerocrewnews.com.



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United Extends Mask Requirements to Airports

Passengers who refuse to wear masks at the airport are subject to a ban on flying United

United Airlines today announced that customers will be required to wear a face covering in the more than 360 airports where the airline operates around the world. This includes United customer service counters and kiosks, United Club locations, United's gates and baggage claim areas. If customers refuse to comply, they may be refused travel and banned from flying United at least while the mask requirement is in place. This will be effective for all customers traveling on and after July 24 regardless of when their ticket was purchased. United also will strengthen its mask exemption policy by only excluding children under the age of two. If a passenger believes that there are extraordinary circumstances that warrant an exception, they should contact United or speak to a representative at the airport.

In early May, United was the first major U.S. airline to require flight attendants to wear a face covering and later extended that policy to all customers. And in June,

the airline was among the first U.S. carriers to say it would suspend flight benefits of passengers who refused to comply while onboard.

“The most important thing any of us can do to slow the spread of the coronavirus is to simply wear a mask when we’re around other people,” said United’s Chief Executive Officer, Scott Kirby. “A mask is about protecting the safety of others, and I’m proud of the aggressive and proactive steps United Airlines has taken to ensure people are wearing a face covering in the airports where we operate and onboard the aircraft we fly.”

United will post signage throughout the airport to reinforce this new policy and employees will first give a customer a verbal reminder and offer a free mask to any customer who is not wearing one. If the customer refuses to comply, United employees will offer the customer a reminder card that outlines the company’s face covering policy. Continued non-compliance could result in a refusal to transport and the customer could also be banned from flying United at a minimum while the mask requirement is in place.

United’s face covering policy was created under the guidance of United’s on-staff corporate medical team, public health officials and experts at Cleveland Clinic.

“United’s extended face mask policy adds another layer of protection for travelers, even before they board an aircraft,” said Dr. James Merlino, Chief Clinical Transformation Officer at Cleveland Clinic. “Wearing a face mask is an incredibly simple measure that we all can take to help slow the spread of COVID-19. They act as a barrier to keep respiratory droplets from entering the air, where someone else could breathe them in and possibly become infected. The more people that wear masks, the less risk there is of others being exposed to the virus.”

United will inform customers of its updated face covering policy at numerous points in the travel journey including:

- Online and in the United app when a customer

books a ticket.

- At check in as part of United’s “Ready to Fly” checklist, which asks customers to certify that they have not been in contact with someone who has tested positive for COVID-19, have not exhibited symptoms and are willing to comply with the company’s face covering policy. Customers who cannot or do not meet these requirements will be given the option to rebook their travel.
- New airport signage in terminal and gate areas.

Onboard, customers are expected to wear a face covering for the duration of the flight, except when eating or drinking. Customers who refuse to comply with the onboard policy could be refused travel and banned from flying United at least while the mask requirement is in place.

This new policy is part of the airline’s United CleanPlus program, an effort to put health and safety at the forefront of the entire customer experience, that includes a mandatory mask policy, electrostatic spraying, touchless check-in capabilities and a first-of-its kind, pre-boarding health self-assessment for passengers.

Limiting Number of Passengers on Board

The airline is also taking steps to limit the overall number of people on board and separate customers wherever possible. United switched to a larger plane 66 times a day in May and June, for a total of more than 4,000 flights during those months, creating more space onboard. As a result, the airline’s consolidated average seat factor – or the percentage of occupied seats including customers and non-revenue passengers – was 38% in May; 57% in June and is expected to be about 45% in July, with less than 15% of flights operating with more than 70% seats filled.

When United flights are less full, the airline's advanced automated seating tool assigns seats in a way that maximizes the space on board – and the distance between customers. And since May, United has been contacting customers via email and through the United app – as much as 24 hours in advance – if their flight is expected to be more than 70% full and gives them options to switch to different, less full flights for no additional fees. Customers also have the option to cancel their flight and receive a credit for future travel. To date, the overwhelming majority of customers choose to keep their travel plans the same.

United is focused on delivering a new level of cleanliness on the ground and in the air. In addition to the vital initiatives mentioned above, several of the airline's precautionary measures to further ensure a cleaner environment include:

At Check-In

- Implementing temperature checks for employees and flight attendants working at hubs and other airports throughout the airline's system
- Installing sneeze guards at check-in and gate podiums
- Promoting social distancing with floor decals to help customers stand six feet apart
- Becoming the first airline in the world to roll out touchless check-in capabilities for customers with bags

At the Gate

- Disinfecting high-touch areas such as door handles, handrails, elevator buttons, telephones and computers
- Providing hand sanitizer and disinfectant wipes
- Rolling out Clorox Total 360 Electrostatic Sprayers in select markets to disinfect gate areas at United's hub airports
- Enabling customers to self-scan boarding passes
- Boarding fewer customers at a time and, after pre-boarding, boarding from the back of the plane to the front
- Introduced real-time seat assignment update text and email notifications to further United's touchless airport experience

On Board

- Using electrostatic spraying to disinfect most aircraft prior to flight
- Disinfecting high-touch areas – such as tray tables and armrests – prior to boarding
- Reducing contact between flight attendants and customers during snack and beverage service
- Deplaning in groups of five rows at a time to reduce crowding
- Providing onboard items including pillows and blankets upon request



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Delta Air Lines & Lysol

Delta Air Lines teams up with RB, the maker of Lysol®, to advance Delta Care Standard and disinfection protocols

Delta is partnering with RB, the makers of Lysol®, to drive greater confidence in travel by innovating cleaner more hygienic experiences for customers and employees, alike. The partnership will pair Delta's strength in safety and operational rigor with Lysol's 130 years of germ-kill expertise and innovation to continue improving upon Delta CareStandardSM protocols launched during the COVID-19 pandemic across Delta airport locations and on board our aircraft.

Keeping surfaces clean is one of the areas the Delta CareStandard focuses on, along with giving travelers more space, cleaner air and providing safety and personal care from check-in to baggage claim, and every point in between. Together, Delta's newly established Global

Cleanliness division and Lysol will strengthen current Delta CareStandard cleanliness efforts and create the gold standard across touchpoints through:

Breakthrough Disinfection Innovation: Delta and Lysol will work together to gather insights on consumers'

travel experiences to help inform the development of new, innovative disinfecting solutions for both the airport and onboard experience. We will also work together to identify and address ongoing germ-related travel concerns for customers. One of the first areas of focus will be developing breakthrough airplane lavatory solutions to help kill germs and protect customers and crew.

Disinfecting Protocols and Best Practices:

Microbiologists and germ-kill experts from Lysol will coordinate with Delta Global Cleanliness team to develop protocols for disinfection that will help protect customers against illness-causing bacteria and viruses in high-traffic areas where customers are most concerned about germs including departure gates, aircraft lavatories and Delta Sky Clubs. Delta will also deploy Delta Care Carts including EPA-approved disinfection products recommended by Lysol, making it easier to disinfect large seating areas and countertops more frequently.

Lysol Products: Lysol will provide products to Delta, including Lysol Disinfectant Spray and Lysol Disinfecting Wipes, to be used with disinfecting protocols recommended by Lysol on high-touch germ hotspots across Delta areas from check-in to baggage claim.

The US Environmental Protection Agency recently approved both Lysol Disinfectant Spray and Lysol Disinfecting Wipes among the first to test effective against the novel coronavirus when used as directed on hard, non-porous surfaces.

“There’s no finish line for cleanliness – there’s always more we can do to innovate and elevate our already-high standards because that’s what our customers and employees expect and deserve,” said Bill Lentsch, Delta’s

Chief Customer Experience Officer. “The experts at Lysol share our drive for innovative, continuous improvement – they’re the best at their craft. That’s why we’re excited to get started on R&D to target germ ‘hot spots’ and cement the Delta CareStandard as the industry gold standard – so customers feel confident in choosing Delta as more people return to travel.”

“Our collaboration with Delta is exciting because they have clearly demonstrated great leadership, care and commitment to cleanliness and innovation across their customer and employee touchpoints. Our shared vision to create breakthrough solutions within our industries, while bolstering current disinfection protocols will support Delta customers in feeling confident when they travel,” said Rahul Kadyan, E.V.P., North America, Hygiene, Lysol. “At Lysol, we’re committed to offering products and providing germ-kill expertise as defined by our purpose, which is to protect, heal and nurture in the relentless pursuit of a cleaner, healthier world.”

Delta also recently announced a collaboration with Mayo Clinic to provide additional COVID-19 infection prevention and control measures for travelers and employees. This includes guidance on an unprecedented employee COVID-19 testing program, ensuring that virtually all

Delta employees will be tested in just a matter of weeks via onsite and at-home testing. Mayo Clinic also recommends best practices for employee and passenger safety as part of Delta’s Global Medical Advisory Panel that reviews and assesses Delta’s health and safety policies and procedures on an ongoing basis.



Embraer boosts Phenom maintenance to 800 flight hours

Embraer has announced a revision to the Scheduled Maintenance Requirements (SMR) for the Phenom family of jets. The revision extends the intervals between stops from 600 flight hours and/or 12 months and multiples to 800 flight hours or 12 months and multiples. Most of the tasks with double intervals were also optimized to the longest period.

This is a 33% maintenance interval improvement, which is almost double the industry average. To Phenom series customers, this significant improvement equates to less downtime, lower maintenance costs, a long economic life, and more time in the air.

The improvement was only made possible by the performance of the Phenom fleet over the last decade. More than one year of engineering analysis confirmed that the customers of these aircraft can fully benefit from the high availability of the fleet for their even better convenience and greater flexibility.

“Conceived as clean-sheet designs to be the best in their respective classes, the Phenom 100 and 300 series aircraft were built for high utilization. Now, eleven years after the first delivery, with a fleet of over 900 jets in operation, our customer support and engineering team can reaffirm, once again, that our products are even better than the initial specification,” said Johann C. Bordais, President & CEO, Embraer Services & Support.

The Phenom fleet has accumulated more than 1.7 million flight hours and 1.4 million cycles since the first delivery of the Phenom 100 in December 2008. Embraer’s business jet operators are supported by a proven global services and support organization and its award-winning network of more than 70 owned and authorized service centers, complemented by a 24/7 Contact Center at its headquarters in Brazil.

The Scheduled Maintenance Requirements for the Phenom jets were developed to meet the specific needs of business aviation and are based on the Maintenance Steering Group (MSG-3) methodology. The methodology aims to preserve and restore the inherent safety and reliability levels of the aircraft and to build a knowledge base for design and maintenance improvement. The main benefits of this methodology include higher aircraft availability and overall cost reduction to keep the aircraft in ideal operating conditions.

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RE: LAX—MORE NONSTOPS ON THE WAY!

This winter, we're adding **12 new nonstop destinations from LAX** (for a total of 35), with future growth in Southern California.



Alaska Airlines adds 12 new destinations in 2020 from LAX

New service from Los Angeles includes flights to Florida, Hawaii, Montana and Oregon

Alaska Airlines announced today seven new routes from Los Angeles International Airport (LAX) to further connect its guests between Southern California and key markets around the country, including the first nonstop service from the West Coast to Fort Myers/Naples, Fla. (RSW) from both LAX and Seattle.

The added service builds on five recent additional routes that link LAX to cities across the West for a total of 12 new routes this year. Alaska will fly to 35 nonstop destinations from LAX this winter with a strong platform for future growth. Tickets for all flights are available for purchase at alaskaair.com with fares starting as low as \$39 one way.

The new routes will connect Alaska's guests in Southern California to destinations in Florida (Fort Myers and Tampa); Hawaii (Kona and Lihue); Montana (Bozeman) and Oregon (Eugene and Medford). Service starts on Oct. 1 for the Oregon markets, and between Nov. 20 and December 18 for the remaining destinations.

"LAX is one of Alaska's important hub markets and continues to offer valuable opportunities for selective expansion," said Brett Catlin, Alaska Airlines managing director of capacity planning and alliances. "The addition

of these 12 new routes from LAX along with our upcoming membership in the oneworld alliance sets the stage for future growth."

Alaska will also start new service in November from additional West Coast airports: Seattle-Fort Myers; Portland-Fort Lauderdale; and San Diego-Fort Lauderdale. The added service to Fort Lauderdale complements Alaska's existing nonstop service to Seattle, San Francisco and Los Angeles. Alaska will operate 14 routes between the West Coast and Florida this coming winter.

Alaska's guests can currently connect with the airline's 16 Global Partners at gateway airports on the West Coast, including LAX, to fly to more than 800 destinations around the globe. Flyers can also earn and redeem miles with the airline's highly-acclaimed Mileage Plan program.

Newly Announced Service at LAX:

Start Date	Destination	Frequency	Aircraft
Oct. 1, 2020	Eugene, Ore.	Daily	E175
Oct. 1, 2020	Medford, Ore.	Daily	E175
Nov. 20, 2020	Bozeman, Mont.	Daily	E175
Nov. 20, 2020	Fort Myers, Fla.	4x Weekly	737
Nov. 20, 2020	Tampa, Fla.	Daily	737
Dec. 17, 2020	Kona, Island of Hawaii	3x Weekly	737
Dec. 18, 2020	Lihue, Kauai	4x Weekly	737

Recently Added New Service at LAX:

Start Date	Destination	Frequency	Aircraft
January 2020	Redmond, Ore.	Daily	E175
January 2020	Spokane, Wash.	2x Daily	E175
March 2020	Boise, Idaho	2x Daily	E175
March 2020	Missoula, Mont.	Daily	E175
Sept. 1, 2020	Fresno, Calif.	2x Daily	E175

Newly Announced Service at SEA, PDX and SAN:

Start Date	City Pair	Frequency	Aircraft
Nov. 20, 2020	Portland – Fort Lauderdale	4x Weekly	737
Nov. 21, 2020	Seattle – Fort Myers	4x Weekly	737
Nov. 21, 2020	San Diego – Fort Lauderdale	3x Weekly	737



Is learning to fly still worth it?

WRITTEN BY: KRISTOPHER OLSEN

The other day, Professional Pilots of Tomorrow, a nonprofit organization dedicated to unbiased mentorship for which I volunteer, hosted a webinar on the state of the industry. One member of the audience asked the question, “Should I still learn to fly?” I thought that this question is, in a way, impossible to answer.

Think back to when you were a student pilot. Recall all the stress and confusion that comes with learning to fly while charting a career path. Now, superimpose that onto today’s current affairs where airplanes are considered a primary vector for spreading COVID-19 and airlines are hemorrhaging money. Jobs that were once in abundance are now scarce. International travel seems like a distant memory. Some airlines have closed their doors as whispers of furloughs grow louder.

Would you still learn to fly during these times? My answer would be a resounding Yes! Without hesitation, I can say yes because the all reasons why I learned to fly are still here, with or without COVID-19. So, before anyone decides if now is a good time to learn to fly or not, they must ask themselves what motivates this journey.

I began flying because I grew up around airports.

When a plane flies over I look up. I still enjoy general aviation. The lifestyle pilots enjoy is unique. We can travel the world, enjoy different climates, experience new localities and still have more days off at home than most other jobs. I strongly believe our day-to-day work is more enriching than most other professions. I work with new people all the time, my office has a better view than any highrise and perfecting the art of flying takes constant study. Plus, I get to go outside every day. One of my most appreciated perks is that work doesn’t come home with me – once I clock out, I am free from all obligations.

Simply put, this career lets me experience life outside the normal 9-5 grind. COVID hasn’t changed that. Mind you, I love the airline I fly for, but that airline isn’t what generates my happiness. Even if it were to fold, I could be happy and fulfilled at another carrier. The pay, benefits

and domiciles may change, but the reasons I began have not.

As I think about it, I believe it comes down to this – if you are becoming an airline pilot to become rich, you are playing a lottery. Many pilots do really well, others find that the career isn't as lucrative as they initially thought. If you are joining an airline to have a stable, union job – maybe you should look elsewhere. Most airlines are unionized; however, this industry is extremely cyclical, and your seniority cannot protect you from a shutdown or deep furlough.

If you are looking to becoming a pilot because you want to live and work in the same city for 30+ years, maybe consider another field. Displacements, domicile closures, furloughs and bankruptcies all contribute to the one thing most pilots know well – commuting. We can live anywhere we want, but it is very likely that in a long career you will be forced to move or to commute to work, likely having an effect on your quality of life.

Many people have had long, successful careers with one airline, in one city. However, volatility, uncertainty and the cyclical nature of our industry are threats to our careers. The good news is that pilots can do things to mitigate the risk.

1) If you are learning to fly, don't skip out on getting a degree, ideally in a field that interests you outside of aviation. I have flown with engineers, accountants and lawyers. I know many pilots who are real estate investors/landlords. Having a secondary career to fall back on can be useful when flying opportunities dry up. Many pilots are military reservists or belong to their state's Nation Guard – positions they can rapidly assume if employment in the private sector disappears.

2) Maintain a strong network both inside and outside of aviation. Networking organizations like Professional Pilots of Tomorrow can help you learn about the various airlines in the industry while also affording you the

opportunity to talk with pilots at that airline. Networking can lead to corporate jobs or small instructing gigs if you are on the market. Pay attention to industry changes even in good times.

3) Never think of your past employment as history. If you were a CFI, do not let the certificate expire. Multiple organizations offer a lifetime of free CFI renewals for one fixed price (usually \$100-200). Pay for it and renew every two years. Likewise, no matter what route you chose, ensure that you don't leave any job on bad terms. It is always nice to know your former flight school, charter company, or reserve unit will take you back if you are in a pinch.

4) Live within your means. We can earn a lot in the good years as airline pilots, with captains making well over a quarter of a million at the major airlines. Utilize your company's savings plan, talk to financial advisors and budget yourself. I live a very comfortable life on well under a third of my salary. After a few years you should have a significant nest egg saved.

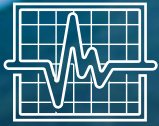
While this list is by no means exhaustive, these few items can help you sleep easier at night with your decision to become an airline pilot or to remain as one. Many of the people I fly with every day understand that this industry is cyclical and they are prepared for the inevitable by aligning their life using the steps I mention above. When you know you are prepared to weather the worst – a multi-year furlough, you won't be nearly as fearful. When you are prepared, you will have arrived at the moment when you truly can enjoy this career.

Yes, I would still learn to fly if I were doing it all over again.



About the Author

Kristopher Olsen grew up in an airline family including pilots, mechanics, flight attendants and air traffic controllers for major airlines and the Federal Aviation Administration. [Read More...](#)



FITNESS



Health in the Time of COVID-19

WRITTEN BY: JOSHUA DILS

This time last year we were all enjoying tremendous growth in commercial aviation and the great quality of life that goes with it. Now many of us find ourselves being downgraded, displaced, facing difficult commutes, or worse yet, on the chopping block. The uncertainty is unprecedented and the stress that comes with all of this can feel overwhelming as we watch our daily routines and lifestyles unravel.

States across the country have had varied approaches to COVID-19 which makes it difficult to plan our lives at work. Some areas with higher case numbers still remain on lockdown with strict social distancing guidelines, while other states are giving society the green light to get back to normal. So, on a typical 4-day, you may find yourself

quarantined one day and dining at a restaurant after a gym workout the next. It doesn't help that this virus affects various populations differently and guidance has been politicized, further driving confusion for necessary precautions.

While these variances create a number of roadblocks to staying healthy at work, we see some opportunity for personal growth in times like this! Change is difficult. Change increases our mental workload and can be overwhelming when trying to plan for food, exercise and travel while taking into account the risk of COVID infection. Now let's take advantage of this to build new habits that will work anywhere, anytime and reduce our exposure.

FOOD The number one complaint I hear from crews is food availability, any food, let alone healthy food. Reliable access to healthy food during travel was already difficult and COVID has amplified this issue. Pack. Your. Food. Some of it. Any of it. Maybe just breakfast by bringing oatmeal – maybe just snacks like fruit and nuts – or maybe fresh food for the first 2 days. Or pack for the full 4-day! Our app, Fit Flyer, has over 50 healthy recipes, with integrated shopping lists to make this process of planning and packing your food pain-free – and the app is free! Additionally, by pre-planning our meals for work or at home, we reduce the amount of time spent at stores and in public, reducing exposure.

EXERCISE What are the latest recommendations? Are gyms safe? Do I need to wear a mask when outside on a run? The science shows there is an aerosol component to this virus and levels of risk depend on a few variables. Nothing will eliminate exposure, but we can still get some exercise while keeping risk to a minimum. When outdoors and maintaining social distance, particles are generally not concentrated enough to pose any major threat unless someone coughs on you. However, heavy breathing increases particles expelled into the air and doing so indoors will increase concentration levels and elevate your risk. Especially since most indoor facilities do not have sufficient HVAC systems to exchange the air at rates that will mitigate concentrated airborne levels and reduce exposure. When we exercise and sweat, we end up wiping

our face more than we should and this can be problematic after touching many common points in a gym setting. The safe bet is to keep your activities outside or in your hotel room as much as possible until we know more about this virus and how it works.

Instead, use this time to focus on activities that are cardio-based like running or cycling outdoors. This could be a great opportunity to try new outdoor sports like mountain biking, surfing, or even golf or tennis. Body weight exercises are another great, overlooked option. They can be done anywhere and act as a great starting point for anyone wanting to get off the couch to start a new regimen. There are many high-intensity interval training (HIIT) and cross-fit routines that are body-weight focused and will challenge even the most elite athletes. My favorite is the “Murph” workout which can be scaled for any fitness level.

STRESS Lastly, how do we handle the stress of uncertainty and get our heads straight? Meditation is a great tool to force yourself to find some quiet, uninterrupted space and breathe, relax, and refocus your thoughts. There are many apps that can help facilitate learning how to meditate. Our favorite is “Waking Up with Sam Harris.” A great segue into meditation is yoga. Yoga helps prep the body and mind for meditation. A side benefit of yoga is improving flexibility and restoring physical balance especially necessary after sitting all day. All this can be done from the comfort and safety of a hotel room.

We are in unprecedented times in our industry and in our society. The best things we can do is support each other, be compassionate and pull through this TOGETHER.

About the Author



Joshua & Lauren Dils Together, they bring over 20 years of travel and fitness experience to provide you professional guidance to stay fit to fly. [Read More...](#)



Making Financial Sense

WRITTEN BY: JAMES C. KNAPP, AIF®, BFA™, CPFA®

To say market activity has been attention-grabbing over the last few weeks would be an understatement. Historic volatility continues, with the Dow Jones Industrial Average officially setting its fastest move from a new all-time high to a bear market (down 20% from the highs) in the 124-year history of the index. It took only 19 days for this to take place, which is far and away a new record.

This Was The Fastest Bear Market Ever

Dow Jones Industrial Average Quickest Bear Markets After A New All-Time High

Date Of Bear Market	Trading Days To Reach New Bear Market
March 11, 2020	19
July 15, 1896	36
October 24, 1929	37
October 19, 1987	38
February 2, 1917	53
October 11, 1990	61
February 5, 1920	67
December 18, 1899	74
May 28, 1962	114
December 12, 1901	128
March 11, 1898	130
August 22, 1966	134
July 2, 2008	184
November 26, 1973	220
March 14, 1907	299
September 17, 2001	417

Source: LPL Research, FactSet 3/11/20

A bear market is when a stock index or security closes 20% or more below a 52-week high.

All indexes are unmanaged and cannot be invested into directly. Past performance is no guarantee of future results.

This Could Be The Fastest Bear Market Ever

S&P 500 Index Quickest Bear Markets After A New All-Time High

Date Of Bear Market	Trading Days To Reach New Bear Market
March 12, 2020	16*
October 28, 1929	30
October 19, 1987	38
May 28, 1962	115
August 29, 1966	139
July 9, 2008	188
November 27, 1973	221
March 12, 2001	242
January 29, 1970	288
October 21, 1957	305
February 22, 1982	310

Source: LPL Research, FactSet 3/12/20

* The S&P 500 could close down 20% today

A bear market is when a stock index or security closes 20% or more below a 52-week high.

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According to BTN Research:

- After closing at an all-time high of 3386 on 2/19/20, the S&P 500 fell 26.7% to close at 2481 on 3/12/20.
- The fall was the 4th drop of at least 15% but was the first decline of at least 20% (the level required to be defined as a “bear” market) that has occurred during the bull market that began on 3/10/09.
- The three other “near-bears” ended on 7/02/10 (off 16.0%), 10/03/11 (off 19.4%) and 12/24/18 (off 19.8%).

This goes along with:

- The bull market for the S&P 500 that began on 3/10/09 is now officially over.
- That bull lasted 131 months (2,756 trading days – one month short of 11-years in duration).
- The S&P 500 peaked on 2/19/20 at 3386, gained +529% (total return) or an annualized gain of +18.3% per year (total return), and set 255 all-time closing highs.
- It was the 11th (and longest) bull since the end of

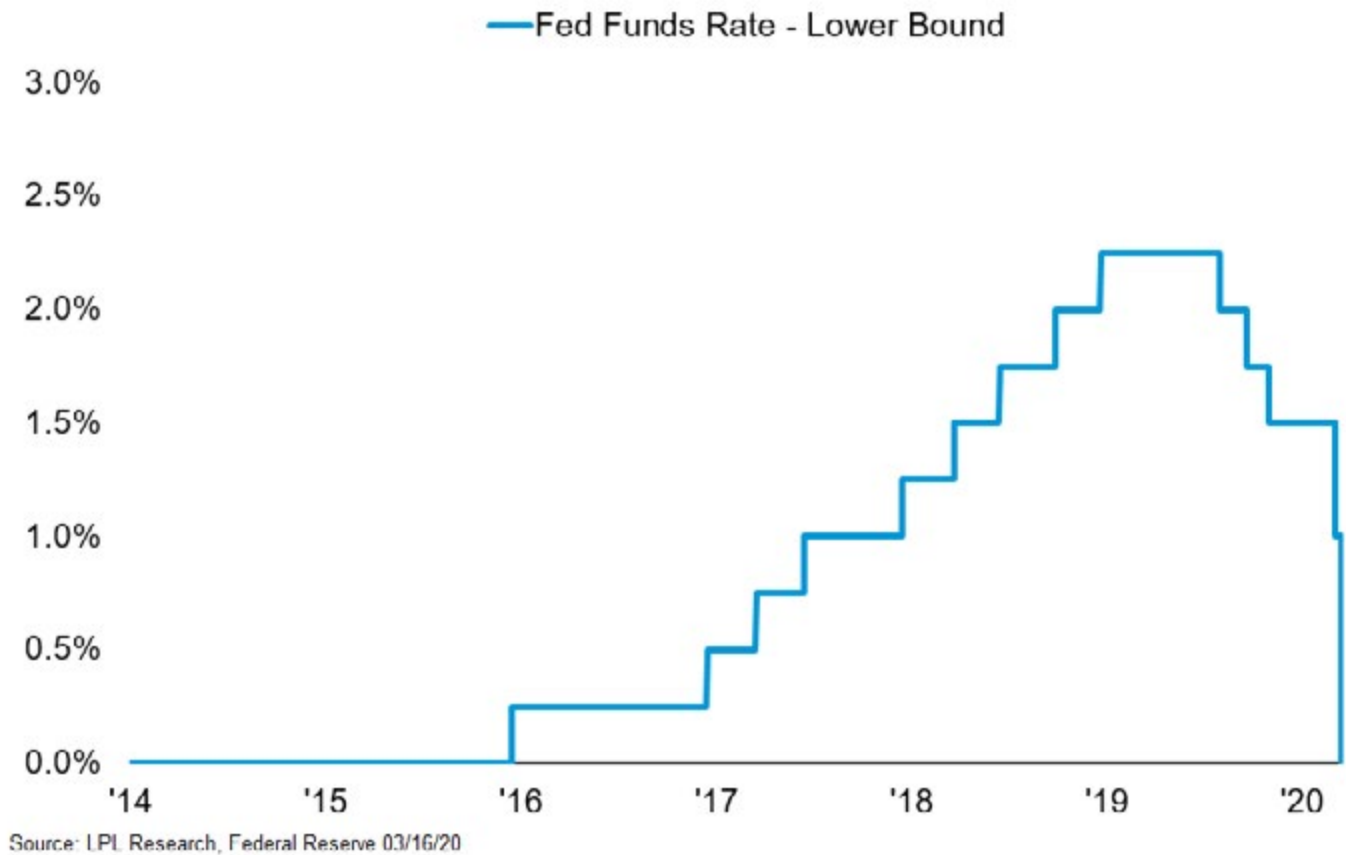
WWII, producing the second largest overall gain.

The Federal Reserve (Fed) surprised markets by holding its March 17 scheduled meeting a few days early and introduced a wide range of provisions. Those provisions are intended to add liquidity, increase credit availability, lower the cost of borrowing, and eventually support the economy’s recovery from the impact of COVID-19.

Usually, Fed actions are fundamentally about setting the level of interest rates, and the Fed certainly made a statement there. As shown in our LPL Chart of the Day, the Fed lowered its policy rate a full 1% to a range of 0 to 0.25%, the first time the Fed has made a move that large in a single meeting since the savings and loan crisis of the 1980s. The policy changes to increase liquidity and relieve funding stress, likely offering a more important short-term impact.

Fed Funds Rate Back to 0%

Federal Reserve Reduces Policy Rate By a Full 1%



The measures to add liquidity included:

- A new quantitative easing program (QE) in which the Fed committed to buying \$700 billion in bonds.
- Making it easier for a bank to use its discount window, a secondary source of funding.
- Working with other central banks to make sure that U.S. dollar demand could be met.
- Temporarily reducing bank reserve requirements to zero.

With the Fed's policy rate now at zero, market participants may also be expressing concern that any future policy impact may be limited. Our view is that we may have come to expect too much from the Fed and other central banks. The Fed has always been very good at creating liquidity when needed (the main reason it was created), and has usually been effective at setting rate

levels, but it cannot change the underlying fundamental cause of recessions.

The Fed, of course, has no influence over the spread of COVID-19 or the immediate slowdown in economic activity that it's causing.

I am often asked how I would suggest navigating this crisis. Here are a few thoughts:

- Get your personal finances in order. The first step is working towards having 3-6 months of expenses in a checking or savings account. The purpose of this is so your family has a liquid backstop in the event it is needed.
- Work to pay-off any and all debts. Lessening the total balance(s), you will likely feel an increased sense of calm should find yourself in an unfortunate situation.
- Increase your personal saving rate to the highest level you can afford. A high savings rate will allow

Bear Market Recoveries

S&P 500 Index Length Of Time To Recover From A Bear Market

Month of Peak	Month of Low	Length of Bear (Months)	% Decline	Length of Recovery (Months)	Recession?
August-56	October-57	14	-22%	11	Yes
December-61	June-62	6	-28%	14	No
February-66	October-66	8	-22%	7	No
December-68	May-70	17	-36%	21	Yes
January-73	October-74	21	-48%	69	Yes
September-76	March-78	18	-19%	17	No
November-80	August-82	21	-27%	3	Yes
August-87	December-87	4	-34%	20	No
July-90	October-90	3	-20%	4	Yes
July-98	August-98	1	-19%	3	No
March-00	October-02	31	-49%	56	Yes
October-07	March-09	17	-56%	49	Yes
April-11	October-11	6	-19%	4	No
September-18	December-18	3	-20%	4	No
February-20	March-20	1*	-30%	?	?
Average For All Bear Markets		12	-30%	20	
Average Bear Market (In Recession)		18	-37%	30	
Average Bear Market (No Recession)		7	-24%	10	

Source: LPL Research, CFRA FactSet 3/17/20

* The current bear market is still active

A bear market is when a stock index or security closes 20% or more below a 52-week high. For this analysis, we take liberty with this and included 19%.

All indexes are unmanaged and cannot be invested into directly. Past performance is no guarantee of future results.

The modern design of the S&P 500 index was first launched in 1957. Performance before then incorporates the performance of its predecessor index, the S&P 90.

you to have funds pre-designated when you feel there is an opportunity.

- Continue to educate yourself on the market and personal finance matters. This can be relatively easy in this day and age. There are many reputable and respected online websites offering free educational tutorials. Take an online adult education class through a local college offering financial knowledge.
- Put this knowledge into action by forming your own beliefs and processes for navigating towards your financial independence. This all works to avoid making an emotionally driven decision.
- Should you NOT have the TIME, KNOWLEDGE and DESIRE to do the above, please seek someone who can help guide you.



About the Author

James C. Knapp founded Knapp Advisory Group to help professionals and retirees make informed decisions with their financial affairs. [Read More...](#)

The Knapp Advisory Group is here to be your resource in your quest for financial independence. Contact us at 314-323-7094 or 913-544-1509 or via email at JAMES.KNAPP@KNAPPADVISORY.COM.

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The Standard & Poor's 500 Index is a capitalization-weighted index of 500 stocks designed to measure performance of the broad domestic economy through changes in the aggregate market value of 500 stocks representing all major industries

The Federal Reserve Federal Funds Rates (Fed Funds) is the weighted average interest rate at which banks lend each other funds held at the Federal Reserve.

The Dow Jones Industrial Average is comprised of 30 stocks that are major factors in their industries and widely held by individuals and institutional investors.



Heat Bursts!

WRITTEN BY: ANTHONY LORENTI

HEAT BURST

A heat burst is an extraordinarily rapid increase in temperature. Though rare, they often occur at night and can be accompanied by ferocious winds. In one case, the surface observation temperature increased 15 degrees in 20 minutes. If that doesn't get you thinking, maybe the 90 MPH wind gust recorded in another heat burst will get your attention.

Simply, heat bursts occur as the result of the downdraft dominated decaying thunderstorm. There are specific meteorological conditions that need to exist in order for a heat burst to occur. (I will leave the technical explanation of a Heat Burst to the NWS and the link that I provided above.) What I want to bring to your attention is the application of that knowledge of a heat burst has to your flying and decision making.

It's in the A.T.I.S.

You're on your last leg into KMCI. It's midnight and you left EWR late! You're tired. Fortunately, the weather in Kansas City is VFR. The ACARS ATIS comes across with nothing notable, VFR as you thought, and you continue. Ten minutes later, a new ATIS pops up. You notice the temperature is 15 degrees warmer than was previously reported. You pay this no mind. Obviously, it's a typo. You also missed that this ATIS was a

SPECIAL! You get another ACARS ATIS (another SP) with the winds showing 58 kts, and you laugh. It's good VFR, no synoptic or even mesoscale weather features are around your destination. This is all wrong. Or is it? Just keep going!

Tonight, you also happen to be stretching out your fuel a little bit. You're going to land right at reserve. So what! The weather is good and on a night like this, you don't need to be ultra conservative.

You're about to find out that there were no typo's in the ATIS. It was all real.

News Flash!

The temperature really did go up 15 degrees along with an uptick in the winds to 58 knots. And guess what? Because of your fuel, you're landing in Kansas City tonight. Like it or not. You will probably not like it!

Missed opportunity!

When you started receiving the ATIS, you were still 40 minutes out and still on with en-route center. You were also right over St. Louis. Nobody thought to tell you and you certainly didn't ask, "What's up with the Kansas City weather?" Why would you? The ASOS was obviously malfunctioning. Now that you're closer to MCI than STL, your hand has been forced to land. If you go missed, you're in a bit of a pickle.

The Moral of the story?

Know about the existence of heat bursts. If a dissipating thunderstorm is near an airport of intended operation, beware! I know you are already privy to this notion of caution as it pertains to thunderstorms and proximity to airports. This is one of the reasons why the guidance we receive as pilots exists. But be extra careful in this regard.

A heat burst is the downdraft or outflow from a thunderstorm. You could also think of it as a gust front. I'd

also suggest a micro- or macro-burst in the neighborhood.

A heat burst achieves its status by the increase in temperature. This increase in temperature is a red flag to the potential of extreme winds. Said another way, this increase in temperature is a precursor to what might come next which might include:

- Wind shear.
- Moderate or greater turbulence.

Heat burst scenarios are said to be rare. Their onset is not typical of how we interact with thunderstorms proximal to airports of operation. We are all aware of the hazards of an approaching storm and one that is building. But are we alert and attuned to dissipating thunderstorms? Can you see a thunderstorm when it no longer has lightning and is just green on the radar? That's a serious question.

The scenario I presented was approximately what happened to me a few years ago. Fortunately, I verified that the weather was indeed real. And thankfully, the winds abated before our approach. But alas, had things not improved, my hand would have been forced under precarious conditions. The good news was that I had some knowledge and understanding of what was happening. The first officer was not nearly as excited as I was!

Be aware of heat bursts, their implications to your decision making and pay very close attention to ATIS reports that seem out-of-whack when it comes to temperature and winds. Give these "errant" METARs merit and ask questions of ATC and dispatch.



About the Author



Anthony Lorenti is an ATP, CFI, Fire Fighter and EMT with a Bachelors degree in Business Management. [Read More...](#)



IFR Alternate Requirements

WRITTEN BY: SERGIO SOVERO

Federal regulation 14 CFR 91.169 is a key regulatory requirement pilots are mandated to follow during the planning stage of an IFR cross-country. Due to its complexity, it has become a commonly shared weak area for a number of students preparing for the Instrument Practical Test. Poor understanding, but mostly lack to attention to detail can potentially lead to a violation of FAR 91.169. In order to ensure compliance, the pilot is expected to carefully examine multiple sources in a logical sequence. Rushing can certainly result in overlooked items. With that in mind, what is intended here is to provide a more in-depth explanation of the aforementioned regulation, while clarifying any uncertainties you may have about it.

One question that should be asked during the planning process of an IFR cross-country is – Do I need an alternate today? 14 CFR 91.169 (b) (2) (i) states that an alternate airport is not required if “for at least 1 hour before and for 1 hour after the estimated time of arrival the ceiling will be at least 2000 feet above the airport elevation and the visibility will be at least 3 statute miles.”

To help remember those conditions of the rule, use “1-2-3 ” as great memory aid. In addition, if the destination airport does not have a published IAP, an alternate must be filed regardless of the forecasted weather (14 CFR 91.169 (b) (1)).

Approved sources of weather forecasts for the purposes of alternate requirements are:

A. Terminal Aerodrome Forecast (TAF) is considered a primary source. According to the 2010 AC 00-45G "Aviation Weather Services," a TAF is a concise statement of the "expected meteorological conditions significant to aviation for a specific time period within five statute miles (SM) of the center of the airport's runway complex (terminal)." Consequently, referencing a TAF as a "forecast source" when the alternate field is more than 5 miles from the nearest TAF station would be invalid. This is when an Area Forecast must be used.

B. Area Forecast (FA) for use when the destination airport is not covered by a TAF.

In the process of selecting alternates, there are multiple sources to carefully examine before making the final decision. It is always recommended to be on the conservative side when questioning the legality of selecting a particular airport as an alternate. Organize your thoughts by first looking at published instrument approaches for the proposed alternate. If there aren't any, 14 CFR 91.169 (c) (2) outlines that you can still file that airport as long as the ceiling and visibility forecasted allow a descent from the MEA, approach, and land under basic VFR. If conditions do not warrant such a maneuver, you must think about "standard alternate minimums:"

- If there is a precision instrument approach available at the alternate airport, the ceiling must be at least 600 feet and the visibility 2 statute miles that airport to qualify as a valid alternate (14 CFR 91.169 (c)(1) (i) (A).
- If there are only non-precision approaches, the requirements are slightly higher: 800 feet and 2 statute miles of visibility (14 CFR 91.169 (c)(1) (i) (B).

Once again, those are standard alternate minimums. Most airports do not have standard minimums. The pilot shall refer to each of the published instrument approaches available at the alternate airport and look for specific non-standard minimums:



Alternate minimums not standard. Civil users refer to tabulation. USA/USN/USAF pilots refer to appropriate regulations.

At the same time, the pilot should look for an "NA" symbol on the top left corner of the notes section of the approach procedure. This symbol (NA: Not Authorized) essentially means that the pilot cannot use that specific approach for alternate purposes. A representation of the referred symbol is included below:

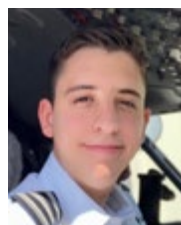
Always remember, the forecasted weather is not the sole factor that comes into play when deciding the



NA Alternate minimums are Not Authorized due to unmonitored facility or absence of weather reporting service.

legality of the alternate. Specific aircraft manufacturer's specifications and limitations are elements to be considered as well. For example, the manufacturer might require the alternate airport to have approaches other than RNAV. Make sure to look in your aircraft AFM or POH for specifics. Also, remember to look for NOTAMS, not only at the destination, but also at the proposed alternate airport and ensure that the navigation aid linked to the instrument approach that will back up your alternate decision is fully operational (such as the localizer, glideslope, VOR, NDB, etc.). Failure to review NOTAMS before every flight would not only be in violation of 14 CFR 91.169 because of the aforementioned reason, but also of the Preflight Action requirements (14 CFR FAR 91.103).

To conclude, keep in mind that even if you are not legally required to file an alternate, you should, as a safe and prudent pilot, become familiar with possible alternates available. Always have a back-up plan. Meteorological conditions are subject to change and cannot be always accurately forecasted. Having a plan-B will enhance your situational awareness, decision-making skills and, ultimately lead to a successful outcome in the event that the flight cannot be completed as planned.



About the Author

Sergio Sovero is a First Officer for a US major airline, Gold Seal CFI, AGI, IGI and currently pursuing his MBA in Aviation. [Read More...](#)



Career Vectors

Dreams turn into goals turn into reality

WRITTEN BY: JESSICA RICHARDSON

My dad earned his private pilot certificate three months before I was born, and one of the first people he took up in the airplane was my mom, who was six months pregnant with me. I joke that I consider that to be my first airplane ride.

My father flew as a hobby and logged almost 100 hours before he set flying aside to raise me and my eight siblings. By the time I had my first airplane ride that I could actually remember, I was about ten years old. My dad was no longer current, so he had a friend of his take my sister Leah, my dad and me up. Three things I remember from that flight were flying over our house, getting a headache from the headset and seeing the sun reflected off Lake Michigan.

Growing up, we went to a few local airshows here and there and my dad had a model airplane in his office. It wasn't like I was constantly surrounded by aviation, but I always had a little tug at my heart when I'd see an airplane. I specifically remember one fly-in I attended as a little girl and I felt that tug upon seeing the tail of a Cessna. I still love airplane tails!

I wished so much that I could learn to fly. I was sure I was capable, but it was unaffordable. I never saw flying as a career so I couldn't justify spending so much money on a hobby. So I stuffed this dream, rarely talked about it, and didn't think much about it because if it weren't going to happen, I wasn't going to make myself sad thinking about it.

I often accepted things as they were and didn't push to ask questions or to get out of my comfort zone. In my late twenties, I was learning to "dream bigger." One weekend, I went to a retreat in Tennessee that had been organized by my mom. My job was to take care of the sales table. One evening, I struck up a conversation with a lady, Lisa Brackmann. I asked what she did for a living. "I'm a pilot for Delta," she said, like it was no big deal.

On the inside, I was bursting with excitement and questions. Outwardly, I did manage to ask a few. Of course, I thought what she did was super cool so I asked her what it was like. I told her I'd always wanted to fly but

couldn't afford it. She asked if I had heard of the Women in Aviation, International (WAI) organization and the scholarships it offers. I didn't even know it was a thing! She promised to send me some of their old magazines when she got home. Not only did she do that, she included \$45 to pay for a membership, if I wanted!

I figured it couldn't hurt to try, so I became a member and read every magazine that arrived from cover-to-cover. Once scholarships were announced, I applied for three; two that would help with a significant chunk of my flight training and another offered by a really cool watch company that made women's aviator watches. I had seen these watches before and had even pinned the "Jackie in Sunset Pink" model to my Pinterest board noting, "Someday if I'm a rich airline pilot (HA!) I'll get myself one of these."

The scholarship from the Abingdon Company was different than the others. Instead of the standard letter of recommendation and essay, Abingdon asked for creative projects that would help promote the watch company. Plus, instead of flight training money, the company paid all expenses for the winners to come to the annual Women in Aviation conference. At that time, I was doing web and graphic design, so I used my skills and talent to produce downloadable notecards with different aviation sayings, some by women. (If you subscribe to the company's newsletter, the cards are offered about once a year for free.)

Because I had told myself I would only pursue flight training if I got a scholarship, I was disappointed not to have earned one of the flight-training scholarships. But then the watch company's owner, Abingdon Mullin, called to tell me I had won that scholarship! As a bonus, she asked if I'd select one of their watches as part of the award! I already knew which one and I didn't even have to



wait until I was a “rich airline pilot.” Now, I wear my “Jackie in Sunset Pink” every day as a reminder that dreams do come true.

I walked into the annual Women in Aviation conference unsure and shy. I knew no one. In my comfort zone, I had to warm up to people before I felt comfortable enough to talk to them and ask questions. Yet on that occasion, I very clearly remember thinking, “Jessica, this conference is only four days long. If you’re going to get everything you can out of it, you’re going to need to step out of your comfort zone!” So I did, very timidly at first, but those ladies welcomed me with open arms and such enthusiasm that I became bolder and bolder. I met

so many amazing people! Abingdon introduced me to corporate pilots, airline pilots, mechanics, military pilots, and those with every imaginable role in aviation. I walked up and down the expo hall talking with someone at every booth, asking questions. For me, it was life-changing. By the end of the conference, I knew I wanted to try to get my private pilot’s license. Somehow, I’d find a way to fund my quest.

I saved up some money then connected with my dad’s former flight instructor, Ted Cox. Ted was a professional pilot and he taught me to be professional from the beginning. In his mind, close wasn’t good enough, but he was also so very patient with a great sense of humor making flight training fun for me. He’s become like my second dad. He too was very good at pushing me out of my comfort zone but he did so very gently. He believed in me before I believed in myself. I recently read that a leader is someone who recognizes talent in someone and pulls it out. Ted is the definition of a leader! For example, all through training he’d say things to me like, “Now when you’re a flight instructor...” I’d laugh. Me? A flight instructor?! That’s crazy!





At our flying club's cookout about the time I was finishing my private pilot certificate, I asked Ted, "So after my checkride..." I didn't even have to finish the question. Ted knew what I was going to say. He was pumping his arms and saying, "Yes! Yes!" He understood that I wanted to know what was to come next to continue my flight education.

Regrettably, I had to take a year off from training due to lack of funding. During that hiatus, I became involved with my local flying club, with the Ninety Nines, applied for every scholarship I could, and worked three jobs trying to save money for my instrument rating.

Just a couple of months after earning my private, Ted and I were putting away the airplane after practicing some crosswind landings. I was so happy to hear it when Ted told me that the club was going to do another free Private Pilot Ground School that year. Another club member,

Jim, had taught this for years including the one I had attended the year before. Ted told me that due to some personal circumstances, Jim wasn't going to be able to continue conducting the class. Then Ted asked, "Would you like to teach it?"

On the inside so many questions were going off. How could I? I'm not an instructor! But Ted asked if I wanted to! Did I? I was scared. I'd have to stand up in front of a bunch of guys and teach them how an airplane engine works when I was sure they knew a lot more about engines than I. Part of me wanted to say no, but a smarter part of me knew this was another growing moment. Then Ted added, "I'll be there at the classes to help you if you need it. Think about it and let me know."

I took the challenge and it brought me a whole new level of confidence – in my own knowledge, and in my ability to teach it. I taught another course or two after that one. Now, other members volunteer their time to keep it going. Later when I studied for my flight instructor certificate, the ground and oral portions were so much easier because I already knew how to teach them.

That same year, I had heard about an aviation camp for kids that another airport held. I thought it was such a cool idea and wished someone would launch one at KRCR, my home airport. Then Ted came back from La Porte one day where he had seen that aviation camp and told me how cool it was. "If you organize something like that here, I'll help!"

Again, I was both excited and scared! I would have been more than happy to support such an endeavor and to

put in work, but the thought of being the one to organize an event like that seemed daunting. I thought the worst, “What if no one showed up?”

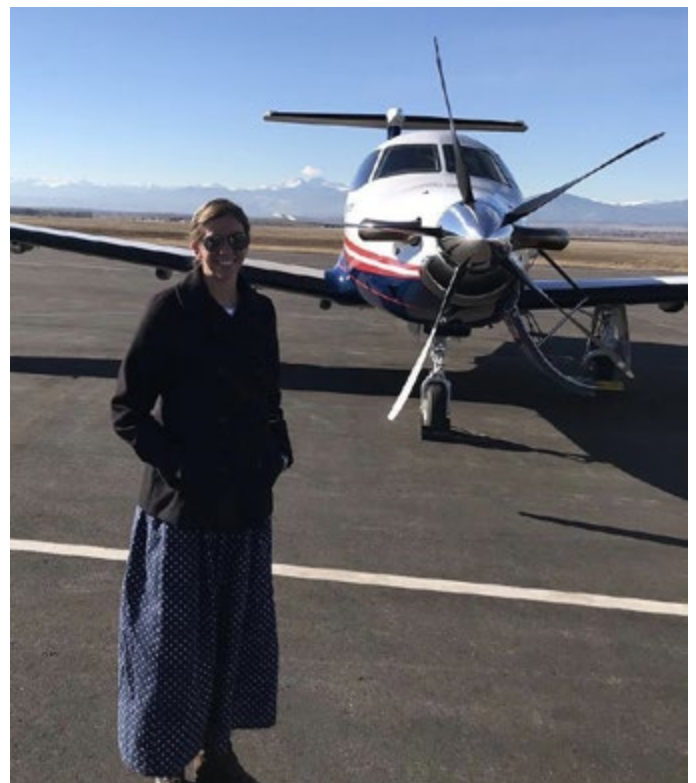
Once again, I knew I had to try even if no one showed up. I would know that I had tried and that mattered. After developing a program and calculating how much money we’d need, Ted suggested I approach the airport board to ask if they’d consider being a sponsor. So, I presented my plan and was shocked when they gave me a budget that was three times what I thought I needed. Through this project, I learned that people are looking for opportunities to help. They are happy to help. They want to help. Our aviation camp has now been held three years in a row, and likely would have been held again this year had it not been for the COVID-19 pandemic.

One big year for me was 2017. I won three scholarships, funding my instrument rating and most of my commercial. Because of the scholarships, I was able to fly cross-country from Rochester, Ind. to Dallas, Tex. in a Piper Cherokee. I needed to build time for my commercial license and I had always wanted to do a real cross-country trip. I learned about planning fuel stops, diverting for thunderstorms and flying into busy airspace. On one occasion during the trip, a rainbow appeared in front of me then appeared behind me. I like to think I flew under a rainbow.

That year, I also began flying a PC12-NG. Its owner had bought this plane when I was still working on my private license so had seen it often and would stop whatever I was doing to watch it taxi. I had thought how cool it would be to go along on a flight. I had never dreamed of flying it. I didn’t know the owner and he didn’t need a pilot, but Ted was his long-time friend, and one day he surprised us by asking Ted to teach me to fly it. I could hardly believe my ears! Though now I fly jets, the Pilatus will always have a special place in my heart. I loved flying around the country

with Ted and the owner, meeting so many amazing people and seeing some beautiful places!

The next year, I won the Amelia Earhart Memorial Scholarship through the Ninety Nines which paid for my flight instructor rating. The next eighteen months were whirlwinds of all the highs and lows that come with flight instruction. I loved my students and teaching so much. I strongly believe that flight training should be as enjoyable as possible. I knew how much I had enjoyed my own training yet I also knew how hard it was, so I tried my best to make it fun. I’ve written so many stories about the adventures I had with my students. There was the time I put a life-sized skeleton in the back of a 172 and we went flying with it. Or the time on a hot summer day when we were practicing landings and I gave my student a simulated engine failure then opened the window. He shouted at me, “Shut the window! You’re causing more drag!” I knew his PIC skills were developing just fine!



Last year, I joined a mentorship program with the Ninety Nines – the Professional Pilot Leadership Initiative. There are three phases; being mentored, belonging to a peer-mentoring group, and in the last phase you mentor someone else coming into the program. I joined because I was undecided about whether I wanted to go the corporate route or fly for the airlines. I loved the bit of corporate I was doing in the Pilatus but the airlines also intrigued me. Finally I decided to try the airlines, and my mentor really encouraged me to start applying right away.

That year, I attended the WAI conference in Long Beach and talked to someone from every regional airline represented. I was influenced by the recruiters at the SkyWest booth but especially by the people attending the conference who also happened to be SkyWest pilots, each of whom seemed to really enjoy their job. Plus, they offered a base I wanted. I decided they were the airline for me.

I did have a couple more hurdles. I needed my multi-engine rating before I could be interviewed. I tried applying for more scholarships, and of course was working like crazy as a flight instructor. I received no scholarships so I just figured I'd have to keep saving and hope that by winter, I could earn my multi- rating.

One day after giving a lesson I saw I had a text from one of the flight school owners, asking me to call when I had a minute. I was a little worried. What had I done wrong?! I called him and was told, "I just wanted to let you know that someone has noticed your hard work and wants to anonymously pay for you to get your multi-engine rating!" I was floored. I couldn't imagine who my benefactor could be. In my shock, I don't know what I said except that I told him to tell that person I said, "Thank you!"



I started right away, and exactly five years, to the day, after my very first flight lesson, I completed my multi-engine checkride. A week later, SkyWest flew me to Salt Lake City for my interview.

Afterward, my friend Sarah and I took a quick trip to Niagara Falls in a Cessna Skyhawk (which is a pretty cool story on its own). On the way back, we had to divert into Erie, Penn. due to thunderstorms. When we landed, I listened to a voicemail from SkyWest telling me that I had a job offer!

My last hurdle was getting my multi-engine hours. I needed a total of 25 hours before I could get a class date with SkyWest. Though 25 is not many, a multi-engine plane is pretty expensive by the hour. Then I met Jim (through Steve, the examiner who had given me my CFI checkride). Jim flew quarterly trips in his Cessna 340 and for a relatively low cost-per-hour, I was able to log 40 hours flying to Spokane, and even into Canada a bit. I learned so much and thoroughly enjoyed learning a new airplane. Jim's brother-in-law Kim was along for the trips as well. He didn't fly but handled Jim's scheduling. One of his favorite things to do was to chat up the pilots until he could tell the pilots thought Kim flew. Then he'd casually say, "Oh I don't fly, she's the pilot!" And then he would snicker at their reactions.



I started training with SkyWest in Salt Lake City on November 24, 2019. Being so far from my friends and family was another growing experience for me. The training was intense. I had been warned of the "fire hose" effect but I'm pretty sure it was more like a busted dam. However, I was impressed with the way SkyWest structured their training, and after a short break around Christmas due to a very bad case of flu, I came back and took my final test and checkride February 19, 2020!

I'd always heard of the possibility of something happening that would affect the aviation industry. Lots of people I'd talked to had dealt with the aftereffects of 9/11 and the recession. I believed them, but I didn't expect it



to hit me right out of the gate. And I am one of the lucky ones. Some of my friends, in classes behind me, couldn't finish their training. Awaiting my IOE was an interesting experience. So many flights were cancelled – a practice that dragged on for several months. But finally on May 29, six years to the day from my first flying lesson, I was signed off!

Remember Abingdon – the amazing lady who gave me the watch scholarship? Of course I've kept in touch with her, and she told me last year that I needed to let her know when I had my first trip because she wanted to be on it! Given the pandemic, that wasn't going to happen, but I still let her know so she could track me. Well, she not only tracked me, she posted on a women pilots' Facebook group I am in, informing those who had been following my story that my first trip was scheduled that day. She provided the flight number and the link to LiveATC.net so they could hear me. I arrived at the hotel that night and was overwhelmed by all the comments of love and support from that community of ladies! They were all celebrating with me!

Remember when I said flight training should be fun? Well SkyWest check airman are just that –most especially Charlie from Salt Lake City. I'd be over in the right seat stressing trying to remember what came next, and he'd be over there in the left seat singing to himself or cracking jokes. It helped me so much. I'd take a deep breath and slow down, then things would go more smoothly after that.

The future is uncertain, of course, but I have hope. Every step has fallen into place right when I've needed it, and I know I am supposed to be where I am right now. I have no doubt that I will be vectored as needed – perhaps not in the way I planned, but it definitely will be another twist in this adventure I find myself on. I've stressed several times throughout this shutdown and I've learned that the best way to handle my flying, and life in general, is to enjoy what I have right now. I cannot believe this gets to be my life.

Every once in a while as I'm doing the walk-around before a flight, I look at the organized chaos of the ramp, the beautiful T-tail on my jet, feel the roar of the jet engines around me, and I have a different squeeze in my heart. Through the many people who believed in me enough to sponsor me through scholarships, instruct me, inspire me, and cheer me on, my little-girl dream has indeed come true!



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