

AUGUST 2024



AERO CREW NEWS

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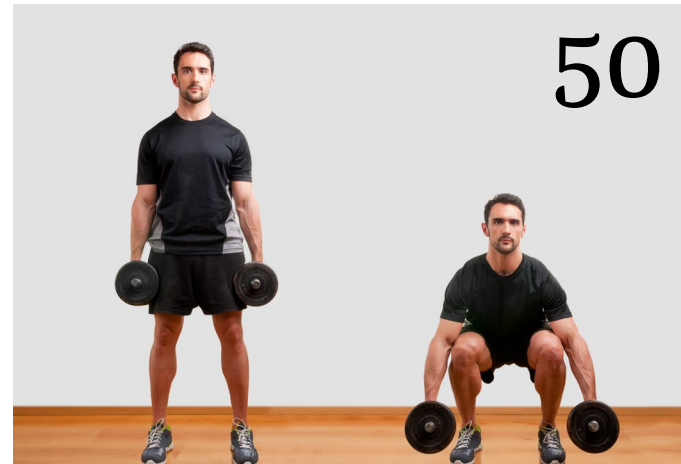
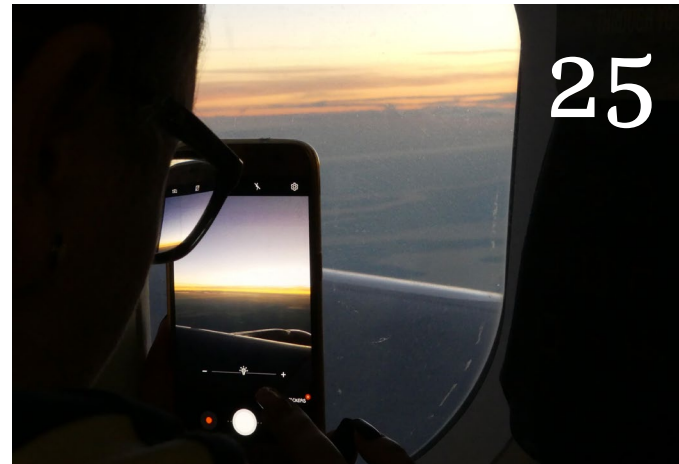


 **EAA AIRVENTURE**
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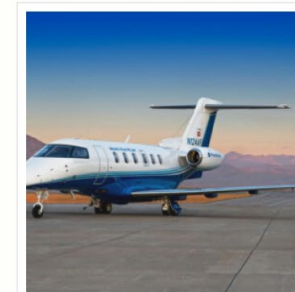
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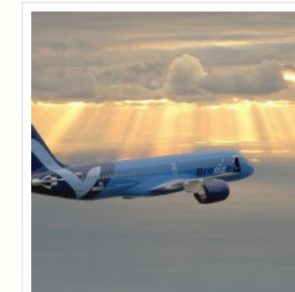
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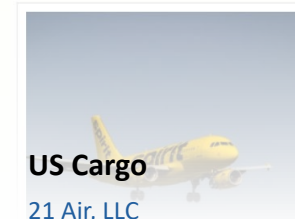
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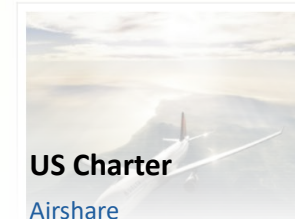
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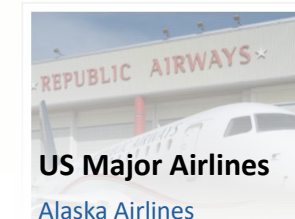
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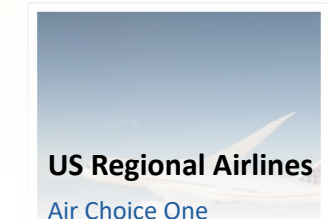
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[Skywest Airlines](#)

[Star Mania Air, Inc.](#)

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](http://www.AeroCrewNews.com/go/thegrid).



Dear readers,

Summer is in full swing with thunderstorms, heavy rain, hail, tornadoes, and IT issues! A couple of weeks ago, on July 19, several airlines and many more companies were affected by a CrowdStrike IT issue. This impacted mostly Microsoft OS PCs, and thankfully, most on the Aero Crew News team runs on Apple products.

This month also marked my first time attending the EAA AirVenture fly-in at Oshkosh. I have to say I wasn't prepared for the massive size and scale of this event. I attended Sun 'n' Fun a few years ago, and EAA AirVenture must be six times its size, if not more. To say I was awed is an understatement. Our feature this month is all about the [2024 EAA AirVenture](#), so be sure to check it out! AirVenture has to be a bucket-list item for every aviation enthusiast the world over!

Be sure to see my review of the [Bose Proflight Series 2 Aviation Headset](#)! And stay tuned. There will be more reviews to come.

Fly Safe,

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 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.

Background photo from EAA AirVenture 2024 / Photo Credit: Craig Pieper

July 2024

What you may have missed in July

Feature – Lieutenant Dan's foundation does good works for a long list of our country's best.

Aero Medical – Talk therapy can benefit you and it's not reportable.

Baggage – Focus! Learn six tips to help with your concentration.

Business Vector – Transitions can be complex decisions that merit a scientific approach.

Coffee & Pretzels – Another relatable chuckle from our cartoonist.

Fitness – We can apply the KISS (keep it simple, stupid) principle to workouts on the road.

Food Bites – Our foodie has fallen for a Hottie and plans to go back for more!

Grey Matter – Read this solid advice for dealing with an accident or an incident.

Knowledge Base – Get some instrument-approach tips for the GA pilot.

Money – Understand and consider long-term care options now.

Mortgage – Mitigate the pitfalls that can plague the home-buying process.

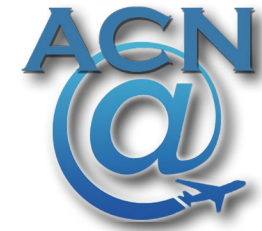
Perspectives – Passion for aviation is undeniably valuable career fuel.

Squall Line – Upper-air turbulence can be anticipated if you know how to look for it.



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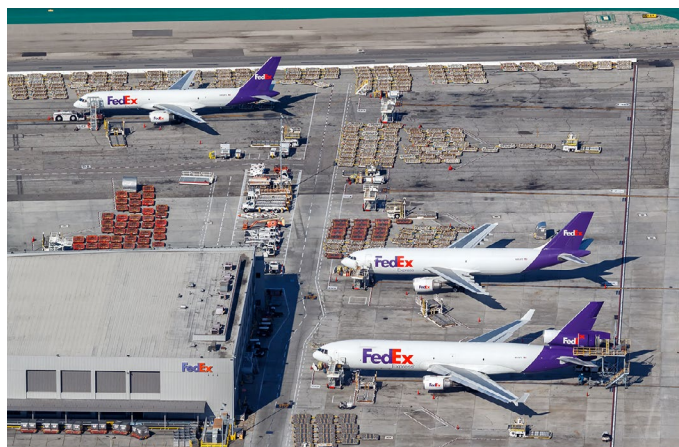
Southwest Adds More Flights for Popular Events; Publishes Initial Redeye Service and New Routes Spanning the Country

Southwest Airlines Co. has new flights available for booking as the carrier continues responding to Customer demand and preferences with additional service around popular events...[Read More](#)



JetBlue Goes Big in Boston and New England, Adds Service to Manchester, NH, Expands Florida Routes and More

JetBlue , the leading leisure carrier in Boston, announced several strategic changes to invest and grow across New England by adding a whopping 20 percent more seats... [Read More](#)



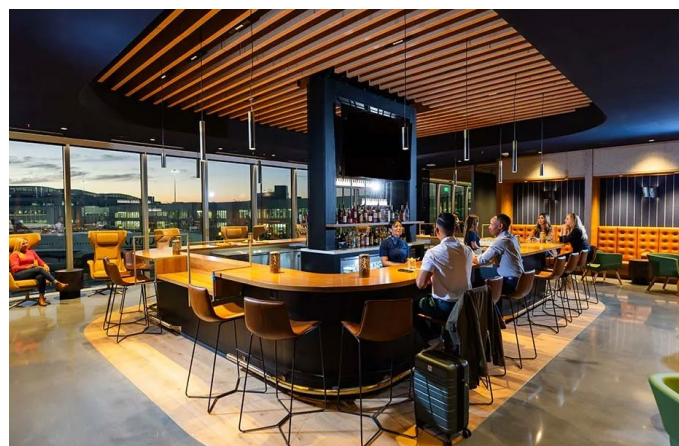
FedEx Leaves Pilots Behind While Rewarding Shareholders

On Sunday, July 28, 2024, FedEx pilots, represented by the Air Line Pilots Association, Int'l (ALPA), will reach a milestone in their contract negotiations with the Federal Express Corporation (FedEx)—1,000 days since their contract became amendable on November 1, 2021. The pilots are working under a contract that went into effect in 2015. [Read More](#)



P-Mentor Achieves Transport Canada Type Certificate

Tecnam announced today that Transport Canada has awarded full Type Certificate to the P-MENTOR with the number A-279 for Part V, SUBPART 21 of the Transport Canada Type Certification. [Read More](#)



Alaska Airlines unveils stunning lounge, completing transition to renovated world-class terminal in San Francisco

We're proud to announce the grand opening of our newest Alaska Lounge at San Francisco International Airport's Harvey Milk Terminal 1. The modern and spacious 11,000 square foot space delivers on our promise to enhance... [Read More](#)



Macquarie AirFinance Places First Boeing Order with Purchase of 20 737 MAX Jets

Boeing and Macquarie AirFinance announced today that the lessor has made its first direct order for Boeing airplanes. The purchase of 20 737-8s doubles Macquarie AirFinance's existing 737-8 order book, which it acquired from... [Read More](#)



Boeing and Clear Sky Launch Partnership to Help Decarbonize Aviation

Boeing and Clear Sky, an investment company dedicated to aviation sustainability, are joining forces to accelerate sustainability solutions for aviation. As an initial project, the companies will help in testing and advancing Firefly Green Fuels' cutting-edge... [Read More](#)



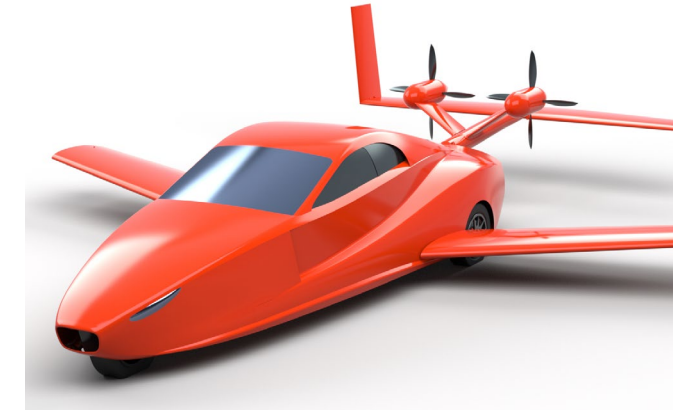
Textron eAviation loans Pipistrel Velis Electro to Smithsonian's National Air and Space Museum for Display

Textron eAviation Inc., a Textron Inc. company, on July 23, 2024, announced it will loan a Pipistrel Velis Electro aircraft to the Smithsonian's National Air and Space Museum, one of the United States'... [Read More](#)



Qatar Airways Announces Order for 20 More Boeing 777-9 Passenger Jets

Boeing and Qatar Airways announced today the Middle Eastern airline's order for 20 more 777-9 airplanes, which will be the world's largest and most fuel-efficient twin-engine jet. [Read More](#)



Switchblade New Body Style Revealed

After announcing First Flight in November 2023, Samson Sky began Production Engineering which yielded tremendous improvements including a new, sleeker body shape and thruster design for the Switchblade flying sports car. [Read More](#)



Southwest Airlines Announces Partnership with National Park Foundation

Southwest Airlines Co. announced a partnership with the National Park Foundation, the official charitable partner of the National Park Service dedicated to protecting and enhancing America's national parks for present and future... [Read More](#)



Berniq Airways orders six A320neo Family aircraft to support growth

Berniq Airways, Libya's airline, has placed a firm order with Airbus for six A320neo Family aircraft. The airline already operates six A320s and intends to further develop its regional and international routes with the additional A320neo... [Read More](#)



airBaltic Receives its 48th Airbus A220-300 Aircraft

On July 24, 2024, the Latvian national airline airBaltic welcomed its 48th Airbus A220-300 jet, registered as YL-ABV, in Riga. This is the second Airbus A220-300 delivery for airBaltic in 2024. It is a part of the 50 Airbus A220-300 which airBaltic has ordered. [Read More](#)



American Airlines reports second-quarter 2024 Financial results

FORT WORTH, Texas — American Airlines Group Inc. (NASDAQ: AAL) today reported its second-quarter 2024 financial results, including: Highest-ever quarterly revenue of \$14.3 billion... [Read More](#)



DOL Responds to United Management’s Attempts to Deny Workers Sick Leave Rights

The Association of Flight Attendants-CWA President Sara Nelson released the following statement after United management’s attempts to violate our contract and obligations under the law regarding sick leave rights... [Read More](#)



Southwest Airlines Launches Enhancements to Transform Customer Experience And Improve Financial Performance

As the next step in a continuing strategic transformation, Southwest Airlines Co. (the “Company”) is announcing several new initiatives designed to elevate the Customer experience, improve... [Read More](#)



flynas signs agreement for additional 75 A320neo Family aircraft and 15 A330neo

flynas, Saudi Arabia’s leading low-cost carrier, has signed a Memorandum of Understanding (MoU) with Airbus for 75 A320neo family aircraft and 15 A330-900. This strategic agreement will expand the airline’s capacity, range and enhance its overall fleet capabilities. [Read More](#)



Southwest Airlines Reports Second Quarter 2024 Results

Southwest Airlines Co. today reported its second quarter 2024 financial results: Net income of \$367 million, or \$0.58 per dilut [Read More](#)



An update for Delta customers from CEO Ed Bastian

Since the CrowdStrike outage late last week, Delta's team of the best professionals in the business has been working around the clock to restore the reliable, on-time operation you've come to know and expect when you fly with us. [Read More](#)



Japan Airlines finalises order for A350-900s and A321neo aircraft

Japan Airlines has signed a firm order with Airbus for 20 A350-900 widebody aircraft and 11 single-aisle A321neo, finalising a commitment announced earlier this year. [Read More](#)



American Airlines becomes first US airline to launch automated tag for mobility devices

American Airlines is the first U.S. airline to launch an automated tag for mobility devices, part of an ongoing commitment to improve wheelchair and mobility device handling across its network. Developed in-house by American's Technology team... [Read More](#)



Boeing Awarded Contract to Enhance KC-46A Multi-Mission Capability

The U.S. Air Force has awarded Boeing a \$16.8 million contract for KC-46A software and data enhancements that will further advance the mission readiness and performance envelope of the world's most advanced multi-mission tanker. [Read More](#)



Virgin Atlantic orders seven additional A330neo aircraft to complete fleet transformation

Virgin Atlantic has placed a firm order for seven A330neo aircraft as part of its wider fleet transformation. The agreement takes Virgin Atlantic's commitment for the A330neo to 19 aircraft in total, providing improved economics. [Read More](#)



Luxair Selects Largest Boeing 737 MAX Model, Buying up to 4 737-10 Jets

Boeing and Luxair announced today the European regional carrier is again ordering a new member of the 737 MAX family to power its sustainable growth. A year after purchasing the 737-7 and 737-8 models, Luxair has now placed an order... [Read More](#)



Lufthansa Technik, Boeing Sign License Agreement for 787 Dreamliner Cabin Modifications

Boeing and Lufthansa Technik announced an agreement to designate Lufthansa Technik as the first Boeing-licensed Service Center (BLSC) for cabin modifications on 787 Dreamliner airplanes, bringing additional choice and capacity...[Read More](#)



National Airlines Selects Four Boeing 777 Freighters to Expand Global Fleet

Boeing and National Airlines announced today the global carrier has committed to place its first order for four 777 Freighters. [Read More](#)



Boeing Projects Global Need for Nearly 2.4 Million New Commercial Pilots, Technicians, Cabin Crew

Over the next 20 years, Boeing projects a continued significant demand for aviation personnel as the global commercial airplane fleet continues to expand.. [Read More](#)



Japan Airlines Will Modernize Fleet with up to 20 More Boeing 787 Dreamliners

Boeing and Japan Airlines today announced an agreement for up to 20 more 787 Dreamliners, as the 787's market-leading efficiency and range are valued on international routes to North America, Asia and India. [Read More](#)



Korean Air Commits to Up to 50 Boeing Widebodies to Strengthen Future Long-Haul Fleet

Boeing and Korean Air announced today the airline's intent to purchase up to 50 of Boeing's highly fuel-efficient widebody airplanes, including 20 777-9s and 20 787-10s with options for 10 more of the largest 787 Dreamliner variant. [Read More](#)



In loving memory, Aviation Legend Captain Judy Rice

Judy Rice dreamed of flying since she was a little girl and saw a hot air balloon overhead. Receiving no encouragement, because she was a girl, and "girls don't fly," she deferred those dreams for many years. [Read More](#)



BNDES finances the export of 32 Embraer E175 jets to American Airlines

The Brazilian National Bank for Economic and Social Development (BNDES) concluded the financing contract for the export of 32 Embraer E175 commercial jets to American Airlines. [Read More](#)



Breeze Airways Announces Service from Portsmouth and More

Breeze Airways, the premium leisure low-cost carrier offering point-to-point service between underserved markets across the U.S., announced two new cities, Portsmouth, NH, and Montrose/Telluride, CO, and six nonstop routes with service from Fort Myers, Grand Junction, Las Vegas, Long Island... [Read More](#)



Embraer increased deliveries 88% quarter on quarter in 2Q24 and backlog totaled US\$21.1bn – a 7-year high

Embraer delivered 47 jets in 2Q24, an 88% increase compared to the previous quarter (qoq), when 25 jets were delivered. The company's overall backlog ended at US\$21.1 billion, more than 20% higher annually (yoy) and a 7-year high. [Read More](#)



Grand Opening at Epic Flight Academy's New Flight School in Jacksonville

Epic Flight Academy staff and members of the Jacksonville Chamber of Commerce held a ribbon-cutting ceremony during Epic's grand opening of its newest flight school location at the Herlong Recreational Airport. [Read More](#)



Airbus A321XLR receives EASA type certification

The Airbus A321XLR powered by CFM LEAP-1A engines has received its Type Certification from the European Union Aviation Safety Agency (EASA), preparing the way for the entry-into-service of the new aircraft at the end of the summer. [Read More](#)



Aviation Capital Group Grows Boeing 737 MAX Portfolio with Order for 35 Jets

Boeing and Aviation Capital Group LLC announced the airplane lessor has finalized an order for 35 737 MAX jets, including 16 737-8 and 19 of the larger 737-10 variant. Following an incremental 737 MAX order last year, this new purchase... [Read More](#)



Emirates SkyCargo Orders Five More Boeing 777 Freighters to Modernize Fleet

Boeing and Emirates SkyCargo announced an order for five additional 777 Freighters as the operator again picks the world's most capable twin-engine freighter to meet growing cargo demand. [Read More](#)



Expanding in Italy – airBaltic Serves 9 Italian Cities

The Latvian national airline airBaltic is proud to highlight its extensive network of destinations in Italy. The country is among the airline's largest markets based on destination count, and airBaltic continues to offer direct flights from nine Italian cities. [Read More](#)



United Airlines Flight Attendants Will Vote on Strike Authorization as Management Continues to Drag Out Negotiations

Flight Attendants at United Airlines, represented by the Association of Flight Attendants-CWA (AFA), will take a strike authorization vote after continued frustrations in contract negotiations. [Read More](#)



Western Global Pilots Request Mediation to Facilitate Contract Negotiations

Western Global Airlines pilots, represented by the Air Line Pilots Association, Int'l (ALPA), filed a joint request for federal mediation with the National Mediation Board (NMB) to facilitate negotiations for their first contract. [Read More](#)



Boeing Delivers Rocket Stage to NASA, Will Launch First Humans Around the Moon Since Apollo

Boeing has provided NASA with the second core stage of the Space Launch System (SLS) rocket. Built at NASA's Michoud Assembly Facility (MAF), the core stage is designed to send the Artemis II crew to lunar orbit for the first time in 50 years. [Read More](#)



Alaska Airlines expands winter travel options with 18 exciting new sun and ski routes

Alaska Airlines is reinforcing its commitment to enhancing the travel experience this winter with 18 new nonstop routes to sun-soaked international destinations and winter wonderland retreats that will offer our guests... [Read More](#)



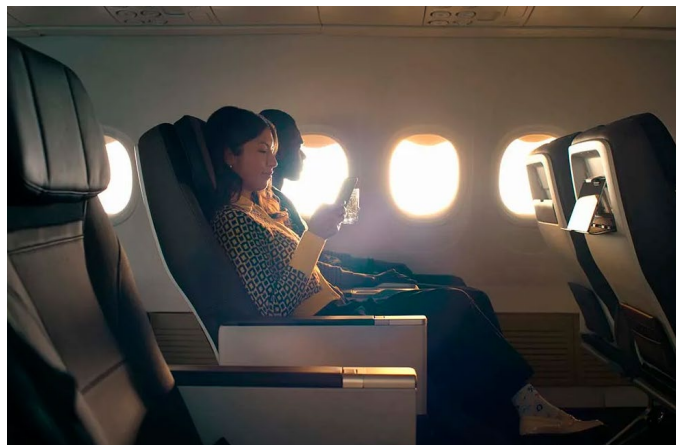
Delta Air Lines announces June quarter 2024 financial results

Delta Air Lines (NYSE: DAL) reported financial results for the June quarter and provided its outlook for the September quarter. Highlights of the June quarter, including both GAAP and adjusted metrics, are on page five of the full release and incorporated here. [Read More](#)



Infinity Flight Group Announces Official Partnership with American Airlines Cadet Academy

Infinity Flight Group, a global leader in flight training, is excited to announce its official partnership with the American Airlines Cadet Academy. [Read More](#)



Alaska Airlines announces major expansion of First Class and Premium seating

At Alaska Airlines, we're always looking for new ways to make your travel experience even better. We believe in giving you choices that fit your needs, whether you're all about the comfort and perks of Premium and First Class.. [Read More](#)



American Airlines named best place to work for disability inclusion for ninth consecutive year

American Airlines has received a top score of 100 on the Disability Equality Index® (DEI) and was named one of the best places to work for disability inclusion in 2024 for the ninth consecutive year. [Read More](#)



Alaska Air Group reports second quarter 2024 results

Alaska Air Group (NYSE: ALK) today reported financial results for the second quarter ending June 30, 2024, and provided outlook for the third quarter ending September 30, 2024 and full year 2024. [Read More](#)



United Airlines Announces Second-Quarter 2024 Financial Results; Achieves 2Q EPS Expectations

United Airlines reported second-quarter 2024 financial results. The company had pre-tax earnings of \$1.7 billion, with a pre-tax margin of 11.6%; adjusted pre-tax earnings of \$1.8 billion... [Read More](#)



Delta, Riyadh Air sign strategic agreement to expand connectivity and premium travel options across North America, the Kingdom of Saudi Arabia and beyond

Delta Air Lines, the world's leading premium airline, and Riyadh Air, Saudi Arabia's innovative new full-service global carrier, have signed... [Read More](#)



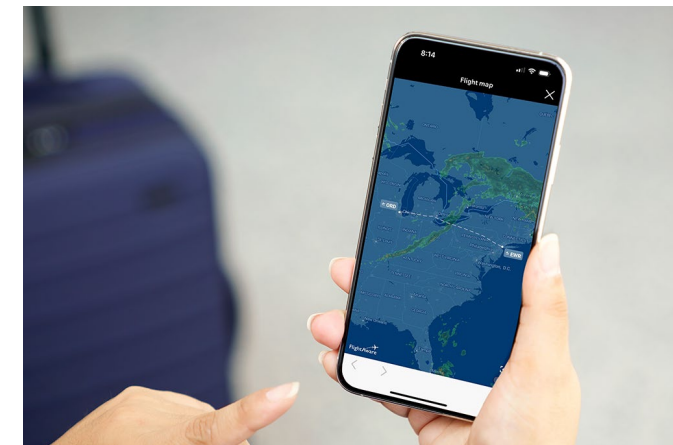
TAP Air Portugal Unveils One-Way Fares to Europe from All U.S. Gateways for Summer Travel

TAP Air Portugal has announced one-way fares to Europe as low as \$214 for summer travel, from July 8 through September 15, 2024. Low one-way fares are available from all seven of TAP's USA Gateways, and comprise popular routes, including... [Read More](#)



United Applies to Expand Service Between San Francisco and Washington National Airport

United Airlines today filed an application with the U.S. Department of Transportation (DOT) for a new daily roundtrip flight between Ronald Reagan Washington National Airport (DCA) and San Francisco International Airport (SFO). [Read More](#)



United Now Texts Live Radar Maps and Uses AI to Keep Travelers Informed During Weather Delays

United now texts customers links to local, live radar maps during weather delays, as part of its industry-leading effort to give travelers as much real-time information as possible about their trip, especially if things don't go as planned. [Read More](#)



American Airlines submits application to U.S. Department of Transportation to serve San Antonio International Airport from Washington Reagan National

American today formally submitted an application to the U.S. Department of Transportation (DOT) to operate daily, nonstop service between... [Read More](#)



ATSG Announces Signed Lease Agreements for Two 767-300 Freighter Aircraft to My Freighter

Air Transport Services Group, Inc. announced today that its subsidiary Airborne Global Leasing has signed leased agreements for two additional Boeing 767-300 converted freighter aircraft to My Freighter Cargo Airlines... [Read More](#)



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PERSPECTIVES



Aerial View of Midway International Airport in Chicago, Illinois, USA.

Exploring Aviation Through Media

WRITTEN BY: JOHN MCDERMOTT

Among the first ways I got into aviation was by writing articles for an online aviation news website. I vividly remember using my free periods in high school to quickly research and write articles then compile them onto a WordPress website with pictures and tags for publication.

Writing these articles did wonders for teaching me about aviation and igniting my passion for it. I also had the opportunity to meet aviation enthusiasts from around the world who joined together in their shared passion for flight. I got to meet pilots, spotters, analysts, and everything in between, all using their gifts to spread the joy of aviation.

I was also introduced to another method of exploring aviation: photography. To this day I have not started the wildly successful aviation Instagram page I once dreamed of, but I have found ways to engage with aviation in a new media. Most notably, I have found a calling, not in photography, but in video production. While Instagram has not panned out, I have tried my hand at creating a YouTube channel.

My online work is nothing extraordinary. I simply post videos out the window of commercial jets whenever I am taking off or landing. Sometimes I'll manage to overlay ATC audio with my footage. It's certainly not the most intricate channel out there, and I have no plans to film my personal flights for public consumption. However, I have found that, from the modest audience I have, plenty of my viewers are eager to share their experiences with me.

Many of the stories I hear recount the history of Chicago's Midway International Airport, which I have passed through – and filmed – a number of times. Midway is considered a challenging airport among airline pilots. It has relatively short runways, just large enough for the Boeing 757, but even the pilots flying 737s and Airbus A320s there get a good workout. Midway covers an area of only one square mile and is bounded on all sides by a vibrant neighborhood on Chicago's south side (which, by the way, is named for the airport).

Before the jet age, Midway was Chicago's primary airport, and it was the world's busiest

for a time. When the jet age came around, the need for longer runways demanded Chicago's main airport be moved outside the city. Midway had airline service on and off until Southwest became a permanent fixture.

Through my travels on the airline of LUV, I have heard plenty from former employees who worked for the likes of TWA and even Midway Airlines back in the day, and some have left me practical essays about their memories. Getting a glimpse back in time is a joy for the plane nut that I am, and interacting with viewers from all over the country has been a delight.

This is the essence of what I hope to achieve with aviation media production. I was fascinated by photography not because of the news associated with each picture but because of the stories and adventures I anticipated with each new photo. In writing an article about a foreign airline, I got to add pictures of big planes at big airports across the country and the world, and I got to imagine what it would be like to hop on the new flights just announced by a carrier I hadn't flown on yet. Or I got to ponder upon a soon-to-close service that I never got to try.

The same is true with sharing my own flights. I delight in helping others relive fond memories from decades ago. I have even heard from people who do not enjoy the luxury of flight for one reason or another but who enjoy getting to live the experience in a new way. I have also been able to share new aspects of

aviation with people who already love it, like sharing the Air Traffic Control audio that I am so accustomed.

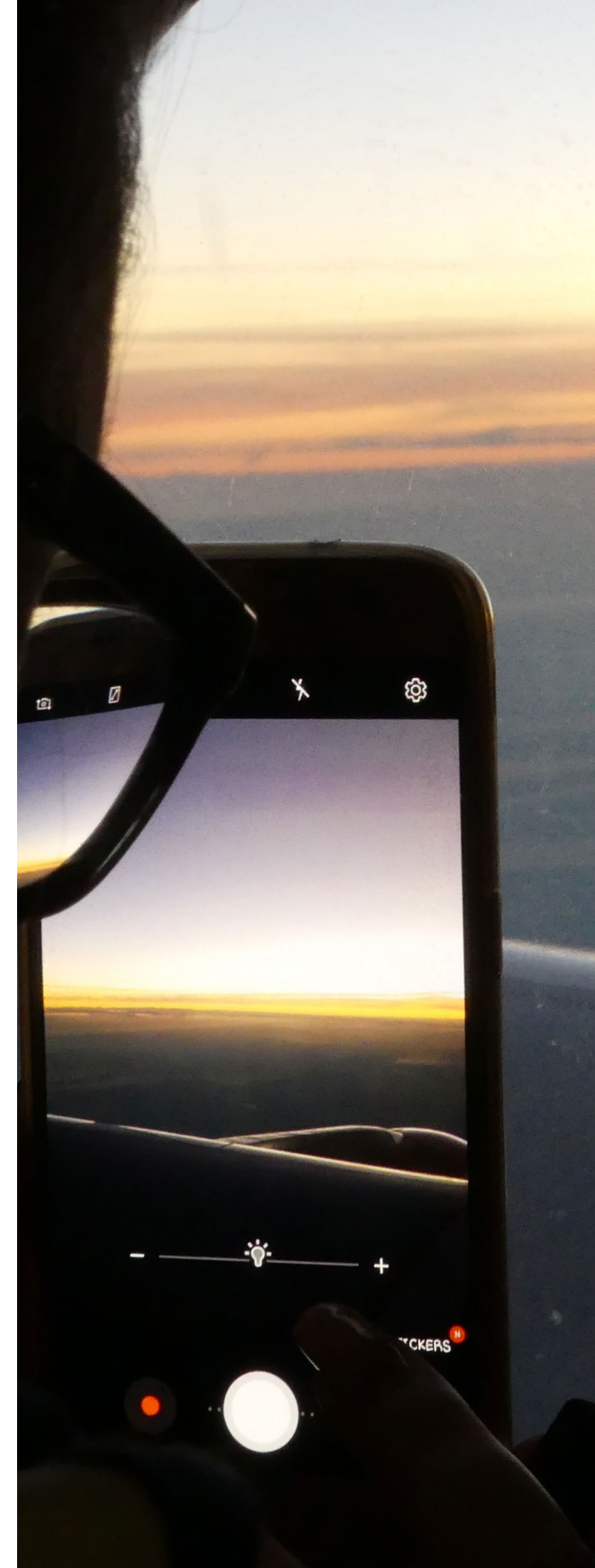
I do, of course, have the opportunity to continue engaging with aviation in a way that isn't work. I love what I do and am incredibly lucky to have an opportunity to fly airplanes for a living, but I also cherish the opportunity to engage with aviation for myself without expectations of success, nerves over my responsibilities, or exhaustion from my commitments. I get to remember why I fell in love with aviation and stay grounded in my goals and aspirations.

I don't expect to become famous from YouTube anytime soon, if ever, and producing these videos is as much for myself more than anything else. At the end of the day, I just enjoy sharing my passion for aviation in a relaxed manner and hearing all the cool stories other people have to share. All that is worth it to me to spend the time and effort working on videos. Hopefully one day, I'll have the opportunity to share a wider array of experiences and trips than just those I fly for work or family. Until then, I cannot wait to keep sharing my love of flight and hearing from all who join me.



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...](#)



Should You Overfly a Developing Thunderstorm?

WRITTEN BY: AJAY RAGHAVENDRA, PH.D.

Figure 1: Cumulus clouds enroute from KORD to KALB on 8 July 2024.

On July 8th, Hurricane Beryl made landfall at Matagorda, Texas (approximately 90nm south-west of Houston's George Bush Intercontinental – KIAH). As expected, air traffic disruptions ensued, and numerous flights were cancelled, delayed, re-routed, or diverted. As an example, Southwest Flight 1442 departed Dallas Love Field (KDAL) for Orlando International Airport (KMCO) and circumnavigated the hurricane eyewall and spiral bands. The flight track with weather-radar overlay shows Southwest Flight 1442 deviating 30-40 degrees left off-course from the filed flight plan, i.e., LNDRE5 Standard Instrument Departure (SID) that would have placed the aircraft near the hurricane eyewall.

Advancements in aircraft technology have allowed modern-day jet -propelled airliners to cruise at higher altitudes when compared to their propeller-driven predecessors. The convective activity around a tropical cyclone reaches the highest altitudes near the eyewall and most modern-day jetliners can climb over the convective tops. However, hazards such as windshear and turbulence make flying over a tropical cyclone impractical except for carefully executed operational/research flights (e.g., NOAA's Gulfstream G-IV). The horizontal windshear, rising air near the convective tops and sinking air within the eyewall may not only result in extreme turbulence, but also environments ripe for a high-altitude aerodynamic stall.

There are numerous advantages to flying at higher altitudes such as a reduction in aerodynamic drag, increased engine efficiency and faster true airspeed (TAS). From a meteorological perspective, flying at higher altitudes allows pilots to overfly convective activity that harbor hazardous weather

conditions such as icing and turbulence. The option to cruise at higher altitudes also helps pilots climb over pockets of clear-air turbulence (CAT). While flying over the eye of a tropical cyclone is an extreme example, overflying a developing thunderstorm cell may not provide the smoothest of flight conditions. Even a weak thunderstorm cell could produce updrafts approaching 1000-2000 ft/min.

Turbulence should be avoided in the interest of safety, reducing the risk of injury to flight attendants and passengers, and overall comfort. Figure 1 shows cumulus clouds and overflying the convective tops at low altitudes may result in turbulent flying conditions. While numerical weather-model forecasts are useful to avoid turbulence on the synoptic scale, microscale and mesoscale turbulence associated with thunderstorms or orography are difficult for even high-resolution numerical weather models to resolve. Furthermore, weather radar cannot detect turbulence in clear air. To avoid turbulence, pilots may manipulate the on-board weather radar and monitor developing thunderstorm cells using variable tilt setting and circumvent the developing thunderstorm cells. "See and avoid," scanning for cumulous cells using on-board weather radar, reports from ATC, and from the flight dispatcher are tools pilots can and should use to avoid thunderstorms.

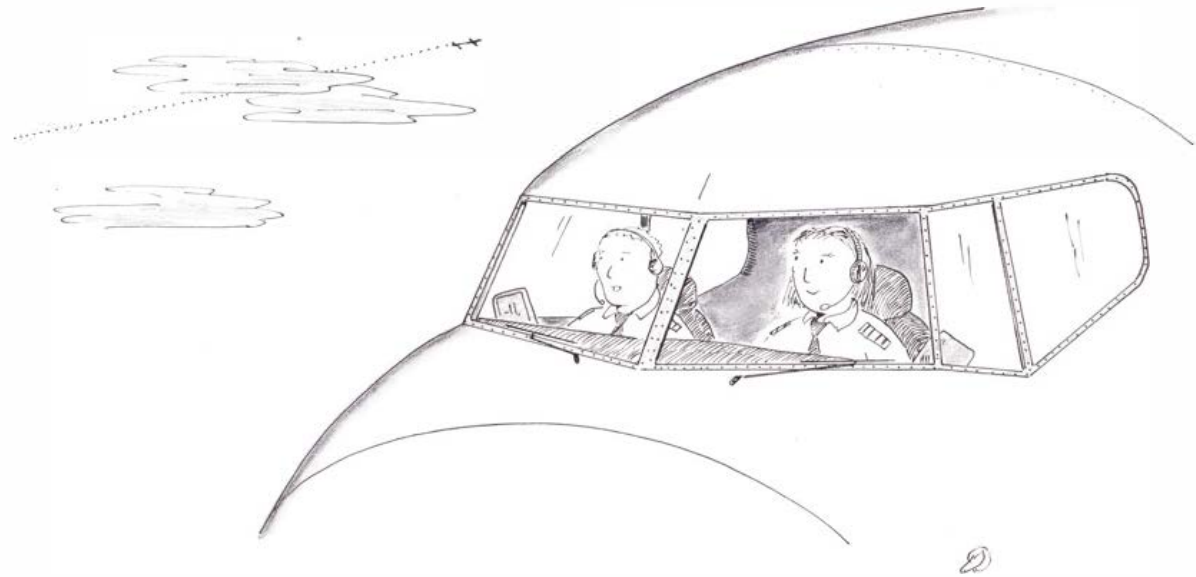


About the Author

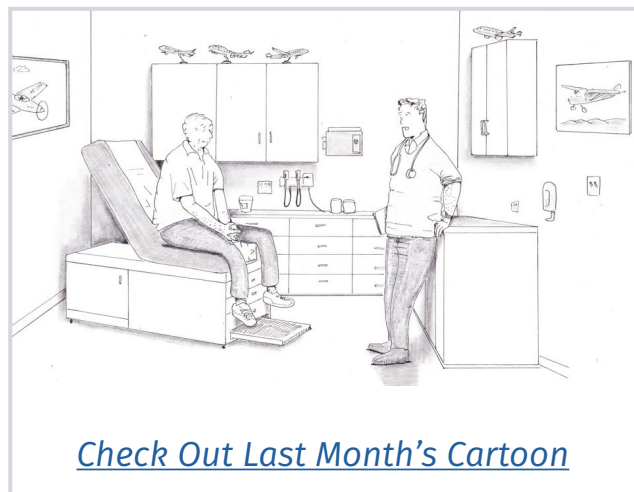
Ajay Raghavendra is an ERJ-175 first officer with a regional airline and a rated UH-60M Black Hawk helicopter aviation officer with the U.S. Army (New York National Guard). He holds a Ph.D. in Atmospheric Science from SUNY-Albany and graduated with honors... [Read More...](#)

coffee & pretzels

Greg Kaley



All I want from my schedule each month is to have at least one or two blocks of days off that are long enough where I can forget what day it is.



[Check Out Last Month's Cartoon](#)



About the Author ✈️

Greg Kaley is a pilot with a major airline who also happens to be a cartoonist. He started the cartoon "Coffee & Pretzels" in 2016. After graduating from Embry-Riddle Aeronautical University (Prescott Campus), he flight-instructed and subsequently... [Read More...](#)



GREY MATTER



Disaster on the Road - Pt. 8

Extreme Weather Events

WRITTEN BY: RICHARD SWINDELL

Here in the Grey Matter column, we are continuing our yearlong series on facing and managing disasters while on the road. This month we are focusing on operational meltdowns – what happens when severe weather crosses paths with airline operations. Whether it be wildfires on the West Coast, tornadoes in the Midwest, hurricanes in the South, or blizzards in the Northeast, there is quite often some form of severe or even extreme weather occurring somewhere. Aside

from the general flight planning aspect of avoidance, fuel planning and alternates, what else should you be thinking about when facing a significantly troublesome weather event?

Airlines have gotten better over the years with implementing scatter and recovery plans – getting aircraft and crews out of the path of approaching storms, and then restarting the operation once the event has passed. With

better planning, weather forecasting, and algorithmic decision-making, operational efficiency has improved for when and where to draw down the operation (delays, cancellations, reroutes), along with how to gradually restart it as conditions improve. Yet, as severe weather events intensify and their impact expands, the operation backs up across the system resulting in airline planners becoming overwhelmed, initiating the meltdown.

As this occurs, coordination and communication from crew scheduling might not happen quickly or at all – your first indication of a delay or cancellation may very well be a notice on your airline’s app or on an airport arrivals and departures board. Ideally, a quick call from crew scheduling will provide a partial or complete re-schedule along with hotel and transportation plans. However, expect that when the operation melts down, this is unlikely to happen and trying to get through to the crew desk might mean an hour, or significantly longer, on hold. Further, even if you get through, there is a real likelihood that, at this point, the scheduler will not have any real information or a plan for you and your crewmates. Some carriers may simply employ the policy of “take care of yourselves (get a taxi and hotel) and let us know where you end up.” Yet, other carriers do not “allow” this level of autonomy and insist you wait for instructions from them – leaving you potentially stuck at an airport deep into the night or the next day. Either way, you have some personal and professional decisions to make.

The first thing to consider is where your personal limits are for continuing. What is the weather doing, what are your skill and experience levels, what are the limits of the aircraft and airport, and where are you physically - you might have legal duty time available, but are you able to safely continue?

Because you cannot control the decision-making of the company, the next thing to think about is what to do if temporarily stranded at the airport. Maybe the company will be in timely contact and have a hotel and transportation plan for you, but anticipate that they will not as things continue melting down – especially if the effect of the weather is extensive. So, build a plan for yourself and start looking for hotels you can get to, sooner rather than later – and if you are at a large, hub-type airport with numerous flight cancellations, finding a hotel near the airport may not be possible given a rapidly increasing occupancy rate by passengers of delayed and cancelled flights. As mentioned in a previous article, having a couple of hotel apps and profiles on your phone might help you to quickly find and book a room, possibly utilizing an emergency credit card to pay for it and seeking reimbursement from the company later (or filing a grievance through your union should it unfortunately come to that).

Same goes for transportation – taxis and ride share services may be fully booked, or if in the actual location of a severe weather event, may not be available at all, possibly rendering getting to a hotel off airport property a moot point. So what to do now? If the airport is a

company base, is there a crew room to hunker down in for the night? If not, and if remaining at the airport for the foreseeable future seems likely, talk to local airport personnel about any available space in which to spend the night, such as a break room or office areas; otherwise, it might be out in the terminal. In which case, a travel pillow and a sweatshirt from an airport shop might go a long way towards making a cold, uncomfortable night in some chair in the gate area slightly less painful. Yes, this happens.

As you sit on hold trying to get through to crew scheduling, find some food before everything in the airport closes and you end up without a place to stay in addition to having nothing to eat. Moreover, should you end up in the airport terminal or crew room for the night, **it is highly unlikely you will be suitably rested to continue operating the next day; therefore, anticipate calling off fatigued until proper rest can be achieved.** In fact, do not be surprised if your first contact from crew scheduling as they work towards getting the operation restarted reveals that they do not actually know where you are. Do your reasonable, professional best to keep them informed, but when things meltdown, you sometimes just have to sit and wait.

Additionally, do not overlook the fact that weather events can interfere with your trip before it even starts. Monitor severe weather patterns and your schedule for changes before you leave home. If you commute to work by air, know your company’s commuter policy as well as the provisions and protections of

the pilot contract. If you drive or take mass transit to work, again, what does company policy and the pilot contract say about safely getting to work during periods of threatening weather and unforeseen traffic congestion? If uncertain, contact your union or pilot group representative for more information. If possible, do this before you find yourself in an uncomfortable commuting or scheduling situation.

So what is the takeaway here? As with everything else in aviation, advance planning is key. If you know your schedule will be taking you into significantly deteriorating weather conditions, check-in with crew scheduling before the wheels start to come off to get a sense of what they are seeing and planning. Pack an emergency credit card along with some food in case you get stuck and think about where your personal line in the sand is for continuing to fly. Watch for texts and emails from the company as well as the union (or pilot group) regarding severe weather plans, and do not hesitate to reach out to your pilot representatives for support and guidance.

Watch this space for more in future issues.



About the Author

Richard Swindell left active-duty military service and transitioned to the airline industry where he flies and works as a line check airman for a major airline. [Read More...](#)



Aircraft Lighting

WRITTEN BY: SERGIO SOVERO

Aircraft lighting is more than a regulatory requirement, as it is a component critical to aircraft operations and collision avoidance. Ensuring aircraft lighting is operational starts with a detailed preflight inspection, whether the flight will be conducted during day or night. The types of exterior lights that are common on most aircraft are: position lights, anti-collision lights, and landing/taxiway lights.

We can think of lights as serving two primary purposes: collision avoidance and guidance for taxi and takeoff, and landing operations.

Position lights help indicate the trajectory of traffic in relation to an aircraft. They are located on the wings, with a green light on the right wingtip and a red light on the left wingtip. Knowing the location of these lights helps determine whether an aircraft is flying away from or toward you. If, for example, you can see both position lights of an aircraft, with the green light on your left and the red on your right, that airplane is flying toward you. Another set of lights are anti-collision lights. These may be located on the top and bottom of the aircraft. They will flash and are typically red and/or white. Wingtips may also be equipped with strobes, also considered

anti-collision lights. Finally, on most general aviation aircraft, a red rotating beacon is located at the top of the tail. The beacon signals the aircraft engine is operational. It is a safety indication not to approach an aircraft with the beacon still illuminated.

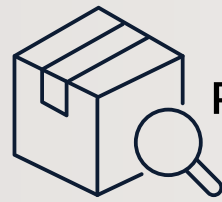
Lights used for guidance for taxi, takeoff, and landing serve a different purpose. These help pilots navigate during operations, as well as your takeoff and landing phases. Landing an aircraft without landing lights, especially at night, can be a dangerous maneuver, especially if the eventuality has never been trained before.

Federal regulations require pilots to utilize aircraft lights depending on the type of operation: day or night. All night operations require anticollision and position lights per FAR 91.205. Even if your type of operation does not mandate the usage of aircraft lights, the PIC has the authority to exceed the minimum requirements. At its simplest, lights can make a difference in avoiding a collision with another aircraft.



About the Author

Sergio Sovero was born and raised in Lima, Peru, and is currently a captain for Delta Air Lines. [Read More...](#)



Bose Aviation Headset Review, Part 1

Bose Proflight Series 2 Aviation Headset

WRITTEN BY: CRAIG PIEPER



Photo Credit: Craig Pieper

This is part one of a three-part series that will review the Bose Aviation Collection headsets. Bose was gracious enough to provide me with two headsets for review; a Bose Proflight Series 2 and an A30 headset.

Typically, I use an over-the-ear headset in flight and for watching movies or listening to music, so even before testing the Proflight, I was a little weary of using an in-ear headset in the flight deck, especially in the noisy aircraft that I fly.

During the setup of the Bose Proflight Series 2 in the Bose Connect app, the walk-through setup process mentions that it comes with three different earpiece sizes and that it's not

uncommon to use a different size for each ear. The headset comes pre-loaded with the medium size earpieces. I concluded that the best way would be to try each size for a little while to determine which fit best.

I really like how lightweight this particularly headset is. The side pads are a little awkward to get used to when placing it on your head. My customary headset is a simple over-the-ear cup. Trying to find the right way to insert the earpieces also took some trial and error with each of the different sizes while attempting to optimize the noise cancellation. Ultimately, I found I needed the small earpiece in my right ear and the medium in my left ear. The microphone is

typical of all other aviation headsets that I've owned, except that the voice clarity seems to be significantly better.

The aircraft I fly requires a constant hot mic due to FAR requirements for the black box voice recorder, therefore there is always a background low hum. I really like the ability to take one earpiece out and place the wire on the hook so I can listen to others who are not on a headset either at the gate or while in flight. There is also a double-tap feature that can be enabled by a switch inside the battery compartment. This feature sounded good, but I found myself accidentally double tapping as I was trying to adjust the earpieces for comfort and maximum ANR. Ultimately, I opted to disable this feature to avoid accidentally double tapping.

My test of this headset concluded after approximately 25 hours in use. (I will be giving each headset equal bench-test time.) I found with this headset that my right ear, which I had fitted with the smaller earpiece, had some pain.

Next, I will be testing the Bose A30 headset. Watch for this next bench test in the September issue of Aero Crew News. After reviewing both, I will provide my honest comparative assessment and conclusions.



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... [Read More...](#)



Photo Credit: Craig Pieper / Bose Proflight Series 2 out of the box.

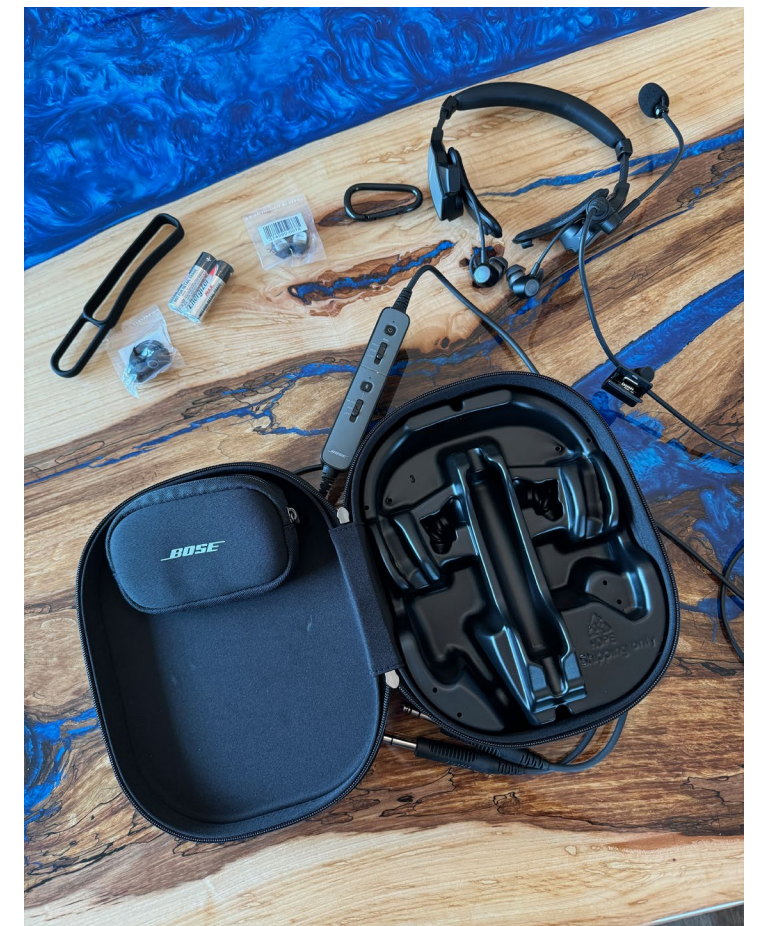


Photo Credit: Craig Pieper / Bose Proflight Series 2 with all included parts displayed.

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Good News for Pilots – Digging Further into the FAA Updates on Mental Health

WRITTEN BY: SHANNON TORRES

The Federal Aviation Administration (FAA) has made some changes to the medical certification process for pilots, specifically regarding mental-health diagnoses (AME Fast Track Pathway). This is great news for pilots who may have been concerned about their eligibility to fly due to past treatment for certain conditions.

Here’s what you need to know:

- **More diagnoses are now considered acceptable:** If you’ve been diagnosed with certain mental-health conditions, like “uncomplicated” anxiety or depression (see the list below), you may still be eligible to fly, even if you have received treatment.
- **Treatment history matters, but not as much:** The FAA now recognizes that pilots

can receive treatment for common mental-health concerns and still be perfectly capable of flying safely. As long as your treatment involved **one medication at most without relapse**, and you haven’t taken it in **at least two years**, you’re good to go.

- **Specific “uncomplicated” diagnoses covered:** The updates cover several common conditions, including:
 - Generalized Anxiety Disorder
 - Situational Anxiety (adjustment disorder with anxiety)
 - Social Anxiety Disorder
 - Unspecified Anxiety
 - Postpartum Depression

- Situational Depression (adjustment disorder with depressed mood)
- Unspecified Depression
- A combination of Anxiety and Depression (adjustment disorder with mixed anxiety and depressed mood)

What this means for you:

If you have any of these conditions in your past medical history, and your treatment falls within the new guidelines (one medication, stopped at least two years ago), you don’t necessarily need to worry about it affecting your eligibility to fly.

Important Note:

This article provides a simplified overview. It’s always best to consult with an Aviation

Medical Examiner (AME) for specific guidance relative to your situation. They can review your medical history and determine your eligibility based on the FAA’s latest requirements. As a reminder, taking care of yourself is the best thing you can do for your flying career and your overall well-being. Everyone deserves a safe space to land, including you.

If you have any other questions or want to chat about options, please feel free to reach out to me at Shannon@aviationconversations.com.



About the Author

Shannon Torres, a former CACREP-Accredited Counselor, embarked on a unique career journey by transitioning to aviation in 2019. During her tenure with a 121 carrier, she became acutely aware of the unseen struggles and stressors faced by pilots. [Read More...](#)

Your QRH for Understanding Anxiety, Burnout, and Depression

WRITTEN BY: REINI THIJSSSEN



1. Anxiety

Anxiety is a common emotion. It is a general feeling of unease, worry, or apprehension in response to stressful situations or perceived threats. Anxiety can be helpful in some situations, such as motivating us to prepare for challenges. However, persistent or excessive anxiety can become a problem that interferes with daily functioning. It often manifests in various forms and degrees of intensity, ranging from mild nervousness to overwhelming panic. Anxiety is frequently triggered by specific situations, such as social events, work deadlines, or personal conflicts, or it may arise without any apparent cause, known as generalized anxiety disorder (GAD).

In the world of mental health, distinguishing between anxiety, depression, and burnout can feel like trying to navigate through turbulent skies without a clear flight plan. Despite being distinct conditions, they often share commonalities, such as fatigue and loss of interest. Understanding their subtle differences is crucial for finding the right support and making positive changes. This article explores the nuances that set these mental-health conditions apart, offering insight into their unique traits and potential impact on your overall well-being.

Anxiety, depression, and burnout share various common symptoms like fatigue, sleep disturbances, and concentration issues. Each person experiences these conditions differently, making precise categorization even more challenging. Moreover, societal stigmas and misunderstandings often stand in the

way of recognizing and seeking treatment for these issues. External factors such as work stress and personal circumstances further complicate matters, influencing how symptoms are perceived and labeled. Ongoing research also continually updates diagnostic criteria, contributing to more confusion.

This article clarifies the differences between anxiety, depression, and burnout by breaking down their unique characteristics and how they impact mental health. Clear explanations are provided to demystify these conditions and offer guidance for identifying them in yourself or others. A self-test is included at the end of the article to help you reflect on symptoms, gain insight into which condition might be present, and empower you to seek the right support and make informed decisions about your mental health.

Symptoms

Anxiety is often related to various physical symptoms, which can include increased heart rate, shortness of breath, dizziness, and gastrointestinal issues. These sensations are part of the body's natural fight-or-flight response, preparing you to deal with perceived threats. Anxiety often involves psychological symptoms as well. You may find yourself feeling tense, on edge, or irritable. Your mind may race with worries or catastrophic thoughts about the future, which can also cause sleep disturbances.

Note: Anxiety and stress are frequently confused because they share similar physical and emotional symptoms. However, stress is a reaction to specific events that often go away once the stressor is removed or the situation improves. Anxiety can manifest without an apparent cause and may persist over time.

Preventing Anxiety

Lifestyle changes, such as regular exercise, healthy eating, stress management techniques, and relaxation exercises, can help manage anxiety. When experiencing anxiety, it is essential to reach out for support from loved ones or a mental-health professional and to seek treatment if symptoms are interfering with daily life.



2. Burnout

Burnout is a significantly diminished energy affecting various aspects of life, including work, relationships, and other interests. Burnout is often linked to work-related stress, particularly in demanding professions with high levels of responsibility, pressure to perform, and long working hours. Burnout is characterized by the feeling of exhaustion, both physical and emotional, a lack of motivation, feeling overwhelmed, detachment from work and responsibilities, and often a sense of cynicism or pessimism. Burnout does not happen overnight; it develops gradually over time as a result of chronic stress. Tasks that used to feel manageable now seem overwhelming. You may be constantly tired, even after a whole night's sleep. You can feel emotionally distant from your colleagues, friends, and family. Tasks that once were meaningful now feel unfulfilling. In addition to exhaustion and detachment, burnout often involves a reduced sense of accomplishment or efficacy. This can erode your self-confidence and lead to feelings of inadequacy or worthlessness. These combined can lead to apathy or disengagement, further contributing to the burnout cycle.

3. Depression

Depression is characterized by feelings of sadness, hopelessness, and a lack of interest or pleasure in activities once enjoyed. Imagine waking up daily feeling trapped in a dark place, unable to find joy in anything. That is how various people with depression have described their experiences.

Depression is often misunderstood as being sad or down, but it is more intense than that. It is a sense of despair that can linger for weeks, months, or even years if left untreated. It can affect mood, cognition, behavior, and physical health. There are usually a variety of things that contribute to depression. Biological factors, such as genetics, brain chemistry, and hormonal imbalances, play a significant role. Additionally, life experiences such as trauma, loss, or abuse can contribute to the development of depression.

Symptoms

Signs of burnout may include irritability, difficulty sleeping, and physical symptoms like headaches or gastrointestinal issues. If left unaddressed, burnout can have severe consequences for both physical and mental health, including increased risk of depression, anxiety, and cardiovascular disease.

Preventing Burnout

Fortunately, burnout is not inevitable, and there are steps you can take to prevent or address it. Self-care practices like regular exercise, healthy eating, and adequate sleep can help replenish your energy reserves. Setting boundaries and prioritizing tasks can also help manage stress and prevent burnout. Additionally, seeking support from friends, family, or mental health professionals can provide valuable perspective and assistance in navigating burnout.

Symptoms

Common signs of depression can include persistent feelings of sadness, hopelessness or emptiness, losing interest or joy in things previously enjoyed, changes in appetite or weight, sleep disturbances, fatigue or loss of energy, feelings of worthlessness or guilt, difficulty making decisions, and having dark thoughts.

Note: Experiencing some of these symptoms from time to time does not necessarily mean you have depression. However, if these symptoms persist for two weeks or more and interfere with your daily functioning, it may be a sign of depression.

Preventing Depression

Seeking help for depression is crucial, as it is a treatable condition. The first step is to consult with a healthcare professional, such as a doctor or therapist. With depression, it is crucial to address any underlying issues, such as trauma or chronic stress, and to seek help if you notice symptoms of depression emerging. In addition to helping with depression, support from loved ones can be incredibly valuable. Talking openly about your feelings and experiences with people you trust can help reduce feelings of isolation and provide a sense of connection and understanding. Finally, regular exercise, healthy eating, adequate sleep, and stress management techniques can all help improve mood.



Questionnaire

This questionnaire helps identify the likelihood of experiencing anxiety, depression, or burnout based on your responses to specific symptoms, guiding you towards potential next steps for professional support. This tool is a starting point and does not replace a professional diagnosis. If your scores indicate a moderate to high likelihood for any condition, consider consulting a mental-health professional.

For each statement, rate how often you have experienced the following in the past month:

- 1 = Never
- 2 = Rarely
- 3 = Sometimes
- 4 = Often
- 5 = Always

Questionnaire

1. I feel exhausted even after a full night's sleep.
2. I feel emotionally drained by my work or daily activities.
3. I have trouble falling asleep, staying asleep, or waking up early.
4. I feel restless or have difficulty relaxing, even when I have time to rest.
5. I frequently feel sad and hopeless or have little interest in activities I used to enjoy.
6. I experience frequent worry, nervousness, or a sense of impending doom.
7. I find it hard to concentrate on tasks or make decisions.
8. I feel a sense of detachment or a lack of accomplishment in my work or personal life.
9. I often experience physical symptoms such as headaches, muscle tension, or gastrointestinal issues without a clear medical cause.
10. I feel physically weak or unwell without any specific illness.

Scoring Instructions

Anxiety

Add up scores for these questions: 2, 4, 6, 10.

Score range: 4-20.

4-8: Low likelihood of anxiety. This indicates that you are unlikely to be experiencing this condition.

9-12: Moderate likelihood of anxiety. This suggests that you might be experiencing some symptoms and may benefit from further assessment or support.

13-20: High likelihood of anxiety. This strongly indicates that you are experiencing significant symptoms and should seek professional help.

Depression

Add up scores for these questions: 1, 3, 5, 7.

Score range: 4-20.

4-8: Low likelihood of depression. This indicates that you are unlikely to be experiencing this condition.

9-12: Moderate likelihood of depression. This suggests that you might be experiencing some symptoms and may benefit from further assessment or support.

13-20: High likelihood of depression. This strongly indicates that you are experiencing significant symptoms and should seek professional help.

Burnout

Add up scores for these questions: 1, 2, 8, 9.

Score range: 4-20.

4-8: Low likelihood of burnout. This indicates that you are unlikely to be experiencing this condition.

9-12: Moderate likelihood of burnout. This suggests that you might be experiencing some symptoms and may benefit from further assessment or support.

13-20: High likelihood of burnout. This strongly indicates that you are experiencing significant symptoms and should seek professional help.

Quick Overview: The Differences

Understanding the distinctions between anxiety, stress, burnout, and depression is crucial for effective management and alleviation of symptoms.

Nature of Symptoms

- Anxiety is characterized by persistent worry and fear, often accompanied by physical symptoms like rapid heartbeat and sweating.
- Burnout primarily involves emotional exhaustion and detachment from work responsibilities due to prolonged stress.
- Depression entails persistent feelings of sadness, hopelessness, and loss of interest or pleasure in activities once enjoyed.
- Triggers and Context
- Anxiety typically arises in response to perceived threats or stressful situations.
- Burnout is closely linked to prolonged work-related stress.
- Depression can stem from various factors, including biological predisposition, traumatic experiences, or chronic stress, and may not always have a clear trigger.
- Impact on Functioning
- Anxiety may lead to avoidance of certain situations or activities, affecting productivity.
- Burnout often results in reduced engagement and effectiveness at work.
- Depression can have a significant impact on various areas of life, including relationships, work, and physical health, often causing social and occupational impairment.

Solutions Overlap

Despite their differences, solutions for all three conditions often overlap. Seeking professional help, building a support network, adopting healthy lifestyle habits, and practicing stress-management techniques are crucial. Moreover, exercise plays a vital role in alleviating symptoms by promoting the release of endorphins, neurotransmitters that boost mood and reduce stress.

Final Thoughts

Anxiety, burnout, and depression affect millions of people worldwide, impacting their work, relationships, and quality of life. However, with the proper support and resources, you can find relief and regain control of your mental health. If you recognize symptoms that interfere with your day-to-day activities, seek help from a mental-health professional for an evaluation and fitting treatment.

Emerald Mental Health addresses these complaints through specialized programs and support by offering counseling, coaching, and resources to help pilots navigate their challenges and maintain optimal mental fitness. Schedule a free consultation via email at reini@emeraldmentalhealth.com or visit www.emeraldmentalhealth.com.



About the Author

Reini Thijssen is a Licensed Mental Health Counselor (LMHC, LPC) and certified life coach specializing in working with aviation professionals and pilots, in particular. She has been a writer for Aero Crew News since 2019 and covers various aviation-related topics concerning life and career changes. [Read More...](#)

We're here for you every leg of the way

Functional Fitness

Tailor your exercises to be transferable to your daily activities

WRITTEN BY: ERIC RAY



Welcome to August with its unrelenting heat that keeps me reassured that summer is still here! If you have been reading my recent fitness articles, you may have noticed a theme – taking fitness and nutrition to its basic elements. This month, I want to relate fitness to everyday life. I recently had the great opportunity to buy a very large house. Now, I don't tell you that to brag, but to tell you that when you decide to buy a house and move yourself, you need to be aware of your body, how it works and the limits of your level of fitness.

First, your body is an amazing machine. A-MAZING!! Think about the human body and the fact that people have scaled Mount Everest, have accomplished great feats of strength and have pushed the limits of endurance to running a marathon in just about two hours. It's truly mind blowing what it can do.

Of course, unless you're an elite-level athlete, I am sure becoming a bodybuilder or running a mile in under four minutes may not exactly be your forte. That's why I think it's of utmost importance to relate what you want to accomplish fitness-wise to how you need to function daily. Over the years, I have participated in numerous different fitness programs and have had the opportunity to even create my own. Having been actively involved with health and fitness for over 20 years, I have seen trends gain popularity and then fade away. The good programs and current trends I see, take the program (or at least certain elements of it) and relate it to everyday life.

Simply put, how do the exercises I am performing allow me to function daily? Anytime you start a fitness program, or work on your own thing, try envisioning

how each exercise relates to your daily life. As an example, let's examine a two-handed dumbbell squat. Start with the weight in your hands, by your side and slowly lower yourself down to where your quadriceps are parallel to the floor and then rise back up again. This is an example of picking up the suitcase.

Another exercise is the squat with overhead twist. Start with the dumbbell on the floor on one side of your body, squat down, pick it up with both hands and then twist to the opposite side and raise the dumbbell above your shoulders. These movements mimic picking up a box and putting it on the shelf.

I also walk a set distance/time wearing a weighted vest. This helps build my lung capacity, increases my heart rate, and burns calories. This builds my cardio output keeping my heart healthy which allows me to function

at a better physical level and reduce the effects of long hours sitting on a flight deck contributing to blood stagnation.

You can always break down any exercise into its basic elements and then relate that your profession and your avocational activities.

As always you can seek additional guidance from health professionals, wellness coaches and trainers. Come back each month for more areas we'll look into. You can always reach out through email for ideas on how to create a goal. 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...](#)

Business Aviation vs. The Airlines (Part II)

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



In last month's article, we discussed two of the primary considerations for pilots thinking about transitioning from business aviation to the airlines – money and quality of life. This month we'll look at a third consideration, something pilots might not examine to the degree they should.

The Difference Between the Jobs

While the mechanics of flying a business jet and an airliner are identical, the differences between the two jobs are huge. First of all, transitioning from business aviation to the airlines is about more than just changing jobs, it is a lifestyle change as well. For most of us in business aviation, we show up at the hangar where our aircraft is based, file a flight plan, get in the jet and go fly. We may stay at a destination for a period of time and when we return, the process is reversed. In the airlines, a pilot has to navigate through large airports and deal with parking, security, crowds, and

many of the same frustrations that airline passengers have to deal with. While there are accommodations that can make that process easier, Known Crew Member handling for example, the basics are still there. Then there are the dynamics of commuting to and from the job if the pilot's base is not where he or she lives. In some cases, pilots have to maintain crash pads so that they can sit reserve for potential duty or pass a few days between closely scheduled flights. Commuting time is not paid and crash pads are not funded by the airlines. As I mentioned in my last article, the process of managing getting to or from non-local bases can become the equivalent of a second job.

Secondly, in addition to dealing with the changes getting to and from the job, there are the differences in the job itself. Business aviation is personal. Pilots typically know and interact with their passengers and know their fellow crewmembers. They are people, with

names. In the airlines, a pilot is a number. He or she walks through the door, turns left and shuts the cockpit door. A pilot rarely interacts with the passengers and may never see the same crewmembers twice. It is an epically impersonal occupation.

Finally, there is the flying itself. Airline pilots show up when they're told to, fly where they're told to, and go home when they're told to. They live in a heavily regimented environment and rarely fly equipment that is on the leading edge of technology. Business aviation pilots, for the most part, are given a lot more responsibility. They are responsible for trip planning, flight plans, ground handling arrangements, and sometimes even catering. They are much more directly involved and invested in the success of the flight than their airline counterparts and have much more latitude in the decisions that accompany the flight. Also, since business aviation manufacturers are always pushing the envelope on aircraft technology, business jets are typically, newer, faster, and better equipped than airliners. And then there are the destinations. Business jets can fly into more than ten times the number of airports that airliners fly into in the United States alone. In short, a business jet pilot's job is typically more interesting than that of an airline pilot.

There are other disparities between the two jobs, but I think you get the picture. The takeaways here is that the transition from business aviation to the airlines is not something to be taken lightly. As with any

change in our life we may be contemplating, the grass is not always greener on the other side of the fence. And the increased money might not be worth the accompanying conditions.

Survey Data Changeover

Now, on a completely unrelated topic but a timely one. July is a big month in the business aviation compensation world because it is when the new survey data is released.

As I've mentioned in previous articles, the three most-used compensation surveys in business aviation are the NBAA Survey, administered by BDO, the Gallagher Survey (formerly the Stanton Survey), and the IBM Corporate Flight Operations Survey, administered by Pearl Meyer. All of these surveys begin their data collection processes in the early spring, and all of them publish their results in late July/early August. I've heard people complain on multiple occasions that "the data is old by the time it's released." And that's true, but it's not accidental, it's by design. Federal anti-trust laws require that the data not be current at the time of its release to prevent price/wage fixing. The agreed-upon standard delay period is three months from the time the data is current until its presentation. The collection period is timed to allow corporations to complete their year-end compensation reviews, decide upon short-term incentive and long-term incentive payments for the previous year, and merit increases for the present year. That process typically occurs in February and the data is

final in March. That's why the data is typically presented as being current as of Q1 of the year in which it is released. The data is then collected, analyzed, and packaged. By the time it is available, a little more than three months have passed, and federal guidelines have been complied with.

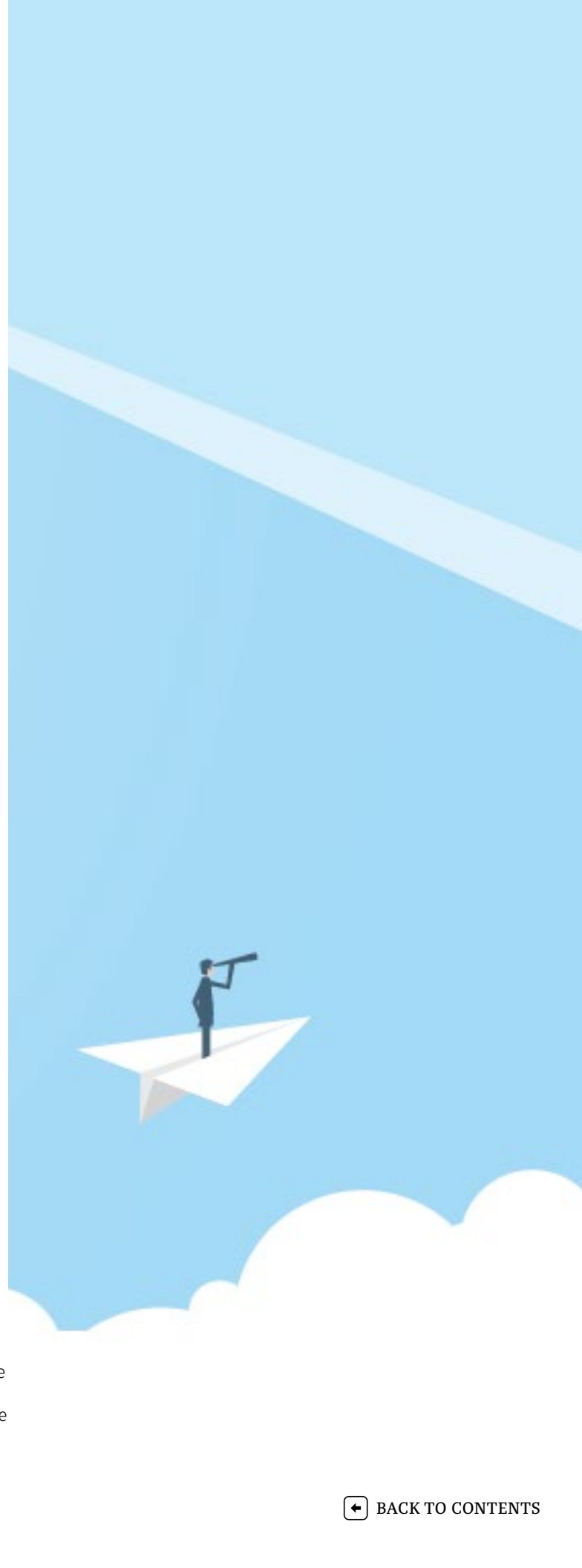
With the dynamics of the economy and inflation over the last year, it will be interesting to see where the actual compensation levels are versus what the AirComp Calculator database predicts they will be as a function of aging factors. In theory, the 2024 data should be approximately equal to the 2023 data with one year of aging factors applied. The one-year average of survey aging factors that the Calculator uses range from a high of 6.21% for Flight Attendants, to a low of 3.18% for Maintenance Technicians. The average aging factor for all jobs the Calculator tracks is 4.86%. If you compare those to the one-year aging factor for all jobs in private industry as determined by the US Bureau of Labor Statistics, 3.9%, you can see that most jobs in business aviation age at a faster rate than the average job in the economy.

That's all the statistics geekiness I'll put you through for today. Standby for a future article that evaluates the 2024 data.



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...](#)



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How to Choose the Right Home Lender

Tips for First-Time and Recurring Buyers

WRITTEN BY: SPENCER WARTMAN



When it comes to purchasing a home, whether you are a first-time buyer or a seasoned homeowner, selecting the right lender is a crucial step. The lender you choose can significantly impact your financial future and your home-buying experience, so it's essential to understand what to look for when deciding who you would like to work with. Here are some important factors to consider that can help you make an informed decision and ensure a smooth borrowing experience.

Expertise and Specialization

Knowledge and Experience: Experienced loan officers and lenders bring a wealth of market knowledge, enabling them to offer tailored advice that suits your specific financial situation. Whether you're looking for a VA loan, FHA loan, or a jumbo loan, specialized knowledge can make a huge difference. Moreover, working with lenders who understand airline pilot pay is an

important aspect. Income is a large part of the approval process, and airline pilot contracts and income are unique. Lenders who understand this minimizes obstacles during the purchasing process.

Problem-Solving Skills: Challenges almost always arise during the home-purchasing process, and lenders who can problem-solve and adjust make a difference. They can address and overcome challenges, making your path to homeownership as smooth as possible.

Customer Service and Communication

Availability and Responsiveness: Quick and clear communication is essential. Borrowers prefer lenders who promptly respond to inquiries and keep them informed throughout the process. Lenders who are available during irregular hours are even more crucial, especially when they accommodate the

uniqueness of pilots' schedules. Timely updates and consistent communication can alleviate much of the stress associated with obtaining a mortgage.

Transparency: Transparency in explaining fees, terms, and conditions helps build trust. Borrowers appreciate honesty and straightforwardness, which can prevent unpleasant surprises later.

Rates and Fees

Competitive Rates: Interest rates are a major consideration for any borrower. Shopping around for the best interest rates can save you thousands of dollars over the life of your loan. Lenders offering competitive rates are more likely to be chosen by savvy borrowers.

Fee Structure: Along with the rate, understanding and minimizing fees is crucial. Look for lenders with transparent and reasonable fee structures. Ensure you

know exactly what you're paying for to avoid unexpected costs. Some fees are controlled by lenders, and some are not. Lenders should be explaining this to you upfront.

Reputation and Reliability

Reputation: Positive reviews and recommendations from past clients should significantly influence your choice of lender. Word-of-mouth and online reviews provide valuable insights into the experiences of other borrowers.

Stability and Reliability: Borrowers prefer lenders with a solid financial foundation and a history of reliability. Well-established institutions often have an edge because they have proven their ability to manage and close loans effectively.

Technology and Convenience

Technology Integration: In today's digital age, lenders offering user-friendly online platforms

for application, document submission, and loan tracking are highly attractive. These digital tools can streamline the process, making it more convenient and less time-consuming.

Convenience: The ease of the application process and the accessibility of the loan officer and lender can make a significant difference, especially for pilots who are working around the clock. Borrowers appreciate streamlined processes that save time and effort.

Educational Resources

Educational Support: Lenders and loan officers should also be taking the time to educate borrowers about all aspects of the home buying process, answering every question. Also providing resources on the loan process and financial literacy can establish a lender as a knowledgeable and helpful partner. These resources can empower you to make informed decisions.

Conclusion

Choosing the right home lender involves considering several critical factors, especially understanding an airline pilot's contract, income, and way of life. By evaluating these aspects, you can find a lender who not only meets your needs but also supports you throughout the homebuying journey. Whether you're a first-time buyer or a recurring homeowner, the right lender can make all the difference in achieving your homeownership goals. Consulting with a mortgage professional

can provide personalized insights and guidance tailored to your unique situation.

I invite you to write me, the author of this article, if there's a topic you'd like me to explore in future articles. You can reach me at spencer@mythl.com or spencerattrident.com.

Trident Home Loans (NMLS 65716) is a pilot's go-to in the world of home financing. You can Contact Spencer Wartman (NMLS 2109932) today to let me help you secure your future home!

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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...](#)



Planning for Your Own Final Approach

Estate planning is your ultimate responsibility



WRITTEN BY: CHARLIE MATTINGLY

Professional pilots are economically valuable assets and are worth every penny earned, but not just because they can fly safely from Chicago to LAX. The real reason pilots are so valuable to their airlines and the flying public is that they are prepared to navigate dangerous weather, handle in-flight emergencies, and make difficult decisions. In other words, pilots are trained to get their passengers safely where they want to go regardless of what happens along the way.

One of the most difficult things pilots do is to prepare for an event that will most likely never occur in your flying career. In almost 25 years of flying, I have never lost an engine (which is great because one of my airplanes

only had one engine!), nor have I ever lost a hydraulic system, nor experienced a Sully-style dual-engine flameout. However, we continue to prepare for these events as if they were common occurrences. This requires tremendous discipline, preparation and intense attention to detail.

The financial equivalent of preparing for life's catastrophes is what financial nerds call estate planning. I explain the gist of estate planning with a question to our pilot clients; will your spouse and children be okay if the unthinkable happens to you on your next trip? It takes a lot of planning and preparation to answer this question with a confident, "Yes!"

In this article I will explain the action steps and resources to help you confidently answer yes and have peace of mind knowing you've done everything you can to take care of your loved ones in case of a catastrophic life emergency.

Preparing for our own disabilities or death is akin to preparing for an engine loss right at rotation. It's very unlikely that it will happen to you during your airline career. However, many pilots experience premature death and disability every year. But like the catastrophic emergency in the airplane, it's hard to fully comprehend that it could happen to you at any moment.

I recently returned from a family vacation in Edisto Beach, S.C. The water was very rough with strong winds and currents. I shared with my kids about rip currents and what to do in case they thought they were in one. Tragically, when we returned from our trip, I noticed an [article about two parents drowning in a rip tide while their six children were on the beach](#) in Stuart Beach, Fla.. Sadly, their children tried to yell instructions to the parents while dialing 911 from the beach. It's hard to comprehend this devastating family tragedy. I'm sure the parents woke up that morning and thought, like the rest of us, those tragic things only happen to other people. Therefore they may not have been fully prepared for this unimaginable scenario.

Can you imagine the estate planning that needs to be considered when both parents with six children pass away? Who will take

care of the children- aka guardianship? Who will take care of the financial needs of the children? Especially if they are minors. These are questions many of us need to address and prepare for.

While we can rationally acknowledge that we will all die someday, we can't imagine our own deaths. In fact, it may be our brain's biological tendency to protect us. In a [research study conducted by Bar Ilan University in Isreal, Yair Dor-Ziderman](#) explains; *"The brain does not accept that death is related to us ... We have this primal mechanism that means when the brain gets information that links self to death, something tells us it's not reliable, so we shouldn't believe it."*

"... The moment you have this ability to look into your own future, you realize that at some point you're going to die and there's nothing you can do about it," said Dor-Ziderman. "That goes against the grain of our whole biology, which is helping us to stay alive."

I probably should have prefaced that section with the same warning in the article I quoted; *"Warning: this story is about death. You may want to click away now."* However, as I mentioned in the first sentence of this article, the very reason you are so valuable as a professional pilot is because it is your job to prepare for scenarios that we believe probably will not happen to us. And in the airplane, the chances are in our favor that they never will happen. On the other hand, we're all going to die ... someday! (I know you're inspired now, right?)

Now that you know why it's so difficult to get around to accomplishing estate planning for your family, it's time to do some of that pilot stuff and get it done! Let's start with the question:

Will your spouse and children be okay if the unthinkable happens to you on your next trip?

Here are the essential steps to prepare for your potential disability and/or untimely death:

1. Do you have the essential estate planning legal documents?

Estate planning attorneys recommend that we all have the following documents at the ready:

- Power of attorney; financial and healthcare
- Last Will and Testament
- Beneficiary designations
- Living Will
- Life insurance policies
- Titles and property deeds
- Living Trust (may or may not be required, depending on circumstances)

2. Ensure the loss of your income will be replaced by savings and life insurance.

3. Does your spouse know where to find the essential documents listed above?

Take inventory and make sure everyone knows where to find these documents and passwords. Occasionally review the contents and location.

4. Does your spouse have access to cash/funding to pay bills in your absence?

Our experience is that financial account transfers and life insurance payouts can take some time. Be sure to have access to cash to keep the household going for several months while awaiting access to other assets.

5. Digital logins and passwords

This deserves its own category now. Consider using a password manager for information security of passwords plus the ease of sharing with your spouse.

Great resources to help with estate planning

Click [here for a PDF version of an estate planning checklist from Freewill.com](#)

Great website: <https://getyourshitttogether.org/> I almost always refer to this website to help people though not just because the name of the website is awesome! The founder of the organization and author of “What Matters Most”, Chanel Reynolds, experienced the premature death of her husband at a very young age. [From her website](#), “I am immensely proud of the book and grateful for the opportunity to tell the whole story of what happened, what I wish I’d done and what you can do when life goes sideways and what can help before and after the shit hits the fan...”

Another excerpt from the website: “Will you be prepared if life knocks you sideways? Get your family protected with the critical ‘What-if’ answers like wills, powers of attorney, healthcare directives, digital details and legal documents you need today and someday...”

[Online website, TrustandWills.com](#), for great information and getting your estate documents completed:

There is still much debate about getting estate planning legal documents accomplished online. I can’t give advice in this format, but I will say the online resources have vastly improved over recent years. Using TrustandWills.com you can accomplish estate

planning and get the support of an estate planning attorney in your state.

[From their website](#): “Just like estate planning isn’t a one size fits all deal, neither is the help that our clients need. That’s why we’re giving our members access to one-on-one time with licensed estate planning attorneys in their state. We want to offer products and estate planning tools that are inclusive for everyone, whether you have a multi-million-dollar estate, or you’re just starting out planning for the future. Learn more about the benefits of Attorney Support.”

I have not personally used TrustandWills.com for my own estate planning documents, but I refer to this website regularly for great information, resources and learning.

[Workbook – “I’m Dead Now What?”](#)

We often give this book as a gift for those who prefer a physical document(s) to refer to in case of emergencies. This book, if completed correctly, covers all the nitty-gritty details that a loved one will need to know in case of the unexpected death of a spouse. The circumstances will be more difficult than we can comprehend, I believe we should not make it worse by not being organized.

Airline specific financial podcast (and shameless plug), [Pilot Money Guys Flight #12: I’m Dead, Now What?](#) This is part 2 of the Estate Planning Series “I’m Dead, Now What?” Three steps to make sure your estate is

prepared. If you are unsure whether you have a good plan for the unexpected, this is the podcast for you...documents you need to have in place, why getting organized is important, and how beneficiaries and trusts go together to protect your family.

Also see, [Pilot Money Guys Flight #13: I’m Disabled, Now What?](#)

Charles Mattingly, MBA, CFP®

Hopefully, you found this article interesting and helpful. If you have any questions, I can be reached at 865-240-2292 or charlie@leadingedgeplanning.com. Also, please tell us if we can help you on your journey to financial peace and prosperity! Click [here](#) to sign up for our newsletter or click [here](#) to schedule some time to chat about your circumstances in more detail. Also, check out our [Pilot Money Guys podcast](#) where we regularly discuss these types of financial topics along with some fun airline news updates and interesting guest interviews (even the editor and founder of [Aero Crew News – Craig Pieper](#)). Leading Edge Financial Planning LLC (“LEFP”) is a registered investment advisor. Advisory services are only offered to clients or prospective clients where LEFP and its representatives are properly licensed or exempt from licensure. For additional information, please visit our website at www.leadingedgeplanning.com.

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Charlie Mattingly a CERTIFIED FINANCIAL PLANNER™ professional, is a first officer for Southwest Airlines based in Atlanta. [Read More...](#)



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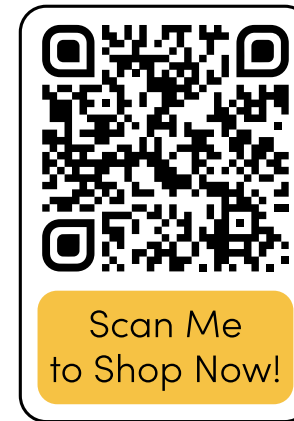
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The Awesomeness of AirVenture

First-time attendee's mind is blown

WRITTEN BY: CRAIG PIEPER, PUBLISHER OF AERO CREW NEWS



If you have never been to EAA's AirVenture at Oshkosh, you need to go – period – full stop! If you can't attend the entire event, you should at least plan to be there for Wednesday or Saturday so you can witness the night airshow/drone display/firework display. This show will absolutely blow your mind! I have been to the New Year's Eve firework display in New York City, but hands down, AirVenture's night show is stratospherically better. (Check the calendar at eaa.org to ensure the schedule hasn't changed.)

From ideas hatched around a kitchen table by a small group of aviation enthusiasts in 1953, the Experimental Aircraft Association

has become an international force in aviation culminating its annual events with AirVenture every summer in the association's hometown of Oshkosh, Wisconsin. It is an awesome experience with awesome aircraft, amazing attendance from all over the world (over 650,000 estimated for 2024), and absolutely breathtaking spectacles in the air and on the ground.

I first arrived late on Monday evening just as all the vendors were closing, but I still wanted to walk around and figure out where everything was situated. The day's airshow was still in progress and who doesn't love

watching airplanes fly around? If you are reading this, I expect you have some interest in aviation. I'm used to walking around these types of events and "pounding the pavement" but I was not prepared for the size of AirVenture. Once I arrived at the main area, the size of the displays for the larger companies was astounding. Large buildings erected in weeks just for this one-weeklong event. To call these corporate display areas "booths" is as great an understatement as it is to call AirVenture a "fly-in." Many of the free-standing "booths" even have air conditioning, catering and lounge spaces.

My day one was Tuesday and I hit the pavement early. Most of the vendors are in a quadrangle of four large hangars that are abeam the main entrance strip. These hangars are flanked by large and small outdoor display areas representing every imaginable aviation-related enterprise, many of which are general aviation manufactures displaying their latest aircraft.

Closer to the runway, you start to see a B-52 bomber off in the distance. This aircraft is on static display along with several other military aircraft at Boeing Plaza. If you head right at Boeing Plaza, you'll end up walking through the Vintage aircraft and eventually the ultralights. If you turn left, you'll see the parking area for the aerobatic planes that perform in the daily afternoon airshow. As you continue north, you will see the iconic brown arch and all the homebuilt aircraft. Eventually this runs right into Warbird Alley, which is probably the biggest collection of vintage





warbirds you'll see anywhere at one time. The quality and quantity of history here is just amazing.

By now your feet ache and your legs are tired from walking, but don't worry, you can hop on a tram that will take you almost anywhere around the AirVenture grounds that you want to go. So, pull out your map or open your app to see which tram you need to hop on to get to where you want to go next.

There are plenty of food options, including some with bars, music and dancing in an entire area dedicated to just that in a section

appropriately named SOS. The "north forty" is another sight to behold. Thousands of light aircraft parked in a huge open field with tents pitched under many wings becomes a city of pilots and their families for the week. OSH becomes the busiest airport in the world during this event. The scope and scale are over the top – every top!

Wednesday meant meeting with a lot more people, networking and checking out more planes. This place is most definitely an airplane geeks heaven! After such a full and stimulating day, I hadn't planned to stay for the night show, but thankfully, some friends



convinced me to stay. As I mentioned before, you will not regret staying for the night show! It is utterly indescribable, so I won't even try. Leaving the parking lot seemed an almost an impossible task. Since I arrived very early in the morning, my car was at the front of the lot. First in last out, but luckily, I found a shortcut and was able to punch out ahead of the masses.

Do add EAA's AirVenture to your bucket list. I'm already planning to go next year but I plan to stay longer and hope to rent an RV so I can stay on the grounds and enjoy some aviation-themed glamping.



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... [Read More...](#)

EAA AIRVENTURE OSHKOSH 2024

Thank you to all the EAA AirVenture attendees who took the time to speak to me about Aero Crew News.

-Craig



ASA - Brian Snider, Aki Chinen, Greg Robbins, Emily Robbins, Celia Kingscott, Abby Dunn, and James Johnson



ACRISURE - Chris Wolbert, Gregg Ellsworth, and John Harden



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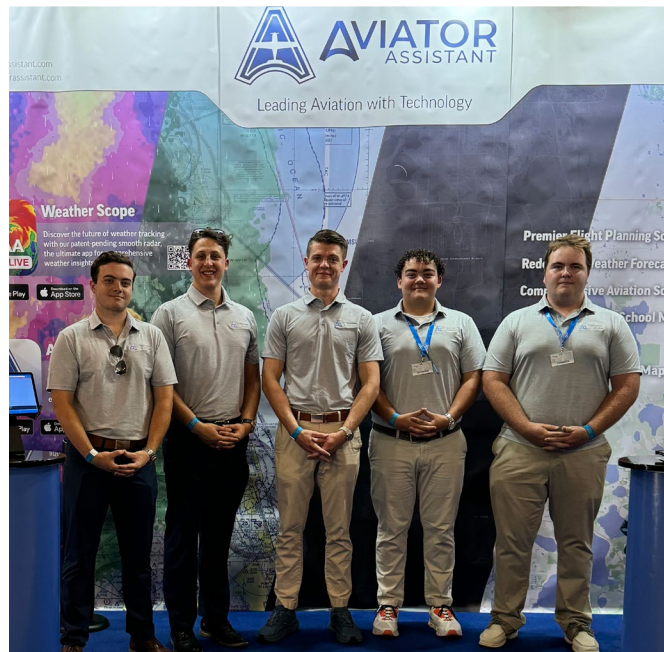
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