

APRIL 2021



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contents

APRIL 2021

JUMP TO EACH SECTION BELOW
BY CLICKING ON THE TITLE OR PHOTO.



Also Featuring:

Letter from the Publisher	8
Aviator Bulletins	11
Flying - I love Flying: An Inspirational Journal for Your Flying and Travel Adventures	32
Special Feature - COVID-19: Aviation Students' Perspective	41
Knowledge Base - Encountering Loss of Communication	44
Mortgage - FHA Loan Programs	56

the grid

Display: Date (default) Categories Filters

iAero Airways
 Add to Compare

CapeAir
 Add to Compare

Silver Airways
 Add to Compare

Omni Air International
 Add to Compare

US Cargo
[ABX Air](#)
[Alaska Seaplanes](#)
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[Atlas Air/Southern Air](#)
[FedEx Express](#)
[iAero Airways](#)
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[Key Lime Air](#)
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[Airshare](#)
[GMJ Air Shuttle](#)
[Key Lime Air](#)
[Omni Air International](#)
[Ravn Air Group](#)
[XOJET Aviation](#)

US Fractional
[FlexJet](#)
[NetJets](#)
[PlaneSense](#)

US Major Airlines
[Alaska Airlines](#)
[Allegiant Air](#)
[American Airlines](#)
[Delta Air Lines](#)
[Frontier Airlines](#)
[Hawaiian Airlines](#)
[JetBlue Airways](#)
[Southwest Airlines](#)
[Spirit Airlines](#)
[Sun Country Airlines](#)
[United Airlines](#)

US Regional Airlines
[Air Choice One](#)
[Air Wisconsin](#)
[Cape Air](#)
[CommutAir](#)
[Elite Airways](#)
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Professional Pilots of Tomorrow is a mentor program comprised of volunteers and designed to assist up-and-coming pilots make informed decisions regarding which regional airline will best suit their needs.

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Fund Flight Training,
Private through ATP,
Promote Diversity.

SUPPORT!

Military, Transgender,
General Aviation,
Women, Students,
Flight Attendants,
Family.



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Make new friends,
Meet LGBT Pilots,
Coordinate Fly-ins,
Make Connections,
Find a Flying Job.

CHAPTERS!

Connect with local
LGBT Pilots &
Aviation Enthusiasts,
Hangar Parties, Meet and
Greetings, Shared Flying
Expenses, and more.



RESOURCES!

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Web Forum,
Aeromedical Assistance,
Flight Instructor Directory,
Job Search.

EVENTS!

Annual Palm Springs
and Provincetown Galas,
NGPA Industry Expos,
Pride Festivals,
and Fly-ins.



VOLUNTEER!

Outreach, Mentoring,
Events, Fundraising,
Organizing, Program
Development.

PUBLICATIONS!

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Monthly NavEgaytor
Newsletter.

ADVOCACY!

LGBT Inclusivity,
Transgender support,
Discrimination Tracking,
Industry Outreach,
Training.

ENCOURAGE

Encourage members of
the LGBT community to
pursue their dreams in
aviation.

FOSTER

Foster equal treatment
of the LGBT aviation
community through
advocacy and outreach.

PROMOTE

Promote aviation
safety through training,
seminars, publications,
and best practices.

PROVIDE

Provide an affirming
social and professional
network for the LGBT
aviation community.



The Worldwide LGBT Aviation Community



Dear readers,

For all you aspiring pilots out there, be sure to check out this month's feature article about AeroGuard Flight Training Center. AeroGuard started 11 years ago in Phoenix, Ariz. and now has four locations across the United States, in California, Arizona, Texas and Florida. We love to feature opportunities for aspirants, so if you are affiliated with a flight school and are interested in having yours featured, please email me at info@aerocrewnews.com.

We are launching a new column this month titled BAGGAGE. In addition to the roll-boards we lug, we carry that emotional baggage wherever we are. Reini Thijssen has been contributing to our FITNESS column for a while and we feel that her content merits its own column. Reini, a mental-health professional, is focused on issues of those who travel in their careers. She is working on an advanced degree and aspires to work globally as a licensed therapist for those with remote occupations.

We also have a new contributing author for FITNESS. B-757 pilot Eric Ray is a certified personal trainer and nutrition coach and is the co-creator and current president of the Hii360 Coaching Method. We are confident that he will inspire us all to improve our health and fitness despite the challenges and demands of our careers.

Be sure to check out FEEDBACK on page 10, and send us yours to publish in future issues! We love hearing from you! Email us at info@aerocrewnews.com.

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 First Officer for a major airline with a type rating in the Boeing 737 & Embraer 145 and has logged over 8,000 hours of flying time since his introductory flight on November 14th, 1992.

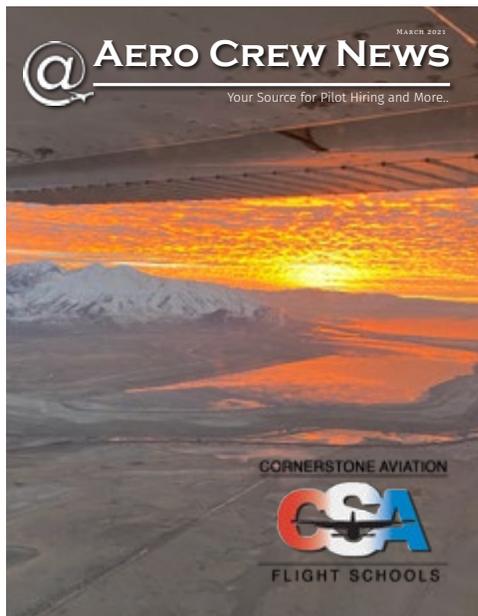
March 2021

In February we asked for you to contribute to our Feedback page. Last month we only received two letters and we're hoping to do better. What's on your mind? How is your flying gig going? Is your company hiring pilots? Are you looking for a flying job? Surely you have a good aviation story or two. We all do. Any emergencies, strange phenomena to recount? We want you to send us your stories, poems, praises and photos (unless you want to save the latter for our annual photo contest).

Speaking of our photo contest, we're looking for theme ideas. We'll be glad to consider any you have. Also, if you have suggestions on how we can serve you better or ideas for stories that you would like us to cover, send those to us, too.

We used to have a column of restaurant reviews. We'd love to revive that with reader contributions for Fly Bites. If you've dined somewhere worth mentioning, send us your copy and pictures. We'll even edit the copy for you.

Your feedback is always encouraged and always welcome at info@aerocrewnews.com.



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FEEDBACK

Dear ACN,

I'm a flight student and I rely on your magazine as a source for industry information. Thanks. When topics come up in class, I sometimes have something to add because I've read your stuff. And all the money, mortgage and grown-up content reminds me that I am going to become a successful pilot with a side-hustle and money in the bank (after I buy my own plane)! Thanks for educating me, too.

Gus Saldana

I want to let you know that your photo contest is wrecking my life! I can't see something from the air without wondering if it could be entered. Since your last contest, I've taken so many pictures that it will be nearly impossible to find the one I want to enter. I don't know why I want one of my pictures in your magazine, but it's becoming an obsession. I should talk to Reini Thijssen (who writes about emotions) about that. You probably won't publish this because I'm not going to use my name. Can I just be

Fotonut?



Alaska Airlines Board of Directors elects new inflight vice president

Customer experience leader will oversee 5,600 flight attendants

Alaska Airlines announced today that Travis Gelbrich will serve as the airline's new vice president of inflight. In his new role, Gelbrich will provide strategic and operational leadership to the inflight division and oversee Alaska's 5,600 flight attendants.

Gelbrich was previously the managing director of Alaska's Guest Customer Assistance, Research and Experience (CARE), where he led 1,400 employees in reservations, customer service, and central bagging service, a role he has had since 2018. He joined Alaska Airlines in 2016 as the managing director of customer experience and design, where he led improvements to the guest experience, implemented new guest satisfaction measures and significantly improved how the company listens to and acts on guest feedback. Prior to joining Alaska, Gelbrich worked 20 years at Microsoft in multiple leadership roles focused on customer service, experience and advocacy.

"Travis is highly respected for delivering results, while engaging his teams and working together toward a common goal," said Gary Beck, executive vice president and chief operating officer at Alaska Airlines. "He has built his career on creating a culture where employees feel valued, heard and empowered to do the right thing."

Gelbrich holds a bachelor's degree in business administration from Gonzaga University and graduate certificates from the University of Washington and the Wharton School at the University of Pennsylvania. He is also a certified customer experience professional from the Customer Experience Professional Association. Originally from Ketchikan, Alaska, Gelbrich worked at the Ketchikan International Airport during summers, while in high school.



Alaska Airlines appoints Constance von Muehlen Chief Operating Officer

von Muehlen is a 30-year aviation veteran with deep safety, compliance and operating experience

Alaska Air Group announced the appointment of Constance von Muehlen as Chief Operating Officer of Alaska Airlines, effective April 3, 2021. Upon assuming this role, von Muehlen will join Alaska's Executive Committee and report to Ben Minicucci, who becomes Chief Executive Officer on March 31, 2021. She succeeds current COO, Gary Beck, who has announced his retirement following an impressive 47-year career in aviation.

A 30-year aviation veteran who received her leadership training flying Black Hawk helicopters as a Captain in the U.S. Army, von Muehlen brings a proven track record of safety and operational excellence to the role. As COO, von Muehlen will oversee the day-to-day operations on the ground and in the air for Alaska Airlines, focusing on delivering on Alaska's commitment to genuine, caring service that ensures a safe, reliable, hassle-free and welcoming experience for all guests. She will also serve as board chair of McGee Air Services, where she will oversee operations at Alaska's ground services subsidiary.

"Constance is a deeply trusted leader who brings out the best in people. She unlocks the potential of each individual to drive a solution-oriented team approach," said Minicucci. "Constance has an impressive ability to manage complexity, simplify systems and see around corners to meet the future demands of our business. As we welcome guests back to the skies following the COVID-19 crisis, I can't think of a better person to oversee our recovery."

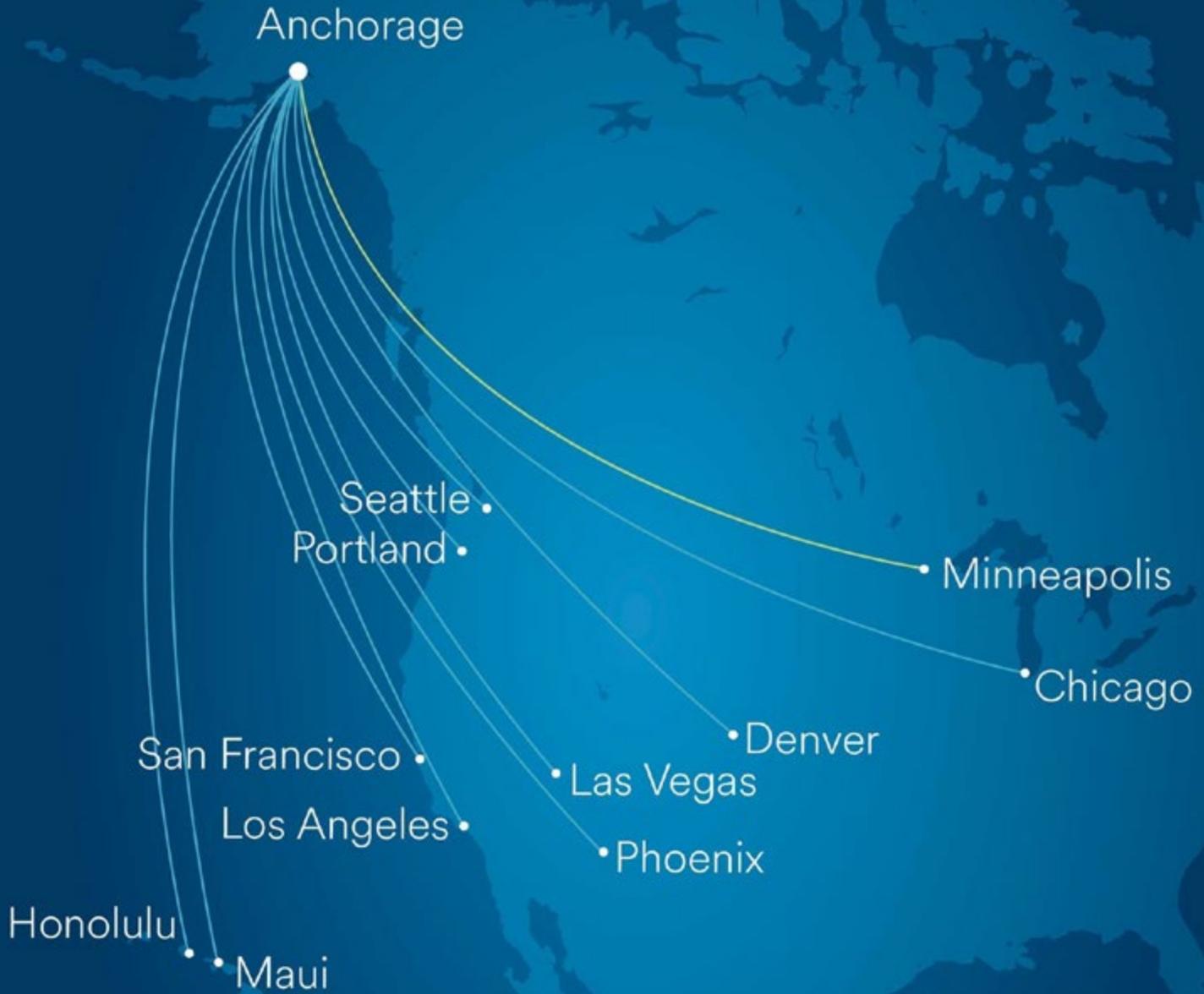
Most recently, von Muehlen served as senior vice president of maintenance and engineering where she led all safety, compliance and operational performance of the airline's mainline Boeing and Airbus fleet. Prior to that, von Muehlen served as Horizon Air's chief operating officer, where she oversaw the customer service, inflight, pilot, maintenance and system operations control teams.

Before joining the airline in 2011 as Director of Engine Maintenance, von Muehlen spent 20 years in aviation maintenance, including her role as general manager of Pratt and Whitney Canada's service center in Saint-Hubert, Quebec, and as director of airframe maintenance at Air Canada. She holds a bachelor's degree from Johns Hopkins University and a certificate in Executive Leadership Training from the Darden School at the University of Virginia. She also completed an executive MBA at the Foster School of Business at the University of Washington.

Upon assuming this role, von Muehlen will make Alaska Airlines history by becoming the company's first female COO. Learn more about von Muehlen's approach to leadership on Alaska's Blog.



AVIATOR BULLETINS



Alaska
AIRLINES

— ANC > MSP starting 6/19

Alaska Airlines adds new nonstop from Anchorage to Minneapolis-St. Paul

New route from Alaska’s largest city to the Twin Cities will provide more nonstops to the state of Alaska

Alaska Airlines announces today new seasonal service at one of the airline’s key hubs in Alaska with new nonstop service between Anchorage and Minneapolis-St. Paul. This additional nonstop flight means Alaska Airlines will provide the most nonstops from the state of Alaska than any other carrier.

The new service to the Land of 10,000 Lakes is in addition to the newly added nonstop service between Anchorage and Las Vegas, Denver and San Francisco, along with the expansion of year-round service to sunny Phoenix and Maui.

“We are looking forward to welcoming more guests to the Great Land in 2021 and expanding service for the residents of Alaska,” said Marilyn Romano, Alaska Airlines’ regional vice president. “With a massive network across the state and our naturally socially distanced outdoor spaces, this route offers easy access to Denali, kayaking, sightseeing, and the most sustainably managed fishing in the world. Alaska is a safe and attractive travel destination for friends and family.”

Start Date	End Date	City Pair	Frequency	Aircraft
June 19, 2021	Aug 15, 2021	Anchorage – Minn.- St. Paul	Sat, Sun	737

This summer, Alaska will fly nonstop to 11 destinations between Anchorage and the Lower 48 and Hawaii including: Minneapolis-St. Paul; Chicago; Denver; Honolulu; Maui; Las Vegas; Los Angeles; Phoenix; Portland, Oregon; San Francisco and Seattle. Four of the cities on the West Coast are also Alaska hubs, which allow for improved connectivity for guests traveling to other locations.

“With the addition of these nonstops, we are committed to keeping Alaska and our guests connected across our network,” said Brett Catlin, Alaska Airlines vice president of network and alliances. “Not only do guests have new nonstop destinations to choose from, Alaskans will also be able to take advantage of our new oneworld partnership and the opportunity to travel to over 800 global destinations served by our partners.”

Introductory one-way fares between Anchorage and Minneapolis-St. Paul start at \$98, and one-way fares between Minneapolis-St. Paul and Anchorage begin at \$99. For full terms and conditions, including blackout dates and fees, visit alaskaair.com.

Editor’s Note: [Photographs](#) and [video](#) are available in the Alaska Airlines’ [Newsroom](#).



United Airlines Adds New Direct Flights to Coastal Vacation Destinations Starting Memorial Day Weekend

Airline adds 26 new routes between Midwest cities and popular summer getaway destinations in the South and New England

In May, United will also resume more than 20 domestic routes and fly more than 100% of its pre-pandemic schedule to Latin America

CHICAGO, March 25, 2021 / [PRNewswire](#)/ -- As more travelers begin to plan long-awaited getaways with family and friends, United Airlines is kicking off summer vacation season with a robust May schedule that includes the addition of 26 new nonstop routes between Midwest cities such as Cleveland, Cincinnati and Milwaukee and popular vacation destinations such as Hilton Head, S.C.; Pensacola, Fla.; and Portland, Maine. The airline also plans to resume more than 20 domestic routes and will start new service between Orange County, Calif., and Honolulu.

Internationally, in May United will fly more than 100% of its pre-pandemic schedule to Latin America compared to what it operated in 2019, including more flights to Mexico, the Caribbean, Central America and South America. The airline also plans to resume flights between Chicago and Tokyo Haneda, resume passenger flights between New York/Newark and Milan and Rome, and restart service between Chicago and Amsterdam. In total, United plans to operate 52% of its overall schedule compared to May 2019, whereas in May 2020 United operated 14% of its overall schedule compared to May 2019.

“In the past few weeks, we have seen the strongest flight bookings since the start of the pandemic,” said Ankit Gupta, vice president of United’s domestic network planning and scheduling. “As we rebuild our schedule to meet that demand, adding in seasonal point-to-point flying is just one of the ways we are finding opportunities to add new and exciting service. And as we have done throughout the entire pandemic, we will continue being nimble and strategic with our network to add the right service to the destinations our customers want to visit.”

Domestic May Schedule

Starting May 27, United will begin point-to-point service to Charleston, S.C.; Hilton Head, S.C.; Myrtle Beach, S.C.; Pensacola, Fla. and Portland, Maine from seven cities including Cleveland, Cincinnati and Columbus, Ohio; St. Louis, Mo.; Pittsburgh, Pa.; Milwaukee, Wis. and Indianapolis, Ind. United plans to operate these point-to-point routes through Labor Day weekend. Most customers on these flights will experience United’s new Bombardier CRJ-550 – the world’s first 50-seater aircraft with two cabins. The spacious CRJ-550 is equipped with 10 first class seats, 20 Economy Plus seats, 20 standard economy seats, Wi-Fi, more legroom and enough overhead bin space for every customer to bring a roller bag on board.

For video and photos of the CRJ-550 [click here](#).

United also continues to be a leading airline to Hawaii, offering more than 200 weekly flights, including new service between Orange County and Honolulu. In May, United will begin offering United Premium Plus® service on select Hawaii routes, which includes a bigger, more comfortable seat and a complimentary meal. United Premium Plus will be available for customers traveling to Honolulu and Maui from Chicago and Denver and will be expanded in June to flights between Chicago and Kona, Houston and Honolulu, and New York/Newark and Maui. United allows customers with valid negative COVID-19 tests to [pre-clear before departing to Hawaii](#) so they can save time and skip document screening lines upon arrival in the islands.

In addition to the new point-to-point service, United will resume 20 domestic flights to popular destinations and introduce three new domestic routes. This new nonstop service includes flights between Houston and Kalispell, Mont.; Washington, D.C. and Bozeman, Mont.; and between Chicago and Nantucket, Mass. Overall, United plans to operate 58% of its domestic schedule compared to May 2019.

International May Schedule

United will fly 46% of its international schedule compared to its May 2019 schedule. As customers continue to travel to warm beach destinations, United will operate more flights to Mexico, the Caribbean, Central America and South America than the carrier flew in 2019, providing more options to travel to Central America than any other U.S. carrier. Across the Pacific, United will resume flights between Chicago and Tokyo’s Haneda airport and increase service from Los Angeles to Sydney and Tokyo Narita. Across the Atlantic, United will resume service between Newark and Milan and Rome as well as between Chicago and Amsterdam, Munich and Tel Aviv.

New Summer Point-to-Point Frequencies

Service from Cleveland to:

Destination	Frequency
Charleston, S.C.	3x weekly
Hilton Head, S.C.	3x weekly
Myrtle Beach, S.C.	3x weekly
Pensacola, Fla.	3x weekly
Portland, Maine	3x weekly

Service from Cincinnati to:

Charleston, S.C.	3x weekly
Hilton Head, S.C.	3x weekly
Pensacola, Fla.	3x weekly
Portland, Maine	3x weekly

Service from Columbus to:

Charleston, S.C.	4x weekly
Hilton Head, S.C.	3x weekly
Portland, Maine	4x weekly

Service from Indianapolis to:

Charleston, S.C.	3x weekly
Hilton Head, S.C.	4x weekly
Portland, Maine	4x weekly

Service from Milwaukee to:

Charleston, S.C.	2x weekly
Myrtle Beach, S.C.	2x weekly
Pensacola, Fla.	2x weekly
Portland, Maine	2x weekly
Savannah, Ga.	2x weekly

Service from St. Louis to:

Hilton Head, S.C.	3x weekly
Myrtle Beach, S.C.	3x weekly

Service from Pittsburgh to:

Charleston, S.C.	3x weekly
Hilton Head, S.C.	3x weekly
Pensacola, Fla.	3x weekly
Portland, Maine	3x weekly

Committed to Ensuring a Safe Journey

United is committed to putting health and safety at the forefront of every customer's journey, with the goal of delivering an industry-leading standard of cleanliness through its United [CleanPlus](#) program. United has teamed up with Clorox and Cleveland Clinic to redefine cleaning and health safety procedures from check-in to landing and has implemented more than a dozen new policies, protocols and innovations designed with the safety of customers and employees in mind.





Journey Aviation Grows Its Business Substantially Year Over Year

Journey Aviation – a worldwide private jet charter operator and aircraft management company – ventures into 2021 successfully reaching it's 20 aircraft mark with a 25% fleet growth and a 35% increase in business since the pandemic commenced last year. With the recent year over year additions, including two Gulfstream GVs, two Gulfstream GIVSPs, Challenger 300, Falcon 2000 and a Hawker 800XP, its fleet has not only grown significantly within its core business in the heavy jet category but also added super midsize and midsize jets to support a wider variety of clients flight demands.

Journey Aviation’s Chief Executive Officer, Fabian Bello shared, “We are incredibly humbled and grateful for our company’s growth and success given the climate of our industry and this worldwide pandemic. The spike in fleet growth and category diversification will allow us the opportunity to continue to support our clients’ individual flight needs both, domestically and internationally.”

The latest aircraft charter fleet addition is a heavy jet, Gulfstream GIVSP with its long-range 5,200 nautical mile performance. The aircraft offers some 2021 interior upgrades in a 13 passenger executive configuration with light cream color leather seating. The layout includes a forward four-place seating area, mid cabin 2-place seating area opposite a three-place divan and an aft four-place conference group opposite a credenza. The jet is equipped with an aft galley, warming oven, display monitors and Airshow.

“Even with most of our operations teams primarily working remote since March of 2020, we have not only been able to effectively manage the day-to-day operations, but also increase business from all facets. Our continued success and company growth is directly attributed to our highly dedicated team of aviation professionals in administration management, flight operations, safety, maintenance and crews. Even during unprecedented times, the team never ceases to amaze me”, Fabian stated

Journey specializes in 24/7, on demand, charter flights worldwide with a focus on achieving excellence in personalized service and a quality product. Its fleet of aircraft comprises Gulfstream G550, Gulfstream GV, Gulfstream G450, Gulfstream GIVSP, Gulfstream GIV, Challenger 300, Falcon 2000, Hawker 4000, Hawker 800XP models. The Company holds high industry standard safety certifications ARG/US Platinum, ISBAO Stage II, Wyvern Registered and is a member of the Air Charter Safety Foundation.





Summer travel at your leisure: Delta connects customers to 20+ mountain, beach and vacation destinations with new, increased flying

- *Nine brand-new routes enhance connectivity to popular destinations*
- *More nonstop flights to 20+ mountain, beach, outdoor and other leisure destinations*
- *Service to four Caribbean markets resumes this summer*

Delta will introduce nine brand-new routes and add flights to more than 20 top leisure destinations this summer – a move that follows renewed optimism and growing customer confidence in upcoming travel. The increased summer service complements our recently announced Alaska service expansion.

Throughout the pandemic, Delta has consistently listened to customers and put their travel experience at the center of everything we do, including connecting them with where they want to go most.

“We’re looking forward to reconnecting more customers with their love of travel this summer, with more flights and convenient connections across Delta’s network,” said Delta’s Joe Esposito, S.V.P. – Network Planning. “Our commitment to the health and safety of everyone on board always comes first, and those planning a summer getaway will also enjoy Delta’s unparalleled service across the journey from booking to baggage claim.”

In addition to providing layers of protection for safer, more flexible travel as part of the Delta CareStandard, customers can also continue to expect a superior onboard experience with touchless technology via the Fly Delta app and onboard, hundreds of new in-flight entertainment options available for free on Delta Studio, and plans to deliver new high-speed Wi-Fi on board this year.

NEW & EXPANDED SERVICE TO MOUNTAIN TOWNS, OUTDOOR DESTINATIONS

Delta is adding new routes and expanding existing service to seven destinations popular with adventurous travelers looking to explore and reconnect with the great outdoors. This includes Montana, where Delta will offer more service this summer than any other carrier.

Bozeman, Mont. (BZN)

- Introducing New York-JFK service launching three times a week May 7, increasing to daily starting May 28
- Daily service from Los Angeles (LAX) starting May 5 and from Seattle (SEA) starting May 28
- Saturday service from Detroit (DTW) beginning May 29

These additions complement our existing nonstop service from Atlanta (ATL), Minneapolis/St. Paul (MSP) and Salt Lake City (SLC) – together offering easy access to BZN and nearby Yellowstone National Park from anywhere across the country.

Glacier Park, Mont. (FCA)

- Daily service from LAX beginning May 28
- Introducing weekend service from SEA launching May 29
- Weekend service from ATL beginning May 29

These three routes join our twice-daily service from MSP and four-times daily service from SLC to provide convenient access to Glacier National Park and the surrounding area.

Missoula, Mont. (MSO)

- Weekend service from LAX beginning May 8 and from ATL beginning May 29

With Delta’s existing service from SLC and MSP, these flights are another gateway to enjoy Montana’s Glacier Country through MSO.

Jackson Hole, Wyo. (JAC)

- Daily service from ATL, with an extra trip on Saturdays beginning May 29
- Daily service from LAX and MSP beginning May 28
- Introducing Saturday service from DTW launching May 29
- Weekend service from SEA beginning May 29

These routes add to Delta’s year-round service from our SLC hub.

Fresno, Calif. (FAT)

- Introducing Saturday service to FAT from SEA launching May 29

Customers wanting convenient access to Yosemite National Park and other attractions in the Sierra Nevada can take advantage of this new SEA service, in addition to our enhanced four times daily nonstop service from SLC and daily LAX flight.

Rapid City, S.D. (RAP)

- Weekend service from ATL beginning May 8 and increasing to daily service on May 29
- Weekend service from DTW beginning May 29

New ATL and DTW offerings to RAP complement Delta's up to four-times daily flights from MSP and daily SLC flight.

Reno-Tahoe, Nev. (RNO)

- Introducing weekend service to RNO from SEA launching May 8

This new SEA service builds upon our recent growth in RNO, which includes three-times daily service to LAX, a nonstop flight to ATL, and up to five daily flights from SLC.

MORE FLIGHTS TO BEACH & LEISURE DESTINATIONS

Rest, relaxation and a little fun in the sun is right around the corner this summer, with more nonstop flights from Delta's hubs to seven leisure destinations:

- Introducing Saturday service from Boston (BOS) to **Hilton Head, S.C. (HHH)** launching on May 8, complementing existing daily service from ATL and LGA
- Introducing new Saturday service from **Traverse City, Mich. (TVC)** to BOS launching May 29
- ATL will offer daily service beginning May 29
- LGA will offer seasonal daily beginning May 5
- Daily MSP service begins May 5 and increases to three daily trips effective Memorial Day weekend, all of which adds to our existing DTW service that offers five daily trips also beginning May 5
- Weekend service from BOS to **Myrtle Beach, S.C. (MYR)** begins May 8, which complements existing service to ATL, DTW, LGA and MSP
- Daily service from LGA to **Wilmington, N.C. (ILM)** begins May 5 and complements existing daily service from ATL
- Saturday service from BOS to **Norfolk, Va. (ORF)** begins May 8 and increases to daily on May 28, complemented by Delta's existing service to ATL, DTW and LGA – all of which deliver a gateway to the Outer Banks, N.C.
- Saturday service from BOS to **Savannah, Ga. (SAV)** begins May 8, rounding out Delta's existing service from ATL, DTW, MSP and JFK
- Daily service to **Asheville, N.C. (AVL)** from LGA begins May 5 and complements existing daily service from ATL

GREATER CONNECTIVITY ACROSS U.S. NORTHEAST

New England's scenic views and outdoor adventures to places like Acadia National Park offer a diversity of experiences for leisure travelers, which is why Delta is adding more flights to four destinations in the region:

- Introducing daily service from BOS and Saturday service from ATL to **Bangor, Maine (BGR)** launching on May 5 and May 8, respectively
- Saturday service from DTW also begins May 8

- Increasing service to **Nantucket, Mass. (ACK)** with twice-daily flights from JFK beginning May 28, and Saturday & Sunday service from LGA beginning May 29
- Daily service to **Burlington, Vt. (BTV)** from ATL on May 5, in addition to daily flights to DTW and JFK.
- Doubling service from JFK to **Martha's Vineyard, Mass. (MVY)** to two daily flights starting May 28

MORE CARIBBEAN SERVICE

Demand remains high for Latin and Caribbean leisure travel, and Delta is planning to restart service to four more beach destinations that offer warm getaways. Beginning June 5:

- Daily service from ATL and Saturday service from JFK to **Grand Cayman Islands (GCM)**
- Saturday service from ATL and JFK to **St. Kitts (SKB)**
- Twice-weekly service from ATL to **Roatan Island (RTB)**
- Twice-weekly service from ATL to **Bonaire (BON)**

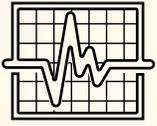
With these new resumptions and easy, convenient access through Delta's hubs, customers have significant connection opportunities between the U.S. and the 40 destinations Delta serves across Latin America and the Caribbean.

Some routes may be operated by Delta Connection carriers Endeavor Air, Republic Airways, and SkyWest Airlines.

PUTTING CUSTOMERS FIRST

Customers can plan and book their trip with complete confidence thanks to the measures we've taken to provide more peace of mind, including:

- Permanently eliminating change fees to provide [more flexibility](#) when booking travel
- Creating an [interactive travel map](#) to help customers understand where we fly and the latest travel requirements or restrictions at their destination
- Deploying a dedicated team of clean ambassadors who will ensure a [consistently safe and sanitized experience](#) at more than 55 airports
- Providing COVID-19 testing resources to customers, including making it easier to understand requirements and access appropriate options prior to travel, whether by [purchasing an at-home test](#) or suggesting a nearby location for in-person testing



FITNESS



Three Reasons You Are Not Fit (and the One Thing You Must Do)

WRITTEN BY:ERIC RAY

As a fitness and nutrition coach, I am often asked what supplements I recommend. This question is usually prompted by the latest gimmicky fat-loss pill, which fabulous new diet to try or reports of how quickly can a person lose ten pounds. The context of these questions generally relates to an outside influencer giving advice that may have short-term gains – but it never lasts. Quite often, those same people find themselves yo-yo dieting or moving from one pre-planned exercise regime to the next with no consistency which usually ends with frustration that forces them to quit before they even get started. What follows are three reasons you aren't fit and how to make a change.

1. You haven't yet made yourself uncomfortable

It's very easy to settle in and just go with the flow. The status quo keeps the stress levels low because it's far easier to stay comfortable. I mean, just a year ago I was doing the same thing; eating the zero nutrient-dense foods (and I do love kettle chips) but justifying that by saying I was working out. I was comfortable doing that, but it wasn't until I was uncomfortable in my pants that I took a hard look in the mirror and knew I had to change. Get uncomfortable.

2. You haven't defined your "why"

One of the founding principles of the Hii360 Coaching method is knowing your "why". Only you can define why you want to undertake the journey and that reason can shift over time. Your "why" defines your purpose for the actions you're about to take. Understanding your why allows you to use your internal motivation versus outside influences (not to include the advice from your health care provider). Once you define your why, you will have the ability to dial in goals.

3. You haven't set any real goals

I need to lose ten pounds, or I want to run a marathon are noble plans, but they lack real definition. If you want to lose weight you really need to be two things: specific and

realistic. Think about setting a specific goal like, "I want to lose one inch of fat from my waist before my next birthday (which is coming up in 90 days)." This becomes specific and attainable while giving you focus. This is what I did to lose more than 50% of the fat I was lugging around. Take ownership of your goals and get realistic about what and when you can achieve them.

The one thing you can do now

You have too many choices. Gary Keller and Jay Papasan's book *The One Thing* discusses focusing your workload onto the most important task. While making drastic changes could be necessary under the advice of a medical/health professional; set your sights on changing one thing. If you're leading a sedentary life, start by walking 30 minutes everyday. Once you are walking daily and feel comfortable, add a day of cardio. Build a base slowly and overtime you will make drastic improvements. It's the same with nutrition. Don't stop eating all the things you know you shouldn't, but focus on serving sizes and eat only one small serving of those things.

It's never too late to start a fitness and/or nutrition journey. Attaining your best life relies on finding your proper motivation, having well-defined goals, and trusting a process that takes time. Focus on one area that you can change and increase the intensity over time. Soon you'll be a new you and living your best life.



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...](#)



BAGGAGE



Editor's Note: Aero Crew News readers have enjoyed Reini Thijssen's articles as a contributor to our FITNESS column. Through the months we have come to realize the value of her contributions to our mental fitness, and we believe that fact merits a positive action. Reini has agreed to become the author for her own column, which we are fondly and metaphorically calling BAGGAGE. We all carry it, and Reini can help us "pack" ours in more advantageous, healthy and productive ways.

Coping with Unpleasant Emotions

WRITTEN BY: REINI THIJSSSEN

Fear, sadness, jealousy, anger, guilt, grief – unpleasant emotions can significantly impact our day-to-day life. Especially at a time when things are continually going differently than expected, people cope with more painful emotions yet have fewer ways of handling their challenges. Ignoring them or taking your stresses out on others might be easier in the short-term. However, these emotions might contain valuable lessons that can lead to progress and growth over the long term. This article provides insight into the purpose, the warning signs, and helpful solutions on how to cope with unpleasant emotions.

1. Fear

Purpose: Acute fear, if not overwhelming, makes us more attentive to our surroundings. The right amount of anxiety makes our senses keener; we will see, hear and smell more sharply. Anxiety increases our energy level and makes us more disciplined, which is helpful when faced with challenges. Worry about the future can also help prevent mishaps.

Warning signs: Long-term irrational fear can dominate your life and eventually become a mental roadblock with a paralyzing effect. Research shows that the more you fight feelings of anxiety, the more negative thoughts emerge. When allowing fear, the thoughts will become less powerful.

Solution: Be aware of your fears and how they are worded in your mind. The words we give to our fear are essential. Describe your feelings around anxiety more positively. For example, if talking in front of an audience gives you anxiety, describe it as “feeling healthy tension” instead of “I am scared.” It will help you to feel motivated and perform better.

Additionally, ask yourself, “When I think about the fear I am feeling right now, what is the worst that could happen?” Visualize and describe the various aspects of your anxiety in as much detail as possible. This will help put the fear into perspective, and you might realize that some challenges are not as menacing as you once thought. Or you might be able to think of solutions or preventions. By looking at the feelings of anxiety from a distance, a broader perspective helps you discover opportunities - which helps you to regain a sense of control.

2. Anger

Purpose: Anger can be a useful signal that can help initiate change. If you do not like something, anger can spark the motivation to make change happen. Overall, people who show anger are better at setting boundaries, are more adventurous and enterprising, and appear more confident.

Warning signs: Anger can lead to uncontrolled and unfiltered behavior, possibly leading to emotional, verbal, or even physical aggression. These forms of anger can cause long-term negative consequences, such as losing meaningful relationships.

Solution: When the feeling of anger arises, try to control it. Deep breathing and counting might sound silly, but they do help to calm the nervous system. Next, take a step back, excuse yourself to leave the room for a minute if possible, and ask yourself questions:

- **Why am I feeling this?**
- **What is it about what happened/has been said that makes me feel this way?**
- **Is this person deliberately talking down to me or not?**
- **Could my emotion be connected to something else that is going on in the present, or even from the past?**

The next step is to express anger appropriately. Even though it might not be easy to express oneself in an emotional situation, trying will help you get better at it. As accurately as possible, try to respectfully articulate to your adversary what is bothering you. The other person is more likely to listen, providing a greater chance of strengthening the relationship.

Self-Control Exercise: Keep an Anger Journal

1. Briefly describe what made you angry today?
2. How intense was your anger? From extreme, intense to not intense: 1 2 3 4 5 6 7 8 9 10
3. What were your thoughts?
4. What did you feel in your body? Where did you feel it?
5. How difficult was it to control your anger? From completely losing control to feeling in control of your anger: 1 2 3 4 5 6 7 8 9 10
6. What was your reaction to your anger? Did you express your anger? If so, how?
7. Did you feel regret? If so, about what?
8. How did you calm down?

If you keep this diary for a month, chances are you can start discovering patterns. These questions may help:

9. What things make me most angry?
10. Which pattern can I recognize?
11. If this anger is fear or pain in disguise, what does that fear or pain consist of?

3. Guilt

Purpose: Feelings of guilt help adjust our moral compass. Generally, feelings of guilt can make people more generous and cooperative, decreasing our selfish impulses and urges, which helps improve our relationships. Guilt increases our awareness. It helps to increase your self-awareness that something has been done or said that you regret, and luckily you can usually make up for it.

Warning signs: It is crucial to take action when feeling guilty. Feelings of guilt can become destructive if not handled with care. If doubts and thoughts keep popping up, such as thinking that you are a terrible person because of your actions, it is no longer about one behavior but feeling bad about yourself as a person. This can impact your way of thinking and lead to a negative self-image and low self-esteem.

Solution: Do not hide your feelings. Own them and name them instead. Remember, being alive also means making mistakes. To change, take action. Apologize, directly or indirectly, to repair the damage in a way that fits the situation. For example, if the victim is no longer there, donate money to a charity they were passionate about or help their family. When feeling guilty about having little quality time with your family, take another look at your work-life balance. Realize that wallowing in guilt is not helping anyone.

Ask yourself the following questions:

- Are you feeling ashamed? Why?
- What was your intention? Was your intention good? Be gentle with yourself.
- How would you judge if a friend had done the same?

- **Is there anything else you can do about it?**
- **What lesson can you learn and take with you into the future?**
- **What do you need to change your way of thinking, your habits, your behavior, or lifestyle to minimize the chance of recurrence?**

4. Grief

Purpose: Grief can help strengthen the connection with loved ones and makes you realize who and what in life is essential. Showing grief mobilizes others since they want to support you and be there for you. Grief is for something/ someone that is no longer there, such as a friendship or something physical such as a home. Grief indicates the loss of something positive – that person or home held meaning within you.

Warning signs: Feelings of grief can decrease the serotonin level in your body and increase the stress hormone cortisol. In the short-term, grief impacts your sleeping pattern and appetite. Long-term grief can affect your physical and mental health and has been associated with a weaker immune system, heart disease, depression, and anger issues.

Solution:

1. Do not judge yourself or your grief. There is no set formula for how to experience grief. The experience is different for anyone in any situation. Do not compare your grief with that of others. Accept and be aware of your feelings. Pushing grief away will only make the problem worse.

2. Ask for help. Many people keep their grief to themselves, some more than others. Talking about an unpleasant situation is difficult, and it might be challenging to admit that we need help.

Though there might not be a solution to the situation that caused your grief, loved ones can support you in various ways to process your feelings of hopelessness.

3. Try to find distractions. Make plans to do things that will distract from your grief. While it is good to be aware of your feelings, take a break from time to time to relax. Do things with friends or family and try not to feel guilty if you are not busy mourning. Remember, that this is also part of the process.

5. Regret

Purpose: Regret provides insight into ourselves to learn from mistakes so that we are better equipped to make different choices into the future. Expressing regret also helps to generate sympathy from others. People are more likely to support you when you can be vulnerable. Healthy regret leads to positive action; it is a motivation to improve yourself.

Warning signs: Regret becomes a problem if you can't let go of the regret, especially when we get stuck in the past and don't learn from our mistakes. Not letting go increases our stress level and can lead to anxiety disorders and depression when we focus on what can contribute to low self-esteem and less self-confidence.

Solution: Remember that regret has a function – survival. It is a signal that our choices can have negative consequences. This insight allows us to correct our decisions and learn to do things differently in future situations. If there is nothing you can do about it because the action has been too long ago, or the opportunity has now passed, there is no point in worrying about it. Accept that and let go.

Do not be too hard on yourself. Consider for yourself what the circumstances were. Did you have the knowledge you have now? Sometimes we do not have the correct or sufficient information on which to base our choices. Also, consider what you would say to a friend in the same situation, and tell that to yourself. Self-compassion helps to deal with regret through more acceptance.

Think positively. Instead of worrying about what you did wrong or what you did not do, ask yourself the following two questions:

1. **What is the worst that could have happened?**
2. **What have I learned from it?**

6. Jealousy

Purpose: Jealousy is often confused with envy. These are similar concepts, but there is a difference; jealousy means that you want something that someone else has, where envy implies that you want something that someone else is – their attributes.

Even though jealousy often has a negative connotation, it can also be a strong motivational force. Feelings of jealousy can increase the motivation to strive for something that you find essential. When experiencing jealousy, this is a signal that you think something is important in that moment. Realizing what makes you jealous will help you better understand what is important to you.

Warning signs: Unfortunately, jealousy can cause problems in multiple life areas such as in relationships, friendships, or work. Jealousy can lead to thinking that you are “not enough,” which causes stress and low self-esteem. When people are jealous, it often has to do with mistrust, rejection, threat, and loneliness. If people are envious, it has to do with shame, a sense of failure, and dissatisfaction.

Solution: Use the feelings of jealousy for a moment of self-reflection. Acknowledge the feelings and understand what makes you insecure. Find out why you are experiencing these jealous feelings. What is what the other has that you want? Sometimes the answer lies elsewhere than where you think. Be realistic and investigate if your thoughts are true, zoom out from the situation and try to put it into perspective. Try not to feel too guilty about jealous feelings since it will not stop the feelings, but do not let them get in the way of your relationships.

Final Note

As with all emotions, unpleasant emotions are human. Everyone experiences them, and there is no point in suppressing them. Suppressing emotions can have a more significant negative impact on both your mental and physical health. Instead, try facing these emotions and acknowledge that they are there, and investigate what these feelings are really about. Feeling stuck? A mental health professional can help process these emotions on a deeper level for more growth and self-development.

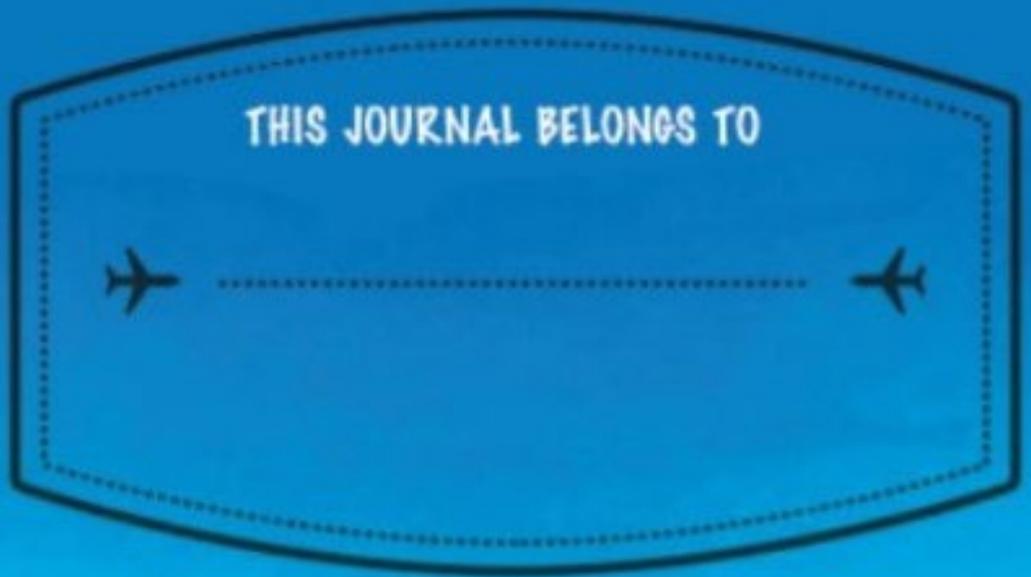


About the Author

Reini Thijssen is a Dutch certified life coach and avid traveler. [Read More...](#)



FLYING



I Love Flying: An Inspirational Journal for Your Flying and Travel Adventures

WRITTEN BY: LIA OCAMPO

Why do you fly, and why do you travel? Some people travel for work, business, adventure, and to get out of their comfort zone. Others use travel to reflect, to escape, to relax, to celebrate, to learn, to build relationships, to meet amazing people, to create wonderful memories, or to become a new person.

Suddenly, the world has stopped flying because of the coronavirus pandemic. The pandemic has changed the world of travel.

The impact of the COVID-19 has devastated airlines worldwide. Demands have fallen because of fear of COVID-19 and global efforts to stop the spread of the virus. Airlines are trying to survive. Planes have been grounded, and many employees are taking advantage of the voluntary unpaid leave and retirement programs. Others have lost their jobs because of massive layoffs and furloughs. The pandemic has even forced some airlines to go out of business.

It is for these reasons I created the I Love Flying journal: to honor those who have lost their lives to COVID-19, to show admiration for the frontline workers in the aviation and travel industries, to encourage globetrotters to continue their passion for travel, to inspire people to explore the world, to advocate flying with precautionary measures, to uplift the spirit of traveling, and shed some hope in these challenging times.

While recovery advances and the progress against the COVID-19 continues, more travelers will venture out and fly again. I am so excited to share this unique journal that you can take along on your next adventure. I used my own photos to show a different perspective of the world through flying. Traveling and flying reconnect us with ourselves and with others. It can bring out the best in us. It can empower us.

If you love flying and traveling, I encourage you to write your own stories and create your book of life. Writing your thoughts and memories about your flying experiences and travel adventures is a way to reflect. I Love Flying can be a time capsule of people, places, and experiences you have encountered. If you are like me, you may forget some details of your travels, but writing them down is a way to help preserve those memories. You can always look back to this journal and share your stories with your friends and family.



Set your travel goals. Fill-in your bucket list. Find an adventure. Discover a new country. Enjoy the experience. Remember those memories. Capture beautiful moments. And see for yourself the magnificent world in which we live.

I hope that through the I Love Flying Journal, you build inspiration to create more beautiful stories and memories. Keep flying. Keep traveling. Stay tuned to more in future issues in the new (I love) FLYING column.

Follow her on:

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About the Author



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

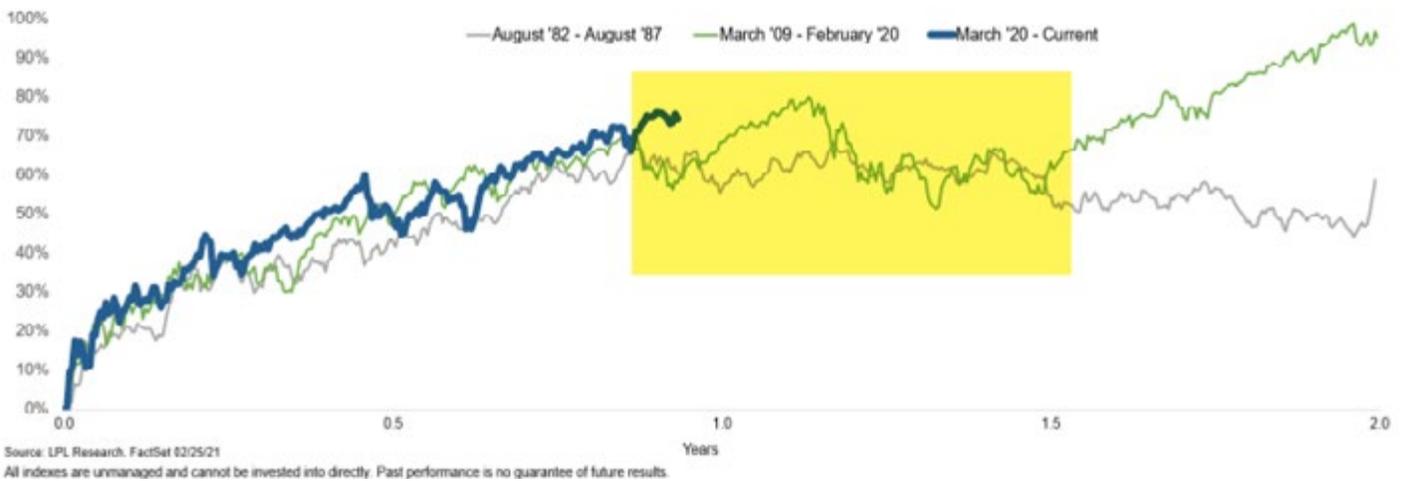


We Can be Cautiously Optimistic

WRITTEN BY: JAMES C. KNAPP

Previous Bull Markets Had Choppy Times Ahead

Strongest Starts To A Bull Market Ever For S&P 500 Index



Investors seem to be fairly optimistic as markets are hovering near or at all-time highs.

This has caused some investors to wonder if this optimism has gotten ahead of itself raising the risk of a market pullback (or worse). Investors ask if this is a continuation of the bull market, the start of a new bull market or will it lead to a market sell-off?

Yogi Berra said, ***“It’s tough to make predictions, especially about the future.”***

Historians and journalists have the luxury of waiting for time to pass to declare a narrative for a certain time period. Unfortunately, investors don’t have time to wait as the ramifications can be detrimental to your financial progress (aka “flight plan”).

Similar to how pilots prepare flight plans to adjust for dynamic and changing risks, I believe an investor’s primary focus should be on their portfolio risk. Specifically, understanding investment risk is a vital concept as it is related to loss.

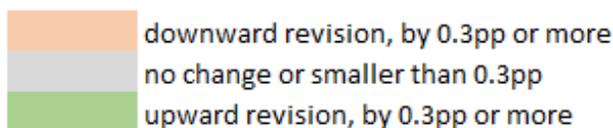
For example, the more portfolio risk that is taken, the greater the loss potential may be when markets decline. Investors tackle this phenomenon by applying educated assumptions in an attempt to avoid catastrophic damage over time. This is in the same vein of virtually every professional field, e.g., a surgeon speaking to probabilities, not certainties. These potential outcomes are based on historical data and events, statistics, trends, sentiment, etc., in an effort to manage portfolio risk and to avoid permanent loss of capital.

Albert Einstein said, ***“Know where to find information and how to use it – that is the secret to success.”*** Let’s review some recently released data as a starting point. This is not meant to be all-encompassing.

OECD Economic Outlook Projections

Real GDP growth (% , Year over Year)

	2020	2021	2022		2020	2021	2022
World	-3.4	5.6	4.0	G20	-3.2	6.2	4.1
Australia	-2.5	4.5	3.1	Argentina	-10.5	4.6	2.1
Canada	-5.4	4.7	4.0	Brazil	-4.4	3.7	2.7
Euro area	-6.8	3.9	3.8	China	2.3	7.8	4.9
Germany	-5.3	3.0	3.7	India*	-7.4	12.6	5.4
France	-8.2	5.9	3.8	Indonesia	-2.1	4.9	5.4
Italy	-8.9	4.1	4.0	Mexico	-8.5	4.5	3.0
Spain	-11.0	5.7	4.8	Russia	-3.6	2.7	2.6
Japan	-4.8	2.7	1.8	Saudi Arabia	-4.0	2.6	3.9
Korea	-1.0	3.3	3.1	South Africa	-7.2	3.0	2.0
United Kingdom	-9.9	5.1	4.7	Turkey	1.8	5.9	3.0
United States	-3.5	6.5	4.0				



Source: LPL Research, Organisation for Economic Co-operation and Development 3/10/21

It would seem that the economic recovery is gaining steam. In fact, so much so that the Organisation for Economic Co-operation and Development (OECD) had to raise the U.S. gross domestic product (GDP) forecast for 2021 by more than three percentage points this week (from 3.2% to 6.5%).

Among the world’s largest economies, the OECD raised its economic growth forecast for the United States by the most. But India’s economy – the world’s fifth largest – actually saw the biggest upgrade of 4.7 percentage points. Australia, Canada, and Brazil also saw solid increases of one percentage point or more. On the other side of the coin, France and Italy saw slight downgrades. The OECD only sees 3.9% GDP growth in the Euro area in 2021, well shy of the forecasts for the U.S., Australia, Canada, the United Kingdom, and much of the emerging world. Europe has been slower to open up its economies as its COVID-19 vaccine program has lagged well behind that in the U.S., Japan, or broadly emerging markets right now.

At first glance, these GDP projections can make an investor feel optimistic. Though, it is helpful to appreciate the nuance in the numbers. They are derived from a “base-effect,” meaning the coming year is compared to the previous year. As we all know, 2020 was a challenging business environment so comparing 2021 to 2020 numbers may not provide the full story.

For balance, the weekly jobless claims data continue to show around 730,000 according to the Department of Labor, and continuing jobless claims are around 4.42 million people which are signs of the economic damage that still exists. (Again, not a complete list, but merely to be used as a starting point.)

While it is important to have your investments work to make money, I believe it is more important not to lose money. I believe that through understanding what drives market returns over time, rather than trying to predict future market movements, investors can begin to understand the impact the market has on psychology and investor behavior.

In the short run, stock market movements are completely random; though it is essential to be aware of the evidence and clues presented.

The Knapp Advisory Group is here to be your resource. Contact me at JAMES.KNAPP@KNAPPADVISORY.COM.

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Portions of the materials have been prepared by LPL Financial.

All index and market data from FactSet and MarketWatch.



About the Author



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



Low-Level Jet Streams and their Hazards to Flight

WRITTEN BY: ANTHONY LORENTI

I bring to your attention the existence of low-level jet streams or “low-level jets” (LLJ), as they are sometimes called. Some guidance on LLJs might promote better situational awareness (SA) and help you be safer the next time you fly.

I am not a Meteorologist and I am quick to disclaim any special weather knowledge above and beyond what any professional pilot should know about the atmosphere, which holds true for this information. My efforts are to trigger your interest and awareness.

The jet stream

You already know the definition of and the effects jet streams (upper-level) can have on aircraft. See the basic definition here: [jet stream | Wind Maps | Weather Underground \(wunderground.com\)](#). The key distinctions between the jet stream (upper-level) and a low-level jet (LLJ) are:

- 1. Altitude**
- 2. Conditions that occur and how they affect the aircraft at high or low altitudes**
- 3. Pilot expectations**

By referring to the above-linked definition of a jet stream, you will see the range and general altitudes in which you can expect to encounter the jet stream. Upper-level jet stream wind speeds can be well into the hundreds of knots. Low-level jets have been known to approach wind speeds of 70-80 knots.

The basic definition or criteria for a low-level jet is that of strong winds close to the surface (5,000 feet or less). You can find multiple sources for the definition, but this description is our basic premise -- it's our non-meteorologist definition.

Hazards – turbulence and wind shear

At the upper levels, you're all too familiar with the potential hazards brought by the jet stream, the primary of which is turbulence (most often due to wind shear). Sometimes, turbulence causes an aircraft to lose altitude or at least struggle to maintain it. At 33,000, feet you have a lot to lose – literally. At altitudes where LLJs are common, you don't necessarily have the luxury of losing altitude.

LLJs are often components of intense or exceptional weather systems (i.e. pre-cursors to severe weather). In this regard, surface winds can be very strong in environments where LLJs exist. They won't (or at least shouldn't) however, be 80 knots at the surface. At some point, the winds will drop off precipitously (relative to one another) as you leave the LLJ altitude toward the surface. Watch out for and expect wind shear. The presence of an LLJ will imply wind shear. Operationally, the only way to infer an LLJ is through the TAF and the contraction like "W/S 50 KT 2000". Brief and configure your approaches accordingly.

With all this known, the primary hazard associated with LLJs is the pronounced effect they could have on aircraft at low levels. Wind shear and turbulence are much greater risks to flight safety closer to the ground. This is why you need to know they are there in the first place.

Help a controller

The presence of a low-level jet is not necessarily advertised. If one day you are flying along at 3000 feet on approach vectors and see a 60-knot wind, you're probably flying within an LLJ. You have just found one! What do you do about it? Do you complain about the vectors the controller just gave you, causing you to overshoot the final? Pilots shouldn't! You should give a PIREP and slow down somewhat to:

- 1. Compensate for the effect on ground track to help controllers provide better vectors.**
- 2. Be ready for at least moderate turbulence by being closer to maneuvering speed.**
- 3. Be proactive.**

Where to find an LLJ.

There are no specific aviation weather products that show or illustrate an LLJ. The resources you have to indirectly infer the forecast of an LLJ are:

- 1. The TAF and its mention of W/S at certain altitudes**
- 2. Winds Aloft Forecasts, but be wary, the Winds Aloft Forecasts lack the precise resolution to directly illustrate an LLJ.**

These two points considered, there is one place where you can learn of LLJ prognostications. This place is the "Area Forecast Discussion." Without getting too heavily into an entirely different discussion, Area Forecast Discussions are plain-English weather forecasts that are NWS meteorologists' reasoning and logic in a range of forecasts. As such, low-level jets are one of the things the meteorologists specifically address.

Summary

Low-level jets are jet-stream-like winds close to the surface. Often, they are components of and precursors to severe weather. Their existence can pose turbulence and wind shear hazards. Also, they can wreak havoc on the efficiency of the air traffic system. While knowledge of their existence is not readily available to pilots, it still can be ascertained by the conscientious pilot. You have:

- 1. Basic awareness and definition**
- 2. What "W/S" might imply in a TAF**
- 3. Awareness that you can also use winds aloft charts to vaguely infer LLJs.**
- 4. Knowledge that forecasts and presence of LLJs is available to pilots if they know where to look (in the Area Forecast Discussion)**

Understanding LLJs and how you fly and configure your airplane in environments where LLJs exist is of paramount importance to aviation safety. A more knowledgeable pilot is a better pilot.



About the Author



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

COVID-19: Aviation Students' Perspectives

WRITTEN BY: KYLE USIAK

While many in the airline industry have undoubtedly been hit hard by the COVID-19 pandemic, often forgotten are the teenagers and young adults just beginning their journey in aviation. In the summer of 2017, I began my flight training at Embry-Riddle Aeronautical University in Daytona Beach, Fla. Professors called our graduation era the pilot's 'golden age' of hiring. Estimates ranging from 500,000-600,000 new pilots needed in the next two decades rang loudly in classes as small as private pilot ground school.

Then we encountered March 2020 with the news of an international pandemic and I swiftly realized my dream was more far-fetched than I had previously understood. In April, the Embry-Riddle flight line closed indefinitely for the first time in the history of the school. Closed down for a month, the air around Daytona Beach fell silent and eerie without the hum of training aircraft.

Students returned eagerly to the ERAU flight line in May greeted by new requirements such as, mandatory masks in all phases of flights and the sanitization of all aircraft surfaces inside the cockpit. This was the tip of the spear to combat the spread of COVID-19 on the ERAU flight line. It felt different but the measures instilled confidence and let us return to a sense of normalcy in a world that was anything but. Being able to return to the cockpit helped instructors stay employed and kept students learning. I finished my initial commercial single-engine certificate in June amidst the new guidelines and regulations in a world that seemed to change daily. Shortly afterwards, I learned that ExpressJet Airlines, where I had my first conditional job offer, had lost its contract with United. I was crushed. ExpressJet was, and still is, my top choice for a regional carrier and seeing them lose that contract really made the impact of COVID-19 personal.

For past semesters and years, the career fair at ERAU was a bright circle on many flight students' calendars. Coming onto the floor of the fair, you sensed a busy and enthusiastic vibe. Now, that energy is replaced by endless Zoom calls with a constant, uncomfortable, lingering fear of unemployment in the air. At many flight schools and aviation universities across the nation, student pilots dreamt of their first airline interview or first type rating only to have their dreams dimmed by the current state of the aviation industry. Aviation has taken a backseat for some while the world battles and recovers from this deadly virus.

I spoke to Trevor Martinez, a senior flight student at Embry-Riddle who told me, "COVID delayed my flight training which set back each additional rating I wanted to obtain. It has been incredibly hard to find an instructor job. I still have not found one." Trevor intended to begin instructing in fall but still has not been able to find full-time work as a CFI in Daytona Beach. Despite these challenges, Trevor is optimistic about future job prospects. "The industry, as a whole, is purely crawling towards the light at the end of tunnel. I think that after the pandemic dies down, there is a huge built-up travel demand that will send the industry booming. The issue right now is that it is a waiting game, but nobody knows exactly how long it will be." Trevor shares the sentiment with many pilots and professors around ERAU. Professors have always done their best to keep spirits up, as I imagine some of our readers' professors and mentors did in the post-9/11 era or in the midst of the 2008 recession.

What does this mean for students? Arguably, freshmen on campus have felt the impact of the pandemic the least from a perspective of job opportunity. Freshmen, with three or more years left in school, may almost avoid the backlog of hiring and feel less of an impact on their flight training. Seniors, and those recently graduated, have felt the impact the worst: plenty of newly minted certificated flight instructors (CFI) and commercial pilots cannot find work because the usual CFI jobs and low-hour commercial jobs are being held by persons who would usually be upgrading to higher-hour jobs.

Pavan Sawilani, a fall 2020 graduate of Embry-Riddle, commercial multi-engine-rated pilot, and citizen of Aruba, spoke about the impact COVID has had on his job search. "My plan was to get my CFI done through Embry-Riddle and build hours instructing with ERAU, then apply for a green card to work for a regional. COVID kept me at home through the entirety of summer 2020." Instead Pavan

began work on his Master's in Business Administration at Embry-Riddle in the spring of 2021 and remains hopeful for the industry post-COVID. "I believe the industry will be back to almost full-fledged hiring by the end of 2022," he added. This sign of hope from Pavan is one many pilots share at Embry-Riddle.

Many students have been challenged during the COVID-19 pandemic. I have had to overcome hurdles I never expected. I walked onto campus during one of the most optimistic and thrilling markets in aviation history. These bumps in the road will only make us better pilots and stronger people. While some will delay their flight training or put it on hold completely, the sky will once again call most of us and our dreams of flying will become reality.

Disclaimer: All interviews were conducted adhering to Embry-Riddle Aeronautical University COVID-19 Protocols

About the Author



Kyle Usiak is a student at Embry-Riddle Aeronautical University in Daytona Beach, Fla. where he is majoring in Aeronautical Science (flight) and Global Conflict Studies with a minor in Applied Meteorology [Read More...](#)





KNOWLEDGE BASE



Encountering Loss of Communications

WRITTEN BY: SERGIO SOVERO

Loss of communications under IFR can pose a challenge for many, as pilots heavily rely on air traffic control instructions while operating solely under instrument reference. Hence, it is imperative to follow a systematic checklist in compliance with federal regulations. Without a logical approach, the chances of deviating from the regulatory guidance increases, potentially leading to a pilot deviation – an undesired outcome.

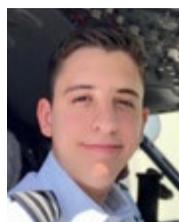
Before solving a loss-of-communications scenario, it is important to follow the basic steps any pilot shall adopt when faced with a system or equipment malfunction – maintain positive aircraft control. Realizing the radios have failed shall prompt the execution of the corresponding checklist, in an effort to troubleshoot the malfunction. Verifying correct volume, headset connection integrity, as well as potentially utilizing a hand-held microphone and a “speaker” function, are all valid approaches. In the event the condition persists after troubleshooting and squawking 7600, the first question you should ask yourself is, “Am I under VFR or IFR conditions?” If you are lucky to find yourself in VMC (visual meteorological conditions), you must continue under visual conditions and land as soon as practical. If later during the flight, VFR conditions are encountered, the premise remains – continue VFR and land as soon as practical.

On the other hand, if you find yourself under IFR conditions, refer to the guidance established by 14 CFR 91.185. By doing so, both you and the air traffic controller will be on the same page, expecting a standardized procedure to be followed. The controller will then make the necessary arrangements with the corresponding ATC facilities to coordinate your arrival, while guaranteeing traffic separation.

To prevent incorrect actions, remember to clearly record both the “ATC filed route” and the “ATC IFR clearance” – which may differ significantly. In terms of runway selection at the destination airport, utilize sound aeronautical decision-making and planning. Select the most precise approach available (such as an ILS approach) to the longest runway available. Also, be sure to consider the wind conditions at the selected airport, which should have been reviewed prior to departure during the preflight planning. Just like with VFR loss of communications, light gun signals may be used by the tower upon landing.

Exercise increased caution while taxiing, especially under low-visibility conditions, and utilize all onboard resources (including ADS-B ground traffic displays) to increase your situational awareness.

Losing communicating with ATC can be stressful, particularly for those who have recently received their instrument ratings. Under the instrument rating ACS, the examiner will provide a scenario simulating loss of communications during the practical test. The evaluator will further judge the applicant’s ability to follow current regulatory guidance. Under all circumstances, do not rush. Take your time to understand the material, organize your thoughts, and opt for the safest and most logical course of action.



About the Author

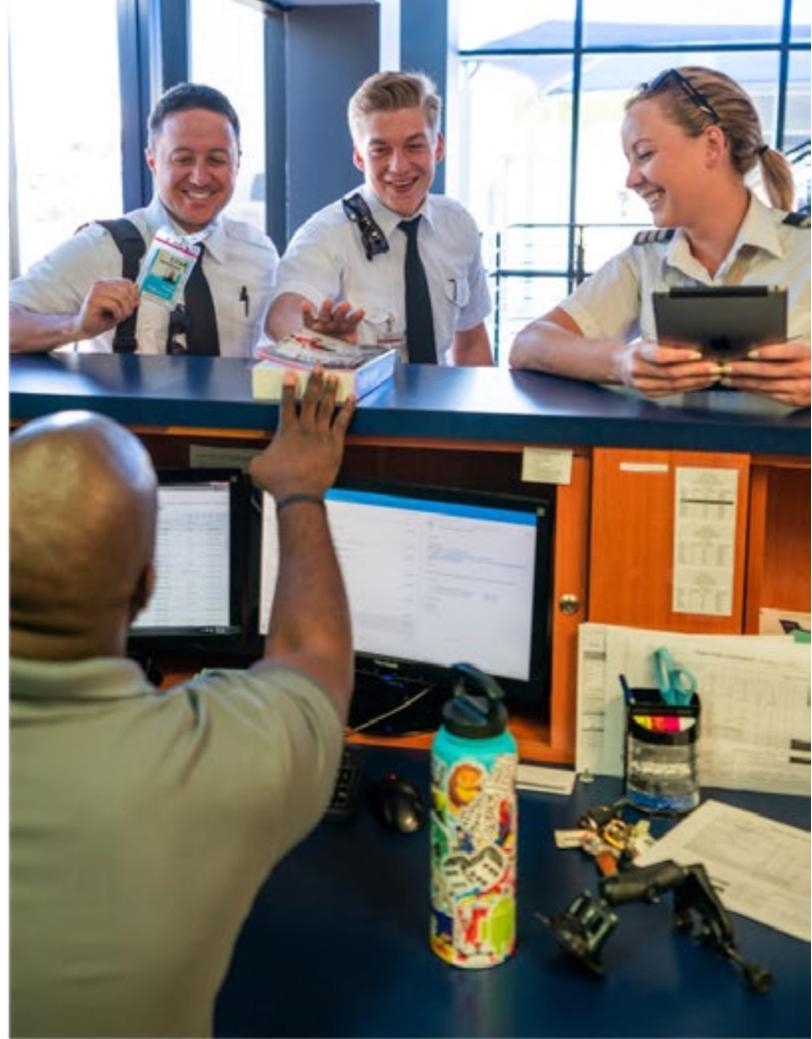
Sergio Sovero is a First Officer for a US major airline, Gold Seal CFI, AGI, IGI and currently pursuing his MBA in Aviation. [Read More...](#)





Since the year 2000, [AeroGuard Flight Training Center](#) has graduated over 7,000 professional pilots from both the U.S. and internationally, with partnerships with several leading airlines. Through their career-focused, accelerated flight training programs, AeroGuard has become a leader in the industry creating some of the best pilots and setting a higher standard for flight training.

From its first operations training exclusively for a single international airline partner out of its Phoenix, Ariz. location, AeroGuard has grown significantly over the past 20 years, expanding to four additional campuses coast-to-coast in California, Arizona, Texas and Florida, with more than 70 planes today, as well as employing over 250 staff members, serving eight airline partners internationally, plus a strategic partnership with SkyWest Airlines within the U.S. Despite these changes, its mission has stayed the same – to provide the best, career-orientated, training for future professional pilots possible.



AeroGuard's Flight Training

AeroGuard's mission is to 'Set A Higher Standard' for flight training, with its goal to form the foundation of a long and successful career for its student pilots. This goal means setting a higher standard in everything they do, from safety to high-quality training, to support and mentorship opportunities that go beyond mere technical skill. At AeroGuard, pilots not only learn how to fly and pass FAA checkrides, but how to become professional pilots demonstrating leadership and expertise that make them stand out in the competitive pilot-hiring marketplace. As a result, it's no wonder why so many AeroGuard graduates have moved into successful piloting careers with airlines all over the world.

These facets of an AeroGuard education are experienced by all students, regardless of their program of study, of which AeroGuard has several to suit the various needs of its pilots. These flight training programs include:

- **Pilot Pathway Program with SkyWest Airlines** - The most popular training choice for students is the accelerated flight training program that has been created in partnership with SkyWest Airlines. This program allows students to go from no prior experience to professional airline pilot in as little as two years, with a clear career track from student to instructor to SkyWest First Officer.

With an all-inclusive pricing structure that guarantees the quality of the instruction and education, plus unlimited student support, 24/7 access to flight simulators, ability to audit flights, briefs and ground school, AeroGuard aims to provide students with every resource to train and advance as quickly as possible. Within the first 10-12 months of the program, pilot pathway students earn the 7 FAA certifications and ratings of Private Pilot (PPL), Instrument Rating (IR), Commercial Single and Multi (CPLSE and CPLME), Certified Flight Instructor (CFI), Instructor Instrument (CFII) and Multi Engine Instructor (MEI).

After receiving all CFI ratings, graduates of the program receive a guaranteed interview with AeroGuard to become one of their own certified flight instructors training the next generation of student pilot. This CFI position provides students with a clear path to build the hours needed to receive their ATP certificate, providing an end-to-end solution to become a professional commercial airline pilot, not leaving them to work it out for themselves. Once graduates receive their required number of flight hours, they have a guaranteed interview with SkyWest Airlines for a first officer position during hiring periods, where the pilot will earn their ATP through SkyWest's initial training period

- **Liberty University Affiliate** - AeroGuard's partnership with Liberty University allows students to take advantage of AeroGuard's same high-quality, accelerated training while also earning their bachelor's degree online and obtaining their Restricted ATP. By combining AeroGuard's high quality training and curriculum, with a Bachelor of Science in Aviation from the School of Aeronautics, students will receive a well-rounded education with a university degree that will benefit them through their career, while reducing their required flight hours for R-ATP airline hiring, plus gain access to often critical FAFSA student funding and VA support.

- **Rotor Transition Program** - AeroGuard offers a Rotor Transition Program, also in partnership with SkyWest Airlines, which allows established helicopter pilots to transition to a fixed-wing career. Students in this program experience AeroGuard's focus on quality instruction and education, while transferring their licenses across categories in as little as three months, starting with PPL, then IR and CPLME. AeroGuard also offers a pathway for these students to also build their hours to their required ATP minimums, ensuring they too have long pilot careers ahead of them.

- **Pay-as-you-go and Accelerated 1-Week Add-Ons** – While the focused Pathway Programs offer the most direct path, AeroGuard understands that every student’s journey to their career as a professional aviator is different, and joining an accelerated full-time program isn’t always possible. For these students, AeroGuard provides its same quality focus and curriculum for students who are juggling other responsibilities. Through its Pay-as-you-go program, or 1-week Add-Ons (available for CPLME, CFII and MEI) students can continue to advance their training while working to finance their training.

- **International Programs** – AeroGuard also offers international students the ability to train thanks to its SEVIS Approval and M-1 Visa authorization. With programs established for students from a range of countries including China, Korea, India, Cambodia, Thailand, and Vietnam, plus partnerships with international airlines, there is a thriving international community at AeroGuard. These student pilots also offer domestic program graduates with a steady stream of students to train, providing CFI jobs and a clear pathway to ATP minimum flight hours.



AeroGuard’s Airline Partnerships

Given AeroGuard’s focus on career-orientated, professional pilot training, their partnerships have grown over the years to now serve eight airline partners both domestically and internationally including a strategic partnership with U.S. based regional airline, SkyWest Airlines. SkyWest Airlines is not only the largest regional airline in the world but was also named to Forbes’ list of America’s Best Employers in 2021, and this relationship fills a mutual need for AeroGuard graduates to move

on to positions with the leading airlines in the U.S., and for SkyWest to continue to hire the best pilots available.

Through this strategic partnership, which started in 2016, AeroGuard graduates receive not only a guaranteed interview for a first officer position during hiring periods, but also mentorship from SkyWest Pilot Mentors during the program, and even seniority with SkyWest starting from the day they start training with AeroGuard.

SkyWest Airlines have also provided AeroGuard with ongoing guidance on the curriculum and training, which AeroGuard uses to ensure their pilots become highly skilled and suitably prepared for the commercial airlines, with long, successful careers ahead of them. With the resulting commercial standards, check airmen program, and SkyWest trained flight instruction management teams, international airline quality is built directly into AeroGuard training.

Through this partnership, AeroGuard also trains a significant number of flight attendants, ramp agents and others from within the aviation industry, who understand how it works and see the daily life of pilots, wanting to enter training to get the career for themselves. For SkyWest employees in this position, they can obtain a leave of absence for this training purpose without losing their seniority.

AeroGuard's Fleet and Expert Maintenance

AeroGuard continues to expand its fleet and resources to support their growing student and campus base. Currently, AeroGuard has over 70 planes in its fleet including 55 Piper Archers and 17 Piper Seminole, as well as Cessnas used for spin training, and high-performance aircraft used for international training. These planes represent a standardized aircraft fleet so that students are not having to learn multiple types of aircraft at once, while also trying to learn the fundamentals of flight, or having to find switches and controls in different locations. The fleet also



represents progressive training with a mix of standard round gauge cockpits and G1000 cockpits for students to learn the fundamentals before moving on to the more complex aircraft. This gives them a strong foundation and well-rounded education understanding a broad range of aircraft once mastered.

Not only does AeroGuard have a large fleet, but they also maintain them to the highest standards with on-site teams dedicated to keeping their aircraft safe and flying which minimizes cancelled missions and maximizes aircraft availability. This expert, on-site, 24-hour maintenance team does progressive aircraft inspections to examine the aircraft regularly and ensure they are in top condition given the high amount of flight time. The AeroGuard maintenance staff has also earned the FAA Diamond Award of Excellence for the last three consecutive years.

Beyond just maintenance, AeroGuard also ensures a truly safety-first environment and culture. With a Safety Management System (SMS) based on continuous improvement and statistical modelling, Safety Stop Program, as well as stringent requirements for solo flights and an on-ground-duty CFI providing additional eyes and ears for students.

AeroGuard Employees

AeroGuard employs approximately 150 flight instructors, including many graduates of its own Pilot Pathway Program who are working towards their own goals of becoming commercial airline pilots. Due to the symbiotic sides of the AeroGuard business – International and Domestic – there are sufficient instructor roles for domestic program graduates, training international students who return to their home country after they obtain their commercial licenses.



Having instructors who have been trained within AeroGuard's own programs ensures that they have been trained to the high AeroGuard standard and know the curriculum inside and out, having studied it themselves firsthand. In addition, all instructors, both those trained internally and hired externally, go through a stringent standardization process to ensure that all instructors meet the required level. The team of instructors is also backed by a strong, experienced management team made up of training managers and campus directors who provide guidance and support to instructors and students alike, giving them guidance and support. A Check Airmen program also runs continuously to ensure that all instructors remain meeting the high requirements set within the standardization process, and further ensure that all AeroGuard students receive the same first-class instruction.

Other employees across the organization also work tirelessly to keep students training and progressing, with missions going out every day. Over 85,000 flight hours and 130,000 landings in 2020 don't just happen by themselves! In addition to the instructors and maintenance staff there is also the hard-working administrative staff including scheduling and dispatch, who ensure that students remain on-track in their program with the resources they require.



AeroGuard Campus Locations and Student Culture

AeroGuard first started operations out of Phoenix, Arizona at the Deer Valley Airport (DVT) which has grown to be the largest General Aviation airport in the country. Following the student enrollment growth it saw at this location, and the operational restraints, a second location was opened on the south side of Phoenix at the Chandler Municipal

Airport (CHD). Both locations offer ideal flight training conditions with 350 days of training per year thanks to the Arizona weather and year-round sunshine. (This is also the reason why the AeroGuard fleet of aircraft offer air conditioning uncommon in other GA aircraft!)

For many students, both international and domestic, moving to Arizona to train in these conditions and progress through their training at a rapid pace is ideal to keep them moving towards their long-term career goals. However in recent years, AeroGuard has expanded their campus locations to reach students in other states who might not be able to relocate to Arizona. By adding locations in Southern California (F70 Airport near Riverside, CA), Texas (GTU Airport near Austin, TX) and Florida (PGD Airport near Fort Myers, FL), AeroGuard has aimed to provide locations coast-to-coast that offer the same high quality training programs, while still balancing ideal weather to facilitate accelerated training timelines, within a mix of diverse airspace.

Additionally, because AeroGuard knows students like to come to their campuses from all over the country, and even all over the world, campuses were also established in selected areas that provide great destinations that offer a wide range of extra-curricular activities. From the desert of Arizona to the vibrant city life of Austin, Texas, from the gulf coast of Florida to sunny Southern California - no matter which campus a student trains, they're sure to find many things to do, including such as professional sports arenas, amusement parks, outdoor activities, museums, music venues – with so much more that's never too far away.

While the conditions at each location do differ, they each offer a range of local airspace from Class B-G for students to experience growing complexity as they continue in their training. Plus, with many other airports nearby, including towered and non-towered, plus controlled and uncontrolled airspace, they also offer a range of approaches to practice and master, as well as designated practice areas for maneuvers.

The five AeroGuard campuses also help students maintain a great sense of community within the larger flight training center. Something that's been heard from students over and over again through the years is that when you become a part of AeroGuard, you become a part of a large family. So many students and instructors have made lifelong friendships by attending AeroGuard and they constantly mention that their favorite part of AeroGuard is the culture and how truly genuine everyone is about helping the students and instructors succeed not only in training, in instructing, and in their career, but in life as well. Here's what some students and instructors had to say about the school:

“I love how AeroGuard is there to help all of their students succeed. The atmosphere of the staff and students here is uplifting, positive and very supportive. The program is also thoroughly planned out which makes it easier for students to study prior to each lesson. I decided to come to AeroGuard because of the school's lesson layouts, classrooms and all of the support provided.” – Kathrine Wondra, AeroGuard Student

“I love getting to fly with new people all the time and seeing the amazing growth of the students. I like working at AeroGuard because everyone is always so friendly and willing to help with anything they can.” – Shiloh Percy, AeroGuard Graduate and Certified Flight Instructor.

“I like the one-on-one attention given by all of our instructors (at AeroGuard). They all work really hard to help reach every student pilot's goals.” – Jake Babcock, AeroGuard Student

“We have a really good community here at AG. I'm always helped when needed and never struggle to find people who can answer whatever random questions I might have.” – Lisa Brandt, AeroGuard Certified Flight Instructor

“AeroGuard was the perfect fit for what I was looking for. They hold their students to a higher standard of excellence

which in turn produces very skilled and knowledgeable pilots!” – William Farlow, AeroGuard Student

“My favorite thing about AeroGuard is how helpful and supportive everyone is of each other no matter where they are in training! I chose AeroGuard because of how the Pathway Program is set up. I can see the light at the end of the tunnel with reaching my goal of working for the airlines.” – Michaela Shackelford, AeroGuard Student

AeroGuard truly is a great family and community; you can see that by looking at their Facebook and Instagram social pages. It is completely filled with them celebrating and supporting the many successes of their students as they cheer each other on!



AeroGuard Supports All Aspiring Pilots

To further support the mission of setting a higher standard in flight training, and furthering the careers of aspiring professional pilots, AeroGuard’s online presence also works to inform and educate its audience in all manner of flight training. In addition to celebrating student successes, its online channels share tutorials of common issues student pilots may struggle with or questions that they have, as well as pop quizzes, interesting facts and historical events in aviation. There are also periodic webinars with industry experts covering topics from résumé writing, to hiring outlooks and soft skill competency.

By sharing this knowledge with all, AeroGuard furthers the education of all student pilots and continues to advance the profession of aviators everywhere.

YouTube - <https://www.youtube.com/channel/UC-jkHLbnBtBMnvCs87rMupg>

Facebook - <https://www.facebook.com/FlyAeroGuard/>

Instagram - <https://www.instagram.com/flyaeroguard/>

Through all of these resources, and across its campuses, AeroGuard not only trains pilots to fly and pass checkrides, but to develop into professional pilots, within and beyond the cockpit, with long and successful careers ahead of them.



 MORTGAGE

FHA Loan Programs

Second in a series dedicated to helping you understand the array of mortgage types

WRITTEN BY: ERIC HOOLIHAN

In my previous column, we started looking at loan programs, with conventional mortgages getting the first introduction. This month, I'm going to cover another common type of mortgage, the Federal Housing Administration (FHA) loan. One of the main differences between an FHA and a conventional mortgage is that the FHA loan is secured by a government agency – the Federal Housing Administration. The FHA insures mortgages made by private lenders for single family homes and some other types of properties. Only FHA-approved lenders can originate FHA loans, so if you're looking into an FHA loan, make sure your lender is approved to originate these types of mortgages.

FHA loans have several other main differences from a conventional mortgage:

- FHA loans allow for lower credit scores, and sometimes for a given credit score, the monthly mortgage insurance may be lower for an FHA loan than it may be for a conventional mortgage. The minimum down payment is also different than it is for a conventional loan. For credit scores of 580 and higher, the minimum down payment is 3.5% of the purchase price or appraised value, whichever is lower. For credit scores between 500 and 579, the minimum down payment is 10%. By comparison, borrowers need a credit score of at least 620 and a minimum down payment of between 3% and 20% to qualify for a conventional mortgage.

- The loan limit for FHA is governed by property location, with the standard loan limit for 2021 being \$356,362. In higher cost areas of the country, the maximum loan limit can be as much as \$822,375. A few special exemption areas also exist, namely Alaska, Hawaii, Guam and the U.S. Virgin Islands, where even higher limits may exist.

- There are fewer limitations about where “gift funds” can come from with an FHA loan. For a conventional loan, gift funds must come from a relative such as spouse, child, or other dependents, by any other individual who is related to the borrower by blood, marriage, adoption, legal guardianship, a domestic partner, or someone to whom you are engaged to be married. For an FHA loan, all the above are allowed but also the borrowers employer or labor union, a close friend with documented interest in the borrower, a charitable organization, or a governmental agency providing assistance to low- or moderate-income families, may also provide gift funds.

- Most FHA loans have an upfront mortgage insurance premium (UFMIP) that can either be paid at closing or financed into the loan amount. This premium is generally 1.75% of the loan amount.

- In addition to the UFMIP, FHA loans have monthly mortgage insurance premiums. The premium amount and length of time borrowers are required to pay this premium varies depending on the loan amount, term and loan-to-value (LTV) ratio but at a minimum, borrowers will pay monthly mortgage insurance for 11 years and could potentially be required to pay it for the entire mortgage term.

Of course, there are employment and income requirements that must be met to qualify for FHA loans as well for a conventional loan. The FHA doesn't generally insure investment properties either. FHA loans are geared towards a principal residence that the owner intends to occupy. The property must be appraised by an FHA-approved appraiser and it must meet minimum standards set by the FHA.

An FHA loan can be a great option for a borrower with a credit score that may not otherwise qualify for a conventional loan. It may also afford the opportunity to obtain a mortgage and then work to improve one's credit scores. With a higher score, a homeowner with an FHA loan may then be able to refinance into a conventional mortgage which if originated at 80% or less LTV, will not require mortgage insurance. There is no one-size-fits-all for mortgages, which is why you should always discuss your specific situation with a trusted mortgage lender. They will be able to review your application and supporting documents to help guide you to the most-suitable loan program for you.



About the Author

Eric Hoolihan has been an airline pilot for over 14 years having flown the D-328Jet, EMB-145 & A320. He is licensed as a loan officer in Minnesota and Texas. [Read More...](#)



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