

OCTOBER 2021



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# AERO CREW NEWS 2021 PHOTO CONTEST

The Top 15 are on pages 26 - 31

Public Voting is **Oct. 1 - Oct. 31**

Official rules can be found at <https://rebrand.ly/ACN-RAA-Rules>.

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OCTOBER 2021

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## PROFESSIONAL PILOTS OF TOMORROW

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## ENCOURAGE

Encourage members of  
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pursue their dreams in  
aviation.

## FOSTER

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community through  
advocacy and outreach.

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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,

Aero Crew News is proud to present the ACN-RAA 2021 Photo Contest top-15 finalists! Voting is now live. Please vote only once. (We are tracking you!) Follow this link, examine the photos and cast one vote for your favorite aviation weather photograph. [https://rebrand.ly/ACN\\_RAA\\_Photo\\_Contest](https://rebrand.ly/ACN_RAA_Photo_Contest). You can also see all top-15 photos on pages 26 - 31 of our eMagazine. Fair warning, there are some really great shots and choosing one is not going to be easy but it will be enjoyable.

As the publisher, I picked my favorite and use it here on my page. Unfortunately, no prize comes with my selection, but the photographer can claim some bragging rights. This photo was appropriately titled, "The Calm Before the Storm, Oklahoma City Style" by Alan S. If your photo didn't make it into our top 15, don't worry, we will still publish all 124 submitted photos within a massive collage (that is under construction).

Thank you all for participating and always keep your cameras close! Remember, public voting takes place all month ending October 31, 2021. Votes cast during the month will determine the winners who will be contacted by email. Voting will be available at [https://rebrand.ly/ACN\\_RAA\\_Photo\\_Contest](https://rebrand.ly/ACN_RAA_Photo_Contest). The complete official rules (if you're interested) can be found at <https://rebrand.ly/ACN-RAA-Rules>.

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.

# September 2021

Last month, we announced that we are no longer accepting photos for our 2021 ACN-RAA Photo Contest as the deadline has passed. If you missed it this year, there's always next year! The year in which the photo was taken is not a condition of entry, so save those great shots for another opportunity in 2022! This year, we have received over 100 entries.

Remember, our public vote will take place between October 1, 2021 and October 31, 2021. Votes cast will determine the winners who will be contacted by email. Voting will be available at [https://rebrand.ly/ACN\\_RAA\\_Photo\\_Contest](https://rebrand.ly/ACN_RAA_Photo_Contest). Official rules can be found at <https://rebrand.ly/ACN-RAA-Rules>.



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## United Airlines Plans to Begin Flights Between Washington, D.C. and Lagos, Nigeria in November

**United to operate the first ever nonstop flight between Washington, D.C. and Lagos and offer more flights between D.C. and Africa than any other carrier**

United Airlines announced on September 17, 2021 that new service between Washington, D.C. and Lagos, Nigeria will begin November 29 (subject to government approval). The airline will operate three weekly flights connecting the U.S. capital to Nigeria's largest city, which is also the top Western African destination for U.S.-based travelers. Tickets will be available for sale on [united.com](https://www.united.com) and the United app this weekend.

"This new flight to Lagos has been highly anticipated by our customers and offers the first ever nonstop service between Washington, D.C. and Nigeria, as well as convenient, one-stop connections to over 80 destinations throughout the Americas including Houston and Chicago," said Patrick Quayle, United's vice president of international network and alliances. "On behalf of all of United we'd like to offer our sincere thanks to the Nigerian Civil Aviation Authority and U.S. Department of Transportation for supporting our plans to provide this service."

"We are honored to work with our partners at United Airlines to welcome their second nonstop connection from Dulles International to the African continent," said Carl Schultz, acting vice president of airline business development at the Metropolitan Washington Airports Authority. "Lagos joins nearly 50 other nonstop international destinations currently served by the National Capital Region's gateway to the world."

United will operate this route with a Boeing 787 Dreamliner featuring 28 United Polaris® business class lie-flat seats, 21 United Premium Plus® premium economy seats, 36 Economy Plus® seats and 158 standard economy seats. This flight is the only service between the U.S. and Nigeria to offer premium economy product. Flights will depart Washington, D.C. on Monday, Thursday and Saturday and return from Lagos on Tuesday, Friday and Sunday.

This new flight builds on United's expansion into Africa and solidifies United's leadership position to Africa from the D.C. metro area, with more flights to the continent than any other airline. Just this year, United launched new service between New York/Newark and Johannesburg, South Africa and between Washington, D.C. and Accra, Ghana. And this December and January, United will increase its service to Accra from three weekly flights to daily\* as customers travel home for the winter holidays. United is also returning its popular service between New York/Newark and Cape Town, South Africa on December 1.

United's new flights comply with each country's COVID-19 protocols and customers should check destination requirements before traveling.

### **Making International Travel Easier**

United is the only U.S. airline to offer its own one-stop-shop where customers can conveniently get "travel-ready" by finding a location to schedule a COVID-19 test as well as upload and store their test results and vaccination records directly through the airline's website and award-winning mobile app with the Travel-Ready Center. The airline's easy-to-use travel tool available on United's mobile app enables customers to reduce stress and save valuable time at the airport right from the palm of their hand. United also announced a collaboration with Abbott and became the first U.S. carrier to set up an easy way for international travelers to bring a CDC-approved test with them, self-administer while abroad, and return home.

### **United Next**

United is more focused than ever on its commitment to customers and employees. In addition to today's announcement, United has recently:

- Launched an ambitious plan to transform the United customer experience by adding and upgrading hundreds of aircraft as well as investing in features like larger overhead bins, seatback entertainment in every seat and the industry's fastest available Wi-Fi.
- Announced a goal to create 25,000 unionized jobs by 2026 that includes careers as pilots, flight attendants, agents, technicians, and dispatchers.
- Announced that United will train at least 5,000 pilots by 2030 through the United Aviate Academy, with the plan of at least half being women and people of color.
- Required all U.S. employees to receive a COVID-19 vaccination.
- Became the first airline to offer customers the ability to check their destination's travel requirements, schedule COVID-19 tests and more on its mobile app and website.
- Invested in emerging technologies that are designed to decarbonize air travel, like an agreement to work with urban air mobility company Archer, an investment in aircraft startup Heart Aerospace and a purchase agreement with Boom Supersonic.
- Committed to going 100% green by 2050 by reducing 100% of our greenhouse gas emissions without relying on traditional carbon offsets, including a recent agreement to purchase one and a half times the amount of all of the rest of the world's airlines' publicly announced Sustainable Aviation Fuel commitments combined.
- Eliminated change fees for all economy and premium cabin tickets for travel within the U.S.



## United, Honeywell Invest in New Clean Tech Venture from Alder Fuels, Powering Biggest Sustainable Fuel Agreement in Aviation History

**United agrees to purchase 1.5 billion gallons of sustainable aviation fuel (SAF) over 20 years - which is one and a half times the size of the rest of the world's airlines' publicly announced SAF commitments combined**

**Honeywell first pioneered SAF production technology and will use its proven development process to partner with Alder to commercialize its technology**

**Alder to develop first-of-its-kind low-carbon crude technology to accelerate large-scale SAF production**

United and Honeywell announced on September 9, 2021, a joint multimillion-dollar investment in Alder Fuels – a cleantech company that is pioneering first-of-its-kind technologies for producing sustainable aviation fuel (SAF) at scale by converting abundant biomass, such as forest and crop waste, into sustainable low-carbon, drop-in replacement crude oil that can be used to produce aviation fuel. When used together across the fuel lifecycle, the Alder technologies, coupled with [Honeywell's Ecofining™ process](#), could have the ability to produce a carbon-negative fuel at spec with today's jet fuel. The goal of the technologies is to produce fuel that is a 100% drop-in replacement for petroleum jet fuel.

As part of the agreement, United is committing to purchase 1.5 billion gallons of SAF from Alder when produced to United's requirements. United's purchase agreement, which is one and a half times the size of the known purchase commitments of all global airlines combined, makes this easily the largest publicly announced SAF agreement in aviation history. United's purchase agreement with Alder also surpasses the previous record set by the airline in 2015 through its investment in Fulcrum BioEnergy with its option to purchase up to 900 million gallons of SAF.

"Since announcing our 100% green commitment in 2020, United has stayed focused on decarbonizing without relying on the use of traditional carbon offsets. Part of that commitment means increasing SAF usage and availability since it's the fastest way to reduce emissions across our fleet. However, to scale SAF as quickly as necessary, we need to look beyond existing solutions and invest in research and development for new pathways like the one Alder is developing," said United CEO Scott Kirby. "United has come further than any other airline making sustainable travel a reality by using SAF to power flights. Our leadership gives customers confidence that they are flying with an airline that recognizes the responsibility we have to help solve climate change."

"As a pioneer of the SAF market with UOP Ecofining™ technology, our work with United and Alder on this new technology will help transform the industry and support the growth of a zero-carbon economy," said Darius Adamczyk, Honeywell chairman and chief executive officer. "This solution will not only advance United's SAF commitment but can help the aviation industry meet its commitments to decouple increases in carbon emissions from growth in passengers."

According to the U.S. Department of Energy (DOE), U.S. forestry residues and agricultural residues alone could provide enough biomass energy to generate more than 17 billion gallons of jet fuel and displace 75% of U.S. aviation fuel consumption. If the U.S. were to broadly adopt regenerative agricultural practices, which capture more carbon in healthier soil compared to traditional methods, the U.S. could generate an additional seven billion gallons of SAF, which would completely replace the U.S.'s current fossil jet fuel consumption.

Alder's technology and demand for its fuel from the aviation industry create a large new market for biomass from regenerative practices. Use of this biomass further enables Alder's production process to be carbon negative over the fuel's lifecycle.

"Aviation poses one of the greatest technology challenges for addressing climate change and SAF has demonstrated the greatest potential. However, there is insufficient raw material to meet demand," said Bryan Sherbacow, CEO of Alder Fuels and senior advisor to World Energy, the company that owns and operates the world's first SAF refinery. "Alder's technology revolutionizes SAF production by enabling use of widely available, low-cost and low-carbon feedstock. The industry is now a major step closer to using 100% SAF with our drop-in fuel that accelerates the global transition to a zero-carbon economy."

Prior to founding Alder, Sherbacow built the world's first SAF refinery utilizing Honeywell's technology and

subsequently contracted with United, enabling the airline to become the first globally to use SAF in regular operations on a continuous basis. Since then, United has purchased more SAF than any other airline and, with this agreement now, has more than 70% of the airline industry's publicly announced SAF commitments. Alder's research is supported by the U.S. Defense Logistics Agency, the DOE and a partnership with DOE's National Renewable Energy Laboratory (NREL), focused on developing technology to process organic waste and sustainable, non-food plant material into carbon-negative transportation fuels.

Honeywell innovation established the SAF market with its UOP Ecofining process, which is the first technology used to maximize SAF production for commercial aviation. Building on Honeywell's focus to create sustainable technology, Honeywell will utilize its expertise and proven process of developing sustainable fuels alongside Alder, applying proprietary hydroprocessing design to the process to jointly commercialize the technology. Commercialization is expected by 2025. This announcement is a clear example of how Honeywell's Sustainable Technology Solutions business can partner with early-stage companies and help them scale faster, access customers and advance research and development to help drive sustainability at the global level.

United's joint investment in Alder is the latest by [United Airlines Ventures](#), a venture fund launched earlier this year that focuses on startups, upcoming technologies, and sustainability concepts that will complement United's goal of net zero emissions by 2050 -- without relying on traditional carbon offsets. In 2020, United became the first airline to announce a commitment to invest in carbon capture and sequestration and has since followed with investments in electric vertical takeoff and landing aircraft and 19-seat electric aircraft that have the potential to fly customers up to 250 miles before the decade's end.

### **About Honeywell**

Honeywell ([www.honeywell.com](http://www.honeywell.com)) is a Fortune 100 technology company that delivers industry-specific solutions that include aerospace products and services; control technologies for buildings and industry; and performance materials globally. Our technologies help aircraft, buildings, manufacturing plants, supply chains, and workers become more connected to make our world smarter, safer, and more sustainable. For more news and information on Honeywell, please visit [www.honeywell.com/newsroom](http://www.honeywell.com/newsroom).

### **About Alder Fuels**

Alder Fuels, founded by biofuel and aviation industry entrepreneur Bryan Sherbacow, is a process technology and project development company in the low-carbon energy industry. Alder is commercializing a process to produce crude oil that is carbon negative, scalable and cost-competitive with the petroleum it replaces. Critical to rapid, world-scale deployment, the process will be compatible with the existing petroleum refining and logistics infrastructure. The company's collaboration with United Airlines and Honeywell UOP is expected to propel use of new forms of biomass to power commercial aircraft, reduce fossil fuel consumption and commercialize technologies benefiting the flying public. It builds upon a decade-old relationship among the stakeholders in pioneering commercialization of industry-leading SAF technology. For more information about Alder Fuels, visit <http://www.alderfuel.com/>.



## Embraer Inks Services Agreement With Australia-based Alliance Airlines

Embraer has signed a multi-year services agreement with Alliance Airlines, which will provide materials support for the carrier's fleet of E190s. Through Embraer's Services & Support portfolio of solutions, the agreement covers more than 300 repairable components and includes both materials and technical administration services supported from Embraer Asia Pacific's facility in Singapore.

"Alliance has world leading on time and operational performance, a key attribute sought by our customers in Australia and the broader region. The Repair Management Service Program we have with Embraer will enhance our fleet performance and strengthen our business as it grows," said Lee Schofield, Chief Executive Officer of Alliance Airlines.

Alliance has a committed fleet of 32 E190s with 12 E190s currently in Australia with the remaining 20 to enter revenue service during the next 12 months.

“We are glad to partner with Alliance Airlines at this pivotal moment,” said Johann Bordais, President & CEO, Embraer Services & Support. “Alliance Airlines has rapidly grown its fleet of E-Jets which has proven to be instrumental as domestic aviation grows in Australia. This services agreement will enable Alliance to secure their fleet availability with effective, efficient and competitive solutions.”

Embraer provides support to airlines worldwide, with its technical expertise and its vast component services network. The results are significant savings in repair and inventory carrying costs and a reduction in warehousing space and resources required for repair management, while ultimately providing guaranteed performance levels. Embraer Services & Support’s portfolio offers a wide range of competitive solutions designed to every customer to support the growing fleet of Embraer aircraft worldwide and deliver the best after-sales experience in the global aerospace industry.

**Follow Embraer on Twitter: @Embraer**

### **About the Alliance Group**

Alliance is Australasia’s leading provider of contract, charter and allied aviation and maintenance services currently employing in excess of 800 full time staff. The Company provides essential services to mining, energy, tourism, and government sectors and holds IATA’s IOSA certification and Flight Safety Foundation “BARS Gold” status, the first such carrier in Australia to be so recognised.

Alliance currently operates a fleet of 12 E190, 24 Fokker F100, 14 Fokker 70LR jet aircraft and five Fokker 50 turboprop aircraft. 20 additional E190s are scheduled to be added to the fleet by mid-2022.

Alliance has world leading operational performance, a key attribute sought by its customers. The Company has operational bases in Brisbane, Townsville, Cairns, Melbourne, Adelaide, Perth, Darwin and Rockhampton.



## AVIATOR BULLETINS



### Eve and Bristow enter partnership to develop UAM capabilities with an order of up to 100 eVTOLs

Eve Urban Air Mobility, LLC, an Embraer company, and Bristow Group Inc. (NYSE: VTOL), the global leader in vertical flight solutions, announced today a Memorandum of Understanding to work together to develop an Air Operator's Certificate (AOC) for Eve's electric vertical takeoff and landing (eVTOL) aircraft. The partnership will develop an Urban Air Mobility (UAM) operating model using Bristow's experience in safely transporting passengers and cargo worldwide. In addition, Bristow has placed an order for up to 100 eVTOLs with deliveries expected to start in 2026.

Using each other's respective strengths, Bristow will lend its 70 plus years of transport expertise in global operations to Eve's unique value proposition to offer a comprehensive suite of UAM products and services for various regions and missions. The UAM operating environment will focus on areas such as vehicle design, vertiport design, regulatory development for the operating environment, eVTOL certification and autonomous operation.

The companies plan to develop services-based capabilities to support and optimize the performance and utilization of eVTOLs in operation and integrate with both existing and next-generation Air Traffic Management systems.

"This strategic MOU outlines the continued development of a comprehensive UAM model between Bristow and Eve for an eVTOL that could potentially reshape the market for all electric vertical lift with zero-emissions and lower operating costs. This allows us to expand our expertise to provide sustainable, innovative and efficient vertical lift into new potential end markets," said Bristow President and Chief Executive Officer Chris Bradshaw. "As the global leader in vertical lift, Bristow can leverage our operational expertise to help Eve design and build the next generation of aircraft that fully uses the many advantages of eVTOL aircraft in existing and new end markets."

"Our partnership with Bristow, in combination with our Embraer background, joins trusted, innovative organizations with over 125 years of combined aviation expertise and a multi-country footprint. We are honored that Bristow has chosen our eVTOL platform and together, our teams will develop the required frameworks and robust operations needed to create an accessible, scalable, sustainable and safe UAM industry" said Andre Stein, President & CEO of Eve.

**Follow Embraer on Twitter: @Embraer**

### **Forward Looking Statements Disclosure**

This press release contains "forward-looking statements." Forward-looking statements represent Bristow Group Inc.'s (the "Company") current expectations or forecasts of future events. Forward-looking statements generally can be identified by the use of forward-looking terminology such as "may," "will," "expect," "intend," "estimate," "anticipate," "believe," "project," or "continue," or other similar words. These statements are made under the safe harbor provisions of the Private Securities Litigation Reform Act of 1995, reflect management's current views with respect to future events and therefore are subject to significant risks and uncertainties, both known and unknown. Without limiting the generality of the foregoing, such forward-looking statements include statements regarding the capabilities, development, certification, marketing, and future operations of Eve Urban Air Mobility, LLC ("Eve") eVTOL, the Company's purchase of aircraft from Eve, and the anticipated benefits of the collaboration between the Company and Eve. The Company's actual results may vary materially from those anticipated in forward-looking statements.

The Company disclaims any obligation or undertaking to provide any updates or revisions to any forward-looking statement to reflect any change in the Company's expectations or any change in events, conditions or circumstances on which the forward-looking statement is based that occur after the date hereof. You should not place undue reliance on our forward-looking statements because the matters they describe are subject to known and unknown risks, uncertainties and other unpredictable factors, many of which are beyond our control. Our forward-looking statements are based on the information currently available to us and speak only as of the date hereof. New risks and uncertainties arise from time to time, and it is

impossible for us to predict these matters or how they may affect us. We have included important factors in the section entitled “Risk Factors” in the Company’s Annual Report on Form 10-K for the fiscal year ended March 31, 2021 (the “Annual Report”) which we believe over time, could cause our actual results, performance or achievements to differ from the anticipated results, performance or achievements that are expressed or implied by our forward-looking statements. You should consider all risks and uncertainties disclosed in the Annual Report and in our filings with the United States Securities and Exchange Commission (the “SEC”), all of which are accessible on the SEC’s website at [www.sec.gov](http://www.sec.gov).

#### **About Bristow Group Inc.**

Bristow Group Inc. is the leading global provider of innovative and sustainable vertical flight solutions. Bristow primarily provides aviation services to a broad base of major integrated, national and independent offshore energy companies. Bristow provides commercial search and rescue (SAR) services in several countries and public sector SAR services in the United Kingdom (U.K.) on behalf of the Maritime & Coastguard Agency (MCA). Additionally, the Company offers ad hoc helicopter and fixed wing transportation services. Bristow currently has customers in Australia, Brazil, Canada, Chile, Colombia, Guyana, India, Mexico, Nigeria, Norway, Spain, Suriname, Trinidad, the U.K. and the U.S. To learn more, visit our website at [www.bristowgroup.com](http://www.bristowgroup.com).

#### **About Eve Urban Air Mobility, LLC**

Eve is a new, independent company dedicated to accelerating the global Urban Air Mobility (UAM) ecosystem. Benefitting from a startup mindset, backed by Embraer’s more than 50-year history of aerospace

expertise, its singular focus takes a comprehensive approach to the UAM industry by providing a holistic ecosystem. Its advanced electric vertical aircraft (EVA) coupled with its comprehensive global services and support network, and a unique air traffic management solution make it a serious contender in this space. Eve is the first company to graduate from EmbraerX. For more information, visit [www.eveairmobility.com](http://www.eveairmobility.com).

Follow Eve on Twitter: [@EveAirMobility](https://twitter.com/EveAirMobility)



## AVIATOR BULLETINS



### GOAL! Seattle Kraken fans to receive early boarding on Alaska Airlines

#### **Seattle-based airlines announce early boarding for fans wearing a Seattle Kraken jersey**

The Seattle Kraken's inaugural hockey season just got even sweeter for fans. Starting today through the end of the season, Kraken fans who wear the teams' jersey can board early on all Alaska Airlines flights departing Seattle-Tacoma International Airport (SEA) and Paine Field (PAE) this season.

It's been over a year since the Kraken name and brand was unveiled, providing a sneak peek at the jersey's colors and overall design. Fans clamored this week to get a jersey when they went on sale, including many Alaska Airlines employees.

Alaska is the founding partner and official airline of the Kraken. We can't wait to welcome our hometown to games via Alaska Airlines' Atrium, which will serve as the main entrance for all events at the new Climate Pledge Arena. Located on the south side of the arena, the Atrium spans 36,000 square-feet and feature stories and images reflecting the Pacific Northwest and the travel opportunities within our region and across the globe. Fans will see Alaska branding on the ice and on several boards around the hockey rink during games.

"We're thrilled for hockey to return Seattle and help to bring joy to our community and visitors for years to come," said Natalie Bowman, managing director of marketing and advertising, Alaska Airlines. "We can't wait to cheer on the new team and show off our hottest new destination – the Alaska Airlines' Atrium."



## Russell Wilson scores a new Alaska Airlines livery

**Alaska Airlines unveiled the aircraft today via a gate celebration at Seattle-Tacoma International Airport**

The celebration for the return of professional football continues today at Alaska Airlines, where the Seattle-based airline unveiled its fourth Russell Wilson livery. The Boeing 737-900ER aircraft was introduced to fans waiting for a flight from Seattle (SEA) to Indianapolis (IND), where Alaska's Chief Football Officer is set to take the field in his first game this season.

"When we can celebrate Russell Wilson in the stands and in the skies, that's a win-win," said Sangita Woerner, senior vice president of marketing and guest experience for Alaska Airlines. "We're proud to honor the passion and dedication of our Chief Football Officer with this special aircraft, and we're excited to see him soar all season long."

This new theme features a larger-than-life Wilson and is the fourth livery to celebrate Alaska's Chief Football Officer. Wilson and Alaska have enjoyed a relationship that began in 2013 after his rookie year playing professional football. Football fans who wear a Russell Wilson No. 3 jersey or a limited edition Alaska's Russell Wilson shirt (available from the Alaska Company Store) can boarding early for all Seattle (SEA) and Everett (PAE) departing flights for the duration of the football season.

The plane, tail number N296AK, will fly throughout Alaska's network all season long. Keep an eye out for additional Russell Wilson and Alaska fun this football season by following Alaska Airlines at @AlaskaAir.



## Legacy Flight Training's Frasca M600/SLS Simulator Receives FAA Certification

Legacy Flight Training is pleased to announce that the company has received FAA certification for use of the new Frasca flight simulator for the Piper M600/SLS in their initial and recurrent training curriculum at their training facility on the Piper Aircraft campus in Vero Beach, Florida. Legacy Flight Training is an Authorized Piper Training Provider for the entire Piper family of products and the exclusive Authorized Piper Training Provider for the M600 and provides simulator training in addition to in-aircraft training with initial training for new Piper owners as well as annual recurrent training.

Overall, use of approved simulators in flight training for sophisticated aircraft such as the Piper PA46, can provide pilots and owners with an advanced level of safety, in addition to in-aircraft training. The M600/SLS simulator provides a realistic flight experience using an actual M600 fuselage, pilot seating, sub panels, switching and flight controls and multi-channel projection system with wrap around visuals. The Frasca built training device features M600 type specific Garmin G3000 avionics with Piper's HALOTM safety system, inflight stability protection, level mode and auto throttle system.

"By allowing pilots to practice scenarios not ideal for in-aircraft training, our customers can achieve a higher level of safety and proficiency. Realistically experiencing and training in scenarios involving start sequence anomalies, stalls, upset recognition and recovery techniques, maneuvers in icing conditions, takeoffs and landings in gusting crosswinds, unusual mechanical failures, and more, provides a proven advantage to pilots of all aircraft," said Bill Inglis, President and Owner at Legacy Flight Training. "Coupled with our in-aircraft flight training, our complete training package allows our customers to achieve the highest level of safety, readiness and knowledge in their uniquely capable Piper M600/SLS."

Legacy Flight Training provides training with a team of professional flight instructors with PA-46 specific experience and knowledge at facilities in Vero Beach, Florida (KVRB), Scottsdale, Arizona (KSDL), and Sun Valley, Idaho (KSUN). Students registered for their recurrent PA-46 training (soon to include the Malibu) also have access to approved interactive ground training that they complete before their in-aircraft or simulator training. The coursework is continually monitored by a Legacy Flight Training instructor, and the student and instructor may additionally interact via web-chat as necessary.

Those interested in training with Legacy Flight Training should visit [LegacyFlightTraining.com](http://LegacyFlightTraining.com).

**BEACH: On site at Piper Headquarters in Vero Beach, FL (KVRB)**

**SUN: Scottsdale, AZ (KSDL)**

**SLOPES: Sun Valley, ID (KSUN)**

### **About Legacy Flight Training**

Headquartered in Vero Beach, Florida, Legacy Flight Training is owned and operated by Bill and Diane Inglis. Since 2010, the company has operated the world's only full-motion three-axis Meridian, Mirage and Matrix simulators configurable to Garmin or Avidyne glass cockpits, at their state-of-the-art training centers, now at KVRB and at KSDL. Recurrent and initial, in-aircraft training is also available at Legacy Flight Training in Sun Valley, Idaho.

The company specializes in Piper PA-46 ground, flight and simulator training, and is dedicated to building life-long relationships through unequaled customer service.



## Envoy to pay up to \$150K in bonuses to pilots

### **Flow to American Airlines will begin as soon as September**

Envoy is introducing the Pilot Retention and Bonus Program for pilots to earn up to \$150,000 in retention compensation and captain bonuses. This program is designed to reward pilots for their efforts and incentivize all pilots to continue their careers at Envoy or begin a new chapter at American Airlines. And with an industry leading flow-through agreement to American, Envoy pilots have a direct path to a mainline flying career, with no additional interview required.

In addition, as air travel continues to increase, Envoy is prepared to meet the demand by relaunching its pilot training and, as soon as September, Envoy pilots will begin to flow again to American Airlines.

## How does the program work?

The Pilot Retention and Bonus Program will allow pilots to accrue up to \$150,000. Here's the math; once the pilot upgrades to regional captain they will receive the first \$30,000 bonus. Then, once a pilot flows to American, they will receive a \$70,000 bonus plus up to \$50,000 in bonuses. If they choose to stay with Envoy and bypass flow, the remaining \$120,000 will be paid out in three annual installments.

This program is in addition to the \$15,000 signing bonus Envoy is offering new pilots today and will make it even more attractive for candidates who want to join the Envoy team. The program will also be retroactive to include all current pilots at Envoy and new hires through 2022.

In addition to bonuses, Envoy offers:

- **Industry-leading pay** – First Officer starting pay is now more than \$50 per hour.
- **Career path** – A new hire today is projected to upgrade to Captain once minimums are met, with the fastest guaranteed flow to American of all regional airlines.
- **Fleet quality** – Envoy operates more than 150 Embraer regional jets.
- **Exceptional training** – Envoy has a reputation for leadership in airline pilot training and is highly respected among its industry peers.
- **Profit sharing** – Envoy employees participate in American Airlines Group Profit Sharing.
- **Travel privileges** – Free and unlimited personal travel for you and your family on the world's largest network with the same boarding priority as American Airlines employees.
- **Highest safety standards** – Safety has and always will be our #1 priority.
- **Cadet program** – Get paid to earn your flight hours while enjoying the benefits of being an Envoy employee in the [Envoy Cadet Program](#).
- **Company provides** – ATP/CTP Course, iPad Air 2, and Known Crewmember.
- **Preferred crew bases** – Envoy shares hubs with American in Dallas/Fort Worth, Chicago, and Miami, with paid hotels for training and commuting.

Don't miss this unique opportunity to join for Envoy. Please apply at [Airline Apps](#). For more information, please email [EnvoyPilotRecruitment@aa.com](mailto:EnvoyPilotRecruitment@aa.com) or call our recruiting team at **(972) 374-5607** to speak to a recruiter.



**Andres M.** St. Elmo's fire over the Bay of Bengal



**Bruno B.** Instrument rating?  
Check!



**Andrew S** The rainbow at the  
end of a storm



**Colin T.** Fiery Arrival into Indianapolis

# The Top 15



**Ian J.** Dodging Summer Monsoon Cells



**Ian H.** The Royal Megaliner

**James B.** Denver Groundstop



**John L.** Missed on the CAT II

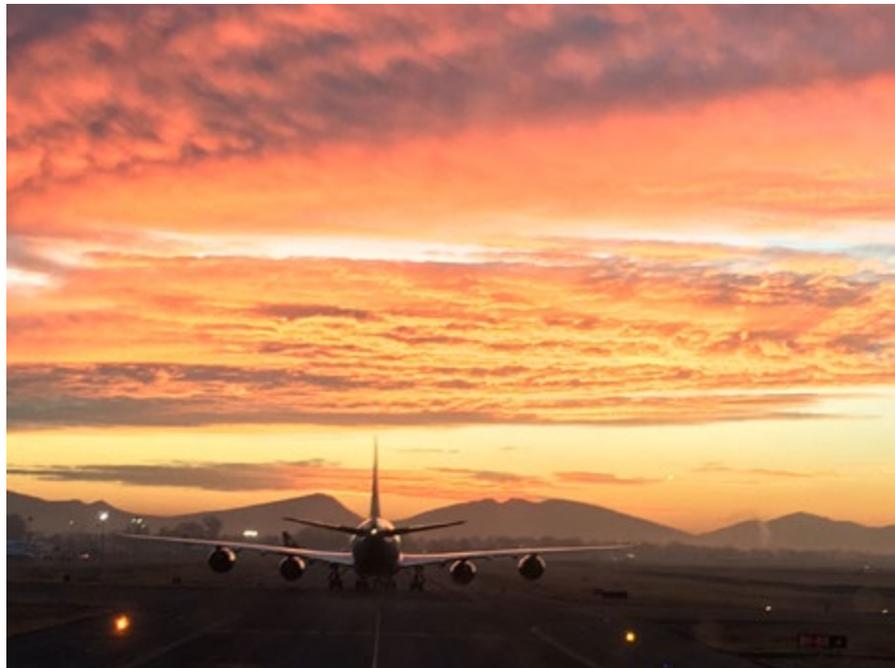
The T



**Mike A.** Flying through Northern Lights



**Marc S.** Snow filled sunset



**Mitch K.** Mexican Sunrise

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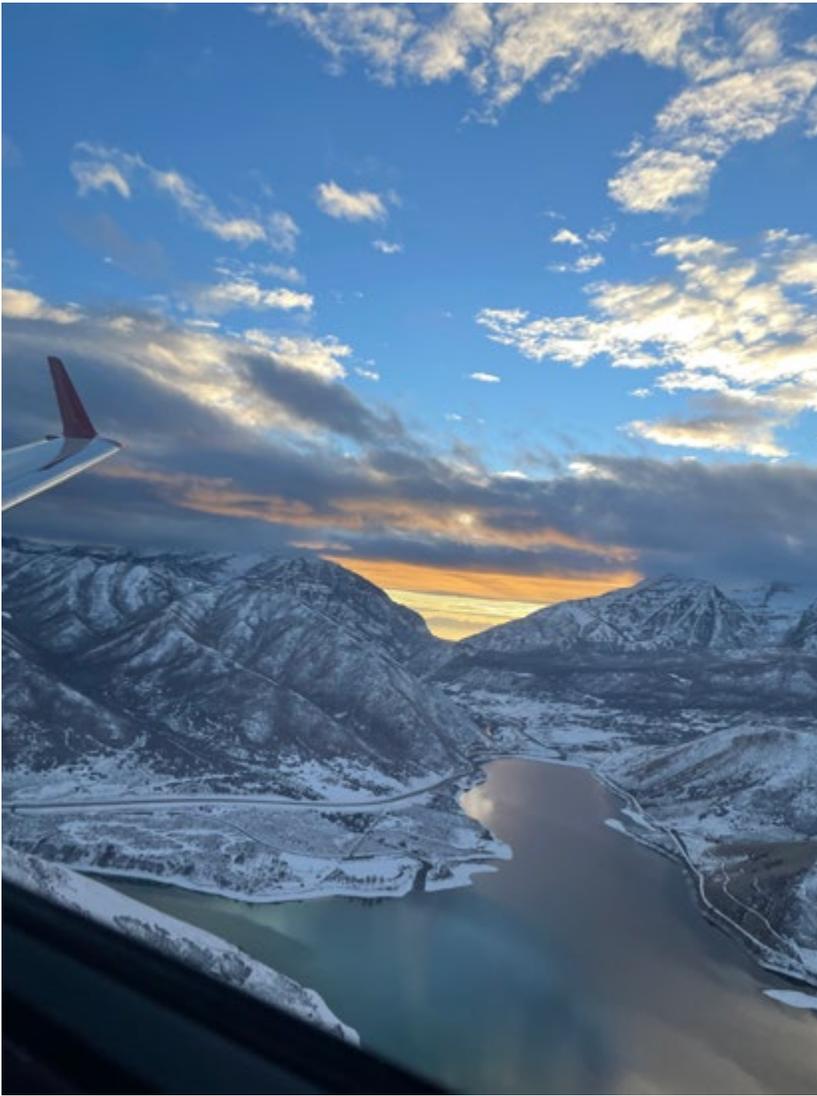
Top 15



**Rusty B.** Rainbow and Rain Shower



**Ryan P.** An American A330 on approach to Orlando shortly after a thunderstorm!



**Scott A.** His touch of grace

# The Top 15



**Tyler F.**  
Departing HNL  
for CLT



PERSPECTIVES

# The Upgrade Conundrum

Why Some First Officers Do Not Upgrade

WRITTEN BY: KRISTOPHER OLSON

**A** question that my non-aviation friends often ask is, “Are you the copilot or the real pilot?” This is something I am sure almost every professional pilot, corporate, airline or otherwise, is often asked. What is even more surprising is that my mentees or friends learning to fly often ask the same.

Let us address one thing first – the first officer is a “real pilot.” The FO goes through the same training and certification processes. In the airline world, the first officer and the captain switch roles between pilot flying, i.e., operating the controls, and pilot monitoring, the one who handles ATC communication, passenger announcements, checklists, performance calculations, and more. On a routine day, captains and FOs treat each other as equal partners rather than the boss-assistant dynamic most of the public assumes.

***Back to the question – what makes a copilot a captain? In the airline world it comes down to one thing – seniority.***

When you are hired at an airline you are assigned a seniority number. That number can range from one to as many pilots your company employs. As you stay longer with the company the more senior you become. With time your relative seniority increases, because people above you (those hired before you) will have retired or moved to other airlines. Additionally, the airline will hire people below you (after you) to support attrition and growth. When a pilot is hired, they are in the bottom 99%. When

they can upgrade, they are often around 55-65% seniority. That may seem strange if each plane requires two pilots, one captain and one first officer, why do first officers not upgrade at 50%, or halfway up the seniority list?

There are many reasons. Captains typically have more personal time off (such as annual vacation or sick leave), they are more likely to be instructors or in management and as a result, there are usually more captains at an airline than first officers. Additionally, not every first officer can or wants to upgrade immediately.

Why would a first officer be unable to upgrade immediately? The most common reason today is that the first officer doesn't have the requisite 1,000 hours of Part 121 experience. As many regional airlines are facing high attrition rates, many FOs have the seniority but not the regulatory mandated experience to upgrade.

The decision to not upgrade can also be personal. At the airlines, what days you work, what routes you operate and whether or not you are a reserve pilot or line holder depends on your relative seniority. Relative seniority is

your rank in relation to the other pilots, considering your airline, base and aircraft. For instance, at Delta, a pilot may be able to hold the rank of captain on the 737 in New York but cannot hold the same position in Salt Lake City. This may be because Salt Lake doesn't have 737s based there, or all the 737 captain positions are filled by pilots of higher seniority.

When deciding whether to take an upgrade (that is, to become a captain), pilots will consider their schedule, pay rates, commutability and more. For instance, if I live in Philadelphia, I may prefer to be a copilot on the 787 than a captain on the A320. At American, changing from an A320 FO to a 787 FO will add \$44 an hour to your pay rate. While becoming a captain on the A320 may increase your pay by \$88 an hour, the ability to fly productive trips may be reduced. This means you may make more per hour, but fly fewer hours per month, resulting in little to no real pay increase. Additionally, if the captain position has more senior pilots, you may not be eligible for premium pay flying, or you may be forced to work holidays. You may not be able to get the days off you need or stay at the overnights you prefer. Or, maybe you must commute to another city, such as Miami to hold that captain position. That added stress and complexity may cause some pilots to forgo immediate upgrades to have a better quality of life (QOL). They will wait for enough retirements or growth to be able to hold the schedule they prefer as a captain.

Having small kids at home, a working spouse or significant outside income (such as a business, military retirement or inheritance) may make some individuals reluctant to become captains. Why leave the comfort of schedule flexibility for more pay when more income isn't necessarily needed? On the other hand, those new in their careers may sacrifice their schedule quality to upgrade immediately for the career advancement opportunities. For instance, many pilots who work at

a regional airline will take the first available upgrade because the belief that 121 PIC time will open doors to more lucrative employment opportunities.

As you progress in your aviation career, you will need help navigating the upgrade question. Which airlines have the most rapid advancement to captain? Which bases do pilots typically upgrade to? On what aircraft can one expect to upgrade to captain at XYZ airline?

One great nonprofit organization, Professional Pilots of Tomorrow, has pilots at every U.S. airline and many from around the world, who can help explain the processes and provide insights. If you are learning to fly, a CFI or a regional pilot, check what they have to offer at [theppot.org](http://theppot.org). Their free mentorship program can provide valuable insights into career progression at airlines and help you make the right decision for you, your family and your career.



## About the Author

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



BAGGAGE



# Healthy Coping with Frustration

WRITTEN BY: REINI THIJSSSEN

Life would be so much easier if everything would go the way it was supposed to go. But unfortunately, the reality is different; people forget appointments, the internet is slow, pandemics happen, and traffic is heavy again. The result may be feeling irritated and frustrated, which can be hurtful to ourselves and others. Especially during times when things are constantly going differently than expected, people with low frustration tolerance might experience more of this negative emotion. Fortunately, some things can be done about it.

## What is frustration?

Frustration is related to one's expectations of themselves, life and others. Frustration results from not getting what we want or expect; there is a difference between what we want and what we have. In short, the function of frustration is to focus our attention and react. Frustration is a challenging feeling experienced first in early childhood, yet we are not often taught how to cope with it. In adulthood, many of us still don't know how to deal with frustration.

Not everyone cares or reacts the same so one's reaction depends on their personal frustration tolerance. It is frequently assumed that everything should be easy, and setbacks are rare. This way of thinking can lead to low frustration tolerance, resulting in complaining, anger, aggression, and procrastination. In other words, aside from the fact that it can hurt others, these feelings of irritation cost us tons of energy.

## 1. Find the root cause of the frustration

If you feel easily frustrated, consider why you are angry. Try not to take out your emotions on crew scheduling, loved ones or on situations, but reflect on what the anger is really about. Remember that taking it out on others is not necessarily constructive. It is mainly a projection of your irritation that may have been caused by something else. For example, if you feel angry at other drivers when driving to work, observe and analyze why you think this way. Maybe you left home too late this morning?

Additionally, even though a lower or higher frustration tolerance is a character trait based on nature, nurture, and significant life events, it can vary per situation. Other factors can play a role in frustration levels and coping. For example, feeling tired or stressed can lead to a shorter fuse, whereas simply getting enough sleep can improve frustration tolerance. Check-in with yourself to ascertain where you are and what you can do to improve or reduce the stress levels in the short and long terms.

## 2. Distance

Frustration can be an intense feeling. Eventually, frustration can lead to exaggerating events and viewing situations in a distorted way. Therefore, distancing yourself from the frustration-causing circumstance can have a positive effect on the frustration. When feeling frustrated, try a different perspective by looking at “the bigger picture” from an outsider’s view. It can also provide insight to ponder how other loved ones would respond to the same situation.

Analyze and assess the positive and negative aspects of the frustrating circumstance. Comparing a particular situation to a previous one that was worse can also be helpful. Remind yourself that this situation is not as bad as what you experienced before. These ways of thinking help distract the frustrated mind from the event and allow you to observe the situation more objectively.

## 3. Feel the frustration

Before being able to reduce or completely exclude certain emotions, it is crucial to feeling the emotion. In other words, the more you try to avoid or ignore the feelings of frustration, the more present they will be, which is the paradox of the human mind. Thus, observing, feeling and letting go is a fundamental skill that can significantly

improve emotional intelligence and reduce the adverse effects of strong emotions. In addition, these steps will help you make a conscious decision of whether it is important for you to share your frustrations or keep them to yourself.

Mindfulness, acceptance and commitment training and techniques can help regulate your emotions and help you let go of them. These approaches can aid you in reducing the harmful effects of feeling frustrated or other negative emotions.

## 4. Change or accept the situation

It is crucial to question whether the annoying situation is changeable. We think we have control over our lives, which we do not. Consider whether the issue can be changed. If so, the frustration can help you figure out what aspect to change. Once the frustration subsides, think about what needs to be changed and how. However, if the situation is impossible to change, it is normal for frustrated feelings to intensify, and eventually, acceptance is essential. Let go of the urge to control the situation and accept what is happening. When doing so, you will find yourself less frustrated and able to move on faster. Additionally, distract yourself from the thoughts that trigger the strong emotions. Often, life simply does not go the way we expect or hope.

## Final Note

Life is not always easy, and not everything will go as expected. However, research has shown that people with better frustration tolerance can handle setbacks and even use perceived negative emotions to their advantage. Seeking support from a mental health professional can help one gain insight into ingrained habits, thoughts and reactions and provide tools to improve tolerance and build constructive behaviors.

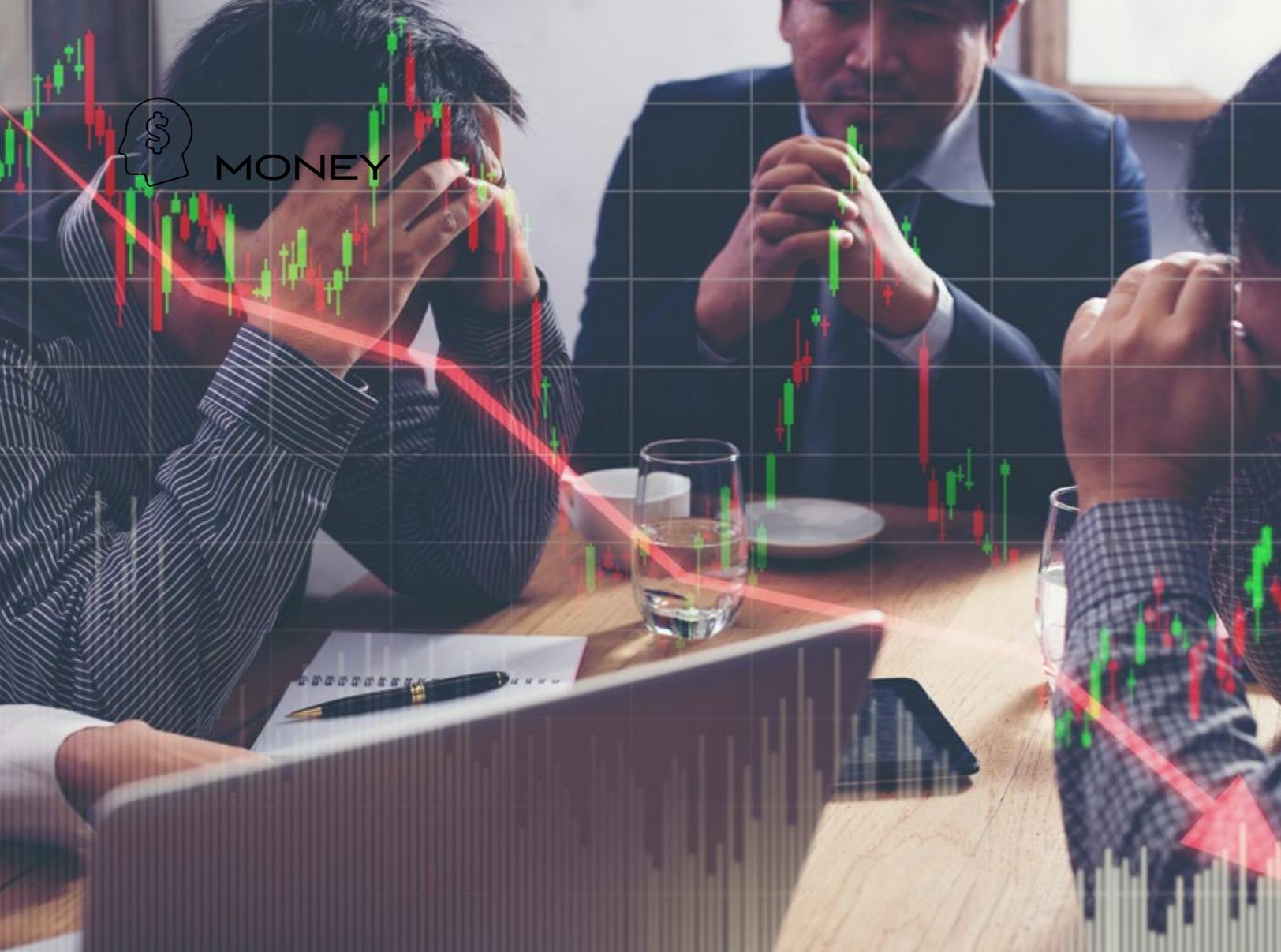


## About the Author

**Reini Thijssen** is a Mental Health Counselor and avid traveler. She moved to the United States from the Netherlands in 2019 to pursue a career in counseling. She is a writer for Aero Crew News and specializes in helping aerospace professionals. [Read More...](#)



MONEY



# Four Ways to Survive and Thrive the Next Market Crash

WRITTEN BY: BEN DICKINSON

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**“If you fail to plan, you are planning to fail!” – Benjamin Franklin**

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**S**tock market crashes are a scary but necessary part of our economy. I can say with near certainty there will be more market crashes over the next decade. Market crashes are a hot topic right now for many reasons; inflation, government debt, the market at an all-time high (given Covid?!), and more recently, the situation in Afghanistan.

These important issues and events may cause a crash, but more than likely the next crash will be something that none of us expected or could have possibly predicted. And that's the scary part, right? History, however, can give us clues as to how crashes typically unfold. Furthermore, how we can prepare to thrive and not just survive the next crash?

## Here are four ways to survive and thrive [in] the next market crash.

### 1. Be proactive

I am going the spare you the “pilots don't fly without a flight plan” cliché because being proactive is about more than just having a plan. I tried to be proactive about writing this but that only got me .01% closer to finishing. Being proactive is all about making decisions and taking action now so you do not have to do so in the middle of the storm.

Being proactive with your financial situation helps you to survive and thrive a market crash because you are no longer in an emotional, survival, reactive-only mindset. Instead, you are free to act (or not act) because you are already prepared for this difficult moment (Covid-19, 2008, next apocalyptic headline goes here). For those who put in the prep time, it is time to relax and make money when others are fearful. As the saying goes, for people with cash there is no recession, only opportunities!

The following paragraphs are all pieces of the puzzle when it comes to being proactive; in fact, we go through these steps with each of our clients when putting together financial plans.

Similar to the mental models you use in the airplane, here are a couple of ways to start being proactive today – the ABCs!

Assess your financial situation. Review personal balance sheet: Savings rates, emergency funds, cash flow plan, pay off debt, etc.

Balance decision making. For example, pay off your mortgage early or put more money into an emergency fund?

Create and set meaningful financial goals – and write them down!

### 2. Diversification

Most people know diversification is about managing risk; however, the best part about diversification is capturing investment gains no matter which company, industry, or country has the hot hand at that moment. Diversification is like making selections for your fantasy football team; you need different players with different skill sets. Some of the best investors in the world know you must be prepared to be wrong. Diversification is the solution to preparing for multiple outcomes.

Even though each year you may kick yourself for not going all-in on tech stocks, over the long run a diversified portfolio will perform better by capturing returns no matter what is going on around the world. During a market crash, owning a diversified portfolio allows you to capture the returns of companies that may do well during downturns.

### 3. Asset allocation

Asset allocation refers to the different asset classes that you own. For example, the percentages of stocks versus bonds, small companies versus large companies, etc. As you get closer to retirement, bonds, which typically hold their value during a crash, are considered safer investments than stocks and therefore typically constitute a larger portion of your investments.

As well as making sure you are not taking unnecessary risks, having a portion of your investments in bonds provides flexibility if stock prices decline. If stocks prices crash for an extended period and you need money from your investments, you can hold onto your stock positions and sell your bonds.

It is especially critical for those pilots entering retirement to have enough bonds to cover multiple years of income in case of an extended market decline. For younger pilots, having a small percentage in bonds can also give you the flexibility to sell your bonds during a crash, and use the proceeds to buy stocks at a cheaper price!

#### 4. Focus on what you can control!

In the short-term, stock market volatility is fully out of our control. In fact, trying to time the entry and exit of investment dollars into and out of the stock market is one of the main reasons average equity investors significantly underperform a diversified portfolio.

I believe trying to time the market is far riskier than entering the market corrections with a diversified portfolio. And in many cases, that extra risk turns into real (not paper) investment losses.

Instead of sitting on your hands and doing nothing, you could instead focus on things you can control such as:

- **Roth conversions**
- **Tax-loss harvesting**
- **Rebalancing, and**
- **Dollar-cost averaging into depressed equity prices during the downturn.**

These items are strategic and require some specific situational planning, but the point is, there are many

things you can do during downturns that can save or make you money without taking unnecessary risk.

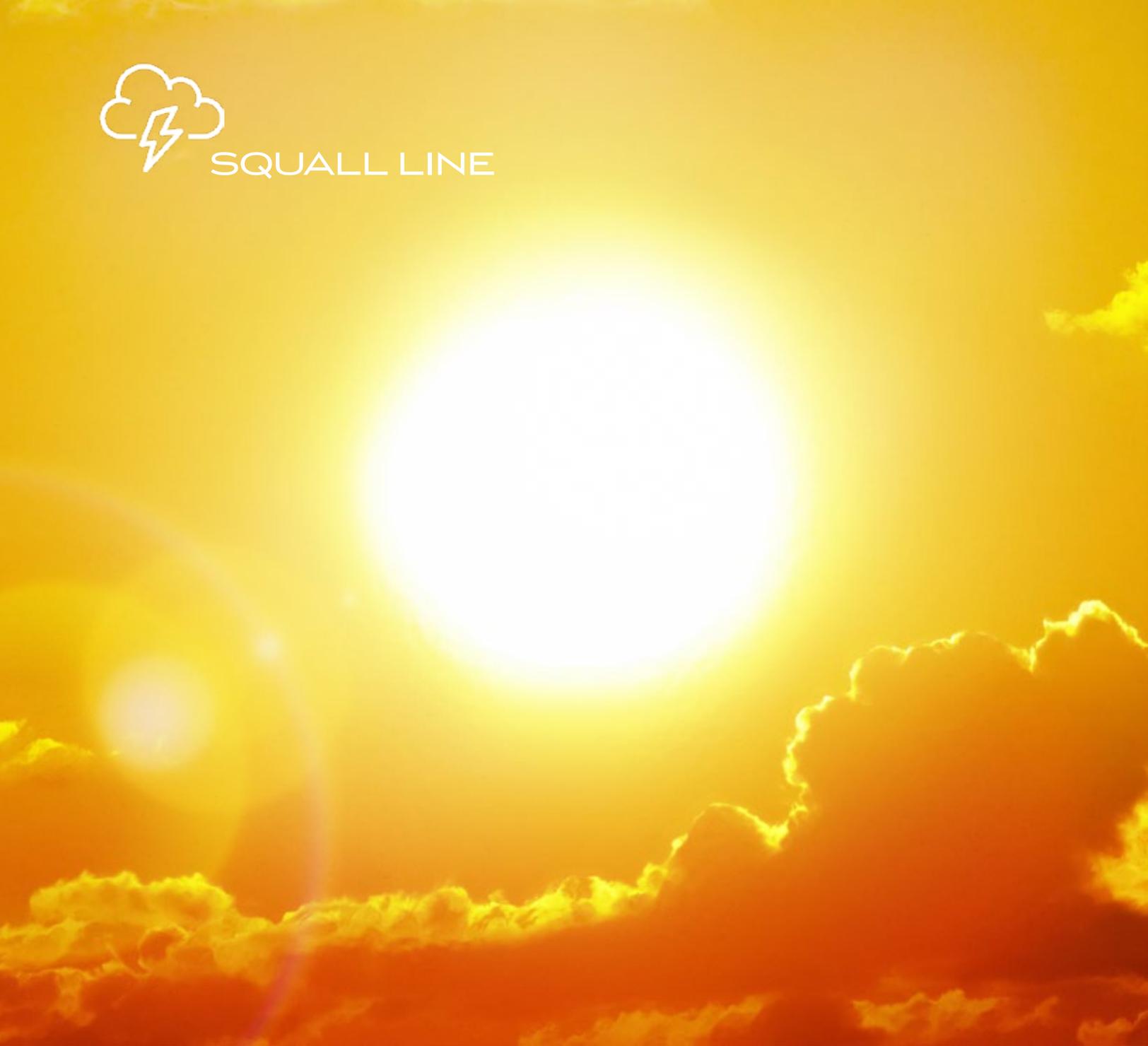
#### Summary

Getting your financial life and personal balance sheet in order now will help you to overcome the challenges you will face in the next market crash. Take the action now in order to relieve stress when the next inevitable downturn, correction, recession comes our way. Because it's like predicting thunderstorms in the summer; we know they're going to happen, we just do not know exactly when.



#### About the Author

**Ben Dickinson** graduated from the University of Tennessee with an Economics degree and began working in managed services for technology and finance firms in Charlotte, NC. [Read More...](#)



# Heat Waves

Understanding one of summer's uncomfortable gifts

WRITTEN BY: JUSTIN ABRAMS

“Heat wave” is a term most of us have heard since we were children. As the dog days of summer approached, we would await the inevitable string of days with very hot temperatures and be prepared with ways to beat the heat. Today, we seem to hear the term used more than ever, as numerous cities hit record temperatures this past summer and found themselves under sweltering heat for long periods of time.

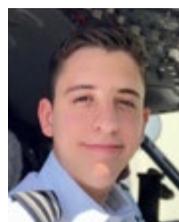
From a meteorological standpoint, “heat wave” is quite loosely defined. Some definitions utilize a specific temperature that must be exceeded for a certain period, while others take the given location into account. A Phoenix, Ariz. local will have a much different idea of heat wave conditions than a Portland, Me. resident. Regardless of the definition used, the weather pattern responsible for the wave involves a high-pressure system that sits aloft for an extended period of time. Air travels from areas of high pressure to those of lower pressure, and this airborne high-pressure system causes air to sink towards the ground. This movement of air towards the ground restricts any upward movement, which further prevents cloud formation and convective activity. Without clouds, which normally block a fraction of the incoming radiation, the temperature on the ground can reach higher levels. This is the meteorological recipe that separates a heat wave from a normal streak of hot temperatures. Weather patterns often move slower during the summer, which helps explain why these elevated high-pressure areas can sit over one section of the country for days on end and produce extended periods of uncomfortable conditions.

The extreme temperatures associated with heat waves can have significant negative effects on our bodies and result in a number of different health issues. A common high-temperature-induced medical issue is hyperthermia, more commonly known as heat stroke. Those suffering from hyperthermia can experience rapid breathing, a greatly increased heart rate, and an altered mental state as the body’s core temperature reaches dangerous levels. If heat stroke is ever suspected, medical attention should be sought immediately.

Another common malady is heat rash, which results when sweat ducts become blocked and cause inflammation. Prevention is very important during the summer months, especially in our profession where we often

find ourselves performing walk-around inspections on tarmacs in triple digit heat and sitting in direct sunlight for lengthy periods. You can stave off the effects of hot temperatures by ensuring that you are staying hydrated and listening to your body. Your body’s needs are actually a few steps ahead of your thirst, meaning that if you wait to drink water until you feel thirsty, you may, in fact, already be dehydrated to some degree. You should also aim to drink more water in the summer to account for increased sweating.

Though we are now heading into colder months, I find it important to analyze some of the extreme heat that we had recently, because we will surely experience these conditions again next summer. Heat waves have a tremendous ability to affect flight operations- airplanes are negatively affected by the heat just as we are! As pilots, we know the effects that high temperatures have on aircraft. Likewise, as operators must prepare for performance-related issues, as individuals, we must prepare to ensure we work safely in the heat. With proper preparation, we can reduce the health risks that come with heat waves.



## 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...](#)



# A Blue Escape

WRITTEN BY: LIA OCAMPO

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**“Traveling – it leaves you speechless, then turns you into a storyteller.”**  
**Ibn Battuta, Fourteenth century Muslim Moroccan scholar and explorer**

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## **Summer is over, and I just turned one year older.**

Some of us have travel plans this fall while others prefer to wait until they are more confident to travel. It's okay. You must do what you think is best for you. So, while some of us are excited about planning our trip, we also reminisce about our past adventures and favorite places we've been.

Do you have a favorite island that you always want to revisit? Mine is Santorini a beautiful place I call "Wonderland" where I spent my birthday six years ago.

If you haven't been to Santorini, I offer some information from my experience to guide you and a few of my favorite photos to inspire your wanderlust.

Santorini, situated overlooking the Aegean Sea, is one of the most visited islands in the world. Thousands of years ago, a vast volcanic eruption gave birth to a caldera with Santorini as one island that forms its rim.

There are two ways to travel to Santorini from Athens. You can travel either by plane or by ferryboat from the port of Piraeus or Rafina. The flight takes 40 minutes and an average of six to eight hours boat ride from the port of Piraeus. If you are into island hopping, ferries can connect you from Santorini to other Greek islands.



If you have a lot of time, getting to Santorini by ferryboat is the best option because of its flexibility. In addition, the ferryboat gives you an exciting experience to jumpstart a great adventure. To maximize my experience in the Greek isle, I traveled to Santorini by ferryboat and returned to Athens on Aegean Air.

## **The Beauty of Oia**

The village of Oia is situated overlooking the Aegean Sea and clings to the cliff above the volcanic crater. The incredible sights of the blue-domed churches, whitewashed houses, old mansions, narrow cobblestone streets, and chic hotels with infinity pools will mesmerize you. Because of its picture-perfect beauty, Oia attracts photographers and painters. Who wouldn't be?

## **Enchanting sunsets**

Sunset in Santorini is one of the most sought-after in the world. The village of Oia is the best place to watch the sunset; the most popular spot is near Oia Castle. It gets crowded as people arrive before sunset to get the perfect location. But it doesn't matter where you are on this island, the experience of watching the sunset will stay



with you forever. The stunning view of the whitewashed buildings, the windmills perched on the edge of the caldera and the blue-domed churches are the backdrop for your photos.

While the Greek sun sets on the horizon of the Aegean Sea, the blue skies glow into pink, orange and yellow. You hear the shutters of everyone's cameras around you, capturing images of the sunset from every angle. The crowds applaud and cheer. Right there, you experience a surreal moment!

### **The island's capital: Fira**

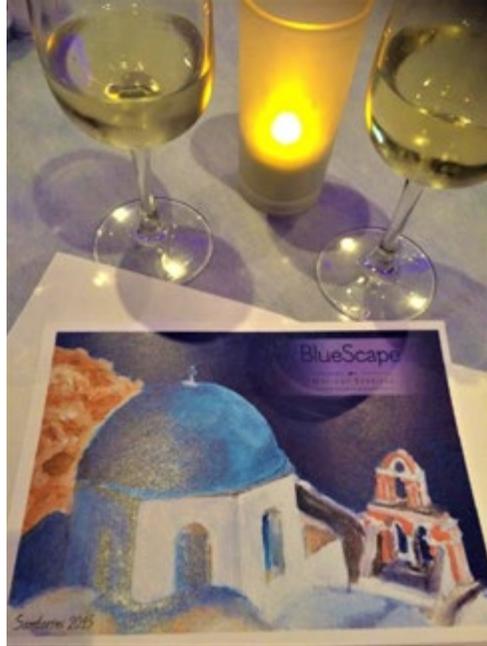
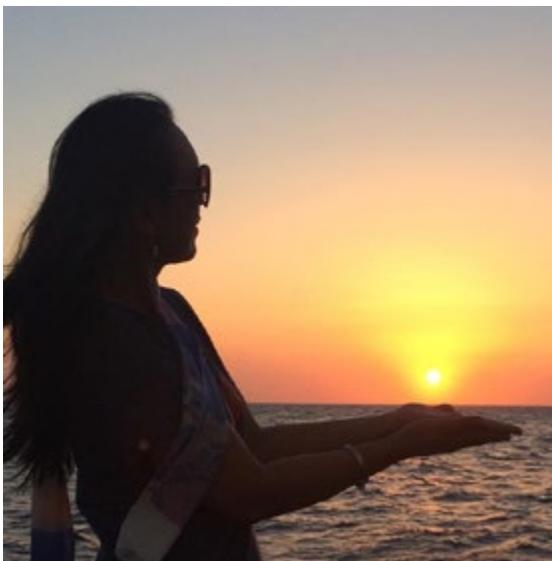
Fira is the busiest and most cosmopolitan village in Santorini. The village is on the island's western edge, opposite the volcano and the two volcanic islands, Nea Kameni and Palia Kameni. In Fira, you can visit the cultural buildings and cathedrals. The main square has lots of inexpensive restaurants and cafés. Strolling along the cobble streets with little boutiques and watching the caldera will make you lose track of time.

### **Volcano and hot springs tour**

The boat departs in the morning from the port of Fira. The tour includes a visit to Nea Kameni and Palia Kameni islands. It is the most popular boat tour among tourists because of the belief that a large amount of sulfur has healing abilities. The hike to the top of Nea Kameni takes about one hour and a half. It's a unique experience and worth the trek.

### **Catching the sunset on a cruise**

Maximize your Santorini sunset experience onboard a traditional Greek sailboat. You will have a view of the majestic



sunset while sailing the tranquil Aegean Sea. You will set your eyes on the vast landscapes, the sights and sounds of the clear waters and breathe the fresh air of the sea.

Travel companies offer different kinds of sunset cruise tours. You can do a semi-private tour, whole day, half-day, or three-hour sailing, including a complimentary buffet, drinks, and music to enhance the ambiance. Whatever you choose, regardless of your time and budget, you will have a great time.

My goal to visit Santorini was to witness one of the most sought-after sunsets in the world. However, the outcome of my trip exceeded my expectations thanks to my tour guide who gave me the best island experience and this birthday card that I treasure. Cheers to more travel adventures!

I left this place in awe. I can't wait to go back.

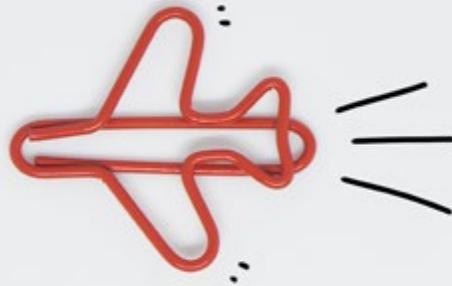
### **What is your favorite island story?**

Please check out my YouTube channel, Destination: Santorini, for my story in video and Visit Santorini for a comprehensive guide.



### **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...](#)



# Differentiating Yourself

Detailing past employment

WRITTEN BY: JUSTIN ABRAMS

**T**he aviation industry is full of competition. Airlines compete continuously for passengers and revenue, striving to be more profitable than the others. In a similar way, we compete with other pilots for career opportunities. While “compete” may seem too harsh a word, as most pilots only want to see others succeed, your application is, by definition, competing against other applications for the same position. When applying for a pilot position, or any professional position for that matter, the goal is to submit an application that accurately and thoroughly represents your qualifications. Applications for pilot positions tend to cover many areas of one’s life, from education and professional experiences to personal accomplishments, meaning that an applicant has the ability to showcase their skill set and indicate why they are uniquely qualified for the position.

Over the next few months, I plan to dive a bit deeper into aviation application processes in hopes of providing insights into what you can do to best represent yourself as you look to secure an interview. Applications for aviation positions come in many different styles and formats, therefore I am not referring directly to any specific company, position or application format, but instead discussing the different sections that most applications include, along with the purposes behind them.

## Past employment

This month, I will focus on the section that encompasses past employment. An application can be thought of as a first impression and because you submitted your application into a database with potentially hundreds, or even thousands, of others, you want to take the time to ensure you are putting your best foot forward. The nice part of this first impression is that it can be edited and altered until you are positive that it is ready for submission and analysis by those in charge of hiring.

First and foremost, be sure to follow all given instructions. If you are asked to provide ten years of employment history and only provide five, that doesn't exactly show you as a detail-oriented person. Anything that indicates that an application was rushed or not reviewed for accuracy will only hurt your chances of receiving an interview invitation. Remember of course, applications are not one-size-fits-all. If an application asks for ten years of work history and you do not have ten years of employment, you are not going to fill the entire time frame and those receiving and analyzing your application will understand why. This theme will present itself in many sections of an application, as everyone's background is different.

While the section focusing on previous employment may seem very simple, it should be treated as much more than data entry. If the application allows you to enter details on the past position, you are given a great opportunity to highlight responsibilities held, special training received or any other aspect of the job that you feel is noteworthy. This applies to each job you have held, whether it was your first job in high school or a recent position as a commercial pilot. Ignore any thoughts like "The employer will not care about this job," or "This position was not relevant to what I want to do." All your previous positions are important as they have shaped the professional you have become. Take ten or fifteen minutes to really think about each role, and I bet you will remember tasks or important events that helped

you grow as a leader or develop better customer-service skills. Even if the application doesn't allow you to enter a job description or detail your responsibilities, this is still a great exercise to run through. Should an interview be offered, you can call on these details when discussing your past and your qualifications.

Another important detail to include when entering information on your past employment is any additional leadership roles or responsibilities that you were assigned, beyond those required when you were first hired. These details are crucial to convey as they show that you were specifically acknowledged by your employer and deemed responsible or skilled enough to handle additional tasks, responsibilities or given a promotion.

While this may seem like a section of an application that can be completed quickly and without much second thought, I urge all those seeking positions to focus on how much value you can add to your entries. An application is not a chore, but instead your first opportunity to show a prospective employer that you are qualified, determined, and eager to pursue the position. To those readers who may not be applying for a position in the near term, you can use this time to get ahead on this process and create an outline of your employment history along with details of your responsibilities and important experiences which you may speak to during a future interview.

While the application may be the first of numerous steps in gaining employment, it is one that offers a huge opportunity to distinguish yourself from other applicants.



## About the Author

**Justin Abrams** is a first officer for a major US airline. He earned a Bachelor of Science degree in Aviation with a minor in Security and Intelligence from the Ohio State University in 2015. [Read More...](#)





# Trailblazing in the flight training industry

LIFT Academy attracts the next generation of aviators

“I wanted to find something that made me love going to work.” That’s a statement we hear often in the aviation industry, and that’s just what made Sarah Hayward, current assistant chief instructor at LIFT Academy, decide to enroll in LIFT after graduating from Auburn University with a Bachelor of Science in Animal Science and Zoology.



Sarah Hayward

Sarah took a discovery flight and was immediately hooked. Sound familiar? She, too, had caught the aviation bug. It wasn't long after that she stumbled upon Leadership In Flight Training (LIFT) Academy in an internet search for flight schools.

LIFT was new at the time, having opened its hangar doors in September 2018, but it already had created a buzz in the aviation industry, being the only U.S. airline-owned and operated flight school with a flow for its students directly to Republic Airways. Sarah was looking for a structured curriculum, an accelerated training program and an opportunity that would set her up for success in the airline industry. LIFT checked those boxes and then some for Sarah.

LIFT and Republic Airways became trailblazers in the flight and maintenance training environment when they announced their strategy to make aviation accessible and attainable to all who have the will and the skill to fly or maintain aircraft, building and diversifying the talent pool for aviation's next generations. LIFT partnered with the State of Indiana, the city of Indianapolis and the Indianapolis Airport Authority to clear the runway for this

new aviation training program in Indianapolis.

Three months after its initial announcement, LIFT welcomed its first class of students to begin flight training, all eager to pursue their dreams of becoming an airline pilot.

"I had always wanted to fly, but I had a great career in finance that I couldn't convince myself to give up until I found out about LIFT. With the airline-structured curriculum, the pace of training, the job waiting for me at Republic Airways and the professionals I'd be training with, LIFT was what finally brought me to my decision to train full time to get to the airlines as soon as I could," Mike Droese shared.

Mike was a vice president at a global investment bank before he became a full-time student at LIFT Academy. Mike is also one of LIFT's first students to complete their training and time building for the Air Transport Pilot license and transitioned to Republic Airways as a first officer this past summer. In two and a half years, despite a global pandemic that slowed down the industry, Mike has transitioned to an exciting and fun second career and is flying Republic's Embraer fleet.



Mike Droese



Lift student and CFI

LIFT students come from an array of backgrounds—some come straight from high school or from the military while others, like Sarah and Mike, have changed careers to pursue their passion. LIFT attracts students from all over the country, with nearly every state in the U.S. represented in its student population of nearly 300. What’s the draw?

LIFT has set itself apart from its competition from the day it first launched its marketing campaign. Imagine a flight school creating its first marketing video and not featuring a single plane—that’s LIFT. With a tagline Explorers Wanted, LIFT wanted to appeal to a crowd that never considered a career in the sky, broadening the talent pool of aviators to include those seeking the lifestyle that aviation offers, never realizing before that their calling is becoming an airline pilot.

### **Technology**

Beyond its marketing, LIFT knew it could distinguish itself with its focus on innovation and technology within flight training. In addition to its brand-new fleet of more than forty Diamond Aircraft Industries DA40NG and DA42VI aircraft, LIFT found ways to make nearly every portion of its training program tech-focused. All aircraft are equipped with Garmin G1000 avionics to get students accustomed to glass cockpits from day one. All students receive an iPad on which they use Jeppesen charts, see their schedules on Flight Schedule Pro and complete digital learning through LIFT’s proprietary CBT (Computer-Based Training) curriculum.

The curriculum is customized to and aligned with LIFT’s airline-focused flight training and accelerated pace. Since its inception, LIFT has trained its students for airline readiness, and its pilots learn flows, callouts, maneuvers and procedures that replicate the airlines beginning on day one in the program.

The digital, computer-based training takes traditional flight training a step further—creating an interactive experience for its students. The curriculum promotes individualized learning, enabling students to progress through the program while also retaining lessons from previous courses as they accelerate through their flight training.

In less than three years, the staff and flight instructors planned content, scripted lessons and prepared quizzes for full private pilot and instrument curricula as well as received FAA approval for its use in training its 300 students.

“We have a very talented group of instructors and a small-but-mighty staff who knocked this training development out of the park,” Ed Bagden, Associate Director of Flight Operations and Safety shared. “We put a lot of work in to make this a professional product that we’re already working on expanding to include commercial courseware by the end of the year.”



Diamond DA42 Twin Engine



LIFT Academy DA40

### Safety Culture

While LIFT is only three years strong, it operates as though it's a mature, small airline with an airline-grade safety culture and evolving Safety Management System (SMS) that many businesses could view with envy. Due to the support and resources LIFT receives from Republic as well as its staff that has diverse professional experience in the aviation industry, LIFT has had the opportunity to build on a strong foundation of established safety procedures since before it even opened its hangar doors. Students learn callouts and checklists that mimic the airline in the first weeks of training and talk to the IND tower for their departures and arrivals.

"LIFT is unique. We're not training our pilots to pass checkrides or their initial first officer training," Bagden explained. "From the moment orientation begins, we're training them to be the best airline captains."

Safety is reinforced with LIFT's maintenance team which is led by Jim Boothe, a former director of quality assurance at Republic. Jim and his team follow many airline procedures, going above and beyond the standard checklist of maintaining training aircraft. Due to strong partnerships with companies such as Goodyear, Beringer and Diamond's Austro Engines, they have industry resources at their fingertips for additional expertise.

### Establishing and maintaining high standards

The strong safety culture is noticed by the FAA as well. From the day Republic announced its upcoming flight school in May 2018 to the day LIFT began its operations in September 2018, LIFT staff completed the paperwork and requirements to meet the FAA's criteria to become a Part 141 pilot school for private pilot through commercial certificates.

Just 24 months later in September 2020, the minimum amount of time required by the FAA, LIFT was granted Examining Authority, and now designated, certificated instructors can conduct end-of-course evaluations in place of a checkride with a Designated Pilot Examiner (DPE). This ensures that LIFT students will have timely completion of the testing event using LIFT's onsite evaluators, and it also provides LIFT the opportunity to have a greater level of quality control over the entire testing process from student to student.

This accomplishment distinguishes LIFT from other flight schools in the U.S. as they join only a few other flight training institutions that have received approval from the FAA for examining authority. LIFT is the only flight school in Indiana with the examining authority from the FAA.

In 2019 LIFT also filed an application with the U.S. Department of Labor to join its apprenticeship



Lift Academy maintenance apprentice

program, beginning an aviation maintenance technician apprenticeship program where apprentices are paid through their on-the-job training as they work alongside licensed airframe and powerplant (A & P) professionals. In the program, apprentices learn skills and accrue hours needed to earn the licenses required to become an aviation maintenance technician, working nose to tail on LIFT Academy single and multiengine training aircraft, Diamond DA40 and DA42 planes, as well as Republic Airways Embraer 170/175 EJets that feature GE CF34-8E jet engines.

At the time, the registered apprenticeship program was the only of its kind in Indiana and one of only eight in the United States. LIFT's flight instructor position is also qualified through the Department of Labor as a registered ATP apprenticeship, making LIFT only organization in the United States to offer both the registered Airframe and Powerplant and Airline Transport Pilot (ATP) apprenticeships through the U.S. Department of Labor in 2019.

LIFT's maintenance team also opened a maintenance repair shop at the Indianapolis International Airport this summer for its licensed technicians and apprentices to work on customer aircraft for routine maintenance, inspections and other repair needs. This is another way for LIFT apprentices to gain valuable experience by working on a variety of aircraft under the supervision of licensed technicians.



Cape Air pilot training Abigail Anderson

### **Taking off with Cape Air**

"I have been dreaming of the day I would step into a plane as an airline pilot, and now because of LIFT and Cape Air, I will be doing that much sooner than I ever expected," said Abi Anderson, current LIFT CFI.

Earlier this summer, LIFT and Cape Air announced a strategic workforce development relationship, a flow program for LIFT graduates to fly as a Cape Air First Officer as they build their ATP-required flight hours, before moving to the left seat at Cape Air and then transitioning to a Republic pilot.



Cape Air pilot training Abigail Anderson



Abigail Anderson

This relationship enables LIFT Academy and Cape Air to promote workforce development in aviation and provide greater opportunity for pathways to commercial airline careers. Traditional barriers to flight training and airline careers include cost and accessibility, and this workforce development relationship aims to remove those barriers for its participants. This strategic relationship creates a sustainable, defined pathway for career progression, making aviation an attractive opportunity for those who may not have believed it to be possible before.

“This relationship will enhance our pilot sourcing initiative, an initiative that has been a significant focus for our company over the past 12 years,” said Cape Air President Linda Markham. “LIFT Academy’s graduates will have an opportunity to benefit from Cape Air’s rigorous training program while working toward ATP flight hour requirements. Additionally, Cape Air will have the opportunity to hire skilled pilots from LIFT, where they are trained with airline readiness through every flight hour leading to their transition to Cape Air.”

Abi, who is a former American Airlines flight attendant, is among the first LIFT students to receive a job offer from Cape Air to participate in the program once she reaches around 500 flight hours, which could be as soon as this fall.

“I was lucky to visit Cape Air to see their operations, meet some of their training staff and leadership and be immersed into their incredible culture,” she shared. “I know LIFT’s airline-focused training and G1000 technology within our training aircraft is preparing me in the best way possible to fly with Cape Air, and I couldn’t be more excited for the opportunity.”

### **Bringing aviation to the masses**

A significant part of LIFT’s mission in making aviation attainable and accessible to a more diverse population was to literally bring the magic of flying to people who wouldn’t have had the opportunity to experience it otherwise. Knowing not everyone can afford a discovery flight or have the means to get to an airport for the experience, LIFT built the LIFT Lab—a box truck with four virtual reality (VR) computer stations, powered by Dell Technologies and Thrustmaster simulator hardware—to offer a VR discovery flight, customized with guidance from a LIFT flight instructor.

The LIFT Lab can travel anywhere – and it has! From EAA Airventure in Wisconsin, to Sun ‘n’ Fun in Florida, to Dell Technologies’ global conferences in Las Vegas, Rio De Janeiro, Barcelona and beyond—the LIFT Lab has been a spectacle at events ranging from air shows to tech conferences to high school STEM events to Girl Scouts activities.



Oshkosh Airshow

The LIFT Lab has attracted many students to fly with LIFT, and even more importantly, it has inspired hundreds of children, teenagers and even adults to consider a career in aviation despite them never before thinking it possible. But just like Sarah Hayward, once they “flew” that first discovery flight, they couldn’t help but catch the aviation bug.

The LIFT Lab and LIFT’s general focus on bringing aviation to the masses has sparked many unique relationships and partnerships with youth and STEM organizations locally in Indiana and nationally.

LIFT has partnered with Project Lead the Way to assist in aviation curriculum building; it has created aviation experiences within Junior Achievement. LIFT has also helped many schools begin their own aviation courses with the help of AOPA’s Learn to Fly curriculum and additional resources.

Most recently, LIFT began sponsoring Indianapolis Traders Point Christian School’s aviation program – a junior high and high school course elective in which students complete private ground school for school credit and fly 10 hours with LIFT instructors in the DA40NG each year they’re enrolled in the program. Students can earn up to 40 hours of flight time at no extra cost above their standard school tuition prior to their high school graduation. This program was built to be scalable for additional schools with focus on schools that serve underrepresented and underserved populations.

### **Why LIFT?**

“When I happened upon LIFT on Google in my search for flight schools, I knew I’d become an airline pilot someday. What I didn’t realize was how much I’d enjoy the journey getting there,” Sarah said. “LIFT has been the perfect fit for me because of all the things I knew I wanted in a flight school but also for reasons I didn’t anticipate.



**LIFT ACADEMY**  
LEADERSHIP IN FLIGHT TRAINING

Sarah continues to say she didn’t expect to make such close friends through her flight training but has built relationships that will last a lifetime because of the people training and working at LIFT. She shared that one thing she loves the most is the environment in the hangar and the camaraderie among the students.

“Everyone here is incredibly driven, motivated in their training, but LIFT has a culture where it’s fun to learn and fly. The students are so diverse; we all come from different backgrounds, so we learn from each other as well as from our curriculum,” she added. “I don’t know if you can find this training environment everywhere, but it’s what you’ll find at LIFT.”

Visit [www.flywithlift.com](http://www.flywithlift.com) to explore more on what LIFT Academy offers and why it’s quickly become one of the largest flight training programs in the U.S. You can also reach out to [explore@flywithlift.com](mailto:explore@flywithlift.com) with questions.

Interested in LIFT Maintenance for general aircraft maintenance servicing? More information is available at [www.liftmtx.com](http://www.liftmtx.com).

Be sure to follow LIFT Academy on Facebook, Instagram, Linked In, Twitter, TikTok and YouTube at @flywithlift!



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