

# THE CROSSWINDS

MIDSTATE AVIATION, INC.

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Fall Quarter 2009

## Achievements! Congratulations!

### **Private Pilot**

Michael Rizk  
Ross Young  
Erik Henry  
Joshua Acker  
Andrew Fishburn  
Scott McCulloch  
Gregory Bradley  
Alex McArdel  
James Wilson  
Jeddace Clark  
Austin Duckett  
Patrick Sheeks  
Skylar Weiskind  
Ryan Frese  
Jasmine Baird  
Michael Donia  
Alexander Toner  
Curtis Marsh  
Jeremiah McLaury  
Cory Stephens  
Stephen Conroy  
Ashley Messmer  
Damien Duringer  
Greta Stuhlsatz

### **Flight Instructor**

Andrey Lobkov  
Ryan Sackett  
Monica Dinescu  
Scott Armstrong

### **First Solo**

Daniel Creech  
Chad Snopko  
Damien Duringer  
Joselyn Russell

### **Instrument Rating**

Samantha Caldwell  
Evan Wheeler  
Kyle Bissell  
Benjamin Watters  
Robert Pendergraft  
Westley Schroepfer  
Daniel Morgenstern  
Thomas Johnson  
Raeya Tsutakawa  
Kevin Silvernale  
Jesse Tyler  
Scott Romain  
Evan Marshall  
Alexander Darimont  
Cody Simmons  
Pauline Jamieson  
Elizabeth Janssen  
Peter Liden

### **Commercial Rating**

Joseph Bertsch  
Brian Hall  
Brendan Boyd  
Jonathan Mawer  
Aaron Nordstrand  
Karla Richardson  
Nicholas Burley  
Jack Jones  
Brandon Albright  
Ryan Anderson  
Alan Morgan  
Ashley Hayes

### **Multi-Engine**

Michael Gonzalez  
Levi Locken

accident investigators for three months, with some supervision of course.

Working for the National Transportation Safety Board can be about as tedious as writing accident reports and it can also be as exciting as going to an actual accident site. Over the last three months I have written nearly thirty reports. Some of those reports have been really mundane and others have been thoroughly interesting. Asking the simple question of how an airplane ended up involved in an incident, usually results in a very complex answer. As an investigator working on an accident, you have to ask very detailed questions as to why this accident happened. The journey to finding out the answer is where the intriguing part takes place.

For example, if an engine fails catastrophically in flight and there is a gaping hole in the side of the engine, it is obvious that the engine failed. However, why it failed could be the result of a number of reasons. The cause could be contributed to lack of engine oil and the investigator must delve deeper to find out the cause of there being no engine oil. To fully answer this question will require the complete tear down of the engine. Tearing down an engine is an enormous way to learn and see how everything is supposed to function. These can differ from seeing all of the various channels and orifices in the lubrication system to seeing how exactly the carburetor functions. Finding the answer to why the engine lost oil also may result in the examination of everything from the gaskets in the propeller governor to the piston rings and everything in between.

Over the course of my internship finding answers to the cause of the crash has given me the opportunity to be involved in several interesting cases. I have documented the scene of an airplane crash, examined and torn down engines, put pieces of an aircraft that had broken apart in flight back together, and sent a landing gear strut of a heavy jet that was cracked to a metallurgy lab. In my opinion, seeing it in real life and holding the pieces in your hands are far more effective than any systems manual.

This internship has truly been a great experience. It has opened my eyes to another field within our industry, and has been a great opportunity to put my education that I received from Central Washington

## **Interning with the NTSB**

Joel Bialkowski  
CWU '09

Midstate Aviation Instructor

This summer I had the distinct privilege to be an intern for the National Transportation Safety Board. Being an intern for the NTSB is far more than just getting coffee for the boss. The NTSB has a great internship program, which allows their interns to be

University and Midstate Aviation to good use. It has changed my approach to flying and the way I will instruct others to fly. We must always continue to broaden our knowledge in the field of aviation and fly safely.

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### **Horizon Air**

Michael Gonzalez, Intern

With the economy being what it is and my previous employer not having the budget to hire me for the summer, I decided to pursue something that would benefit me. I obtained an internship with Horizon Air in the Flight Training department. It was a decision that I don't regret. My summer internship with Horizon Air has given me a major insight on what it takes to run a regional airline. I would recommend an internship with Horizon Air to any student.

Although the internship was unpaid, the benefits and opportunities outweighed the cons. When I first started I was given the task to go through the CRJ 700 CBT. The CRJ 700 is a commuter jet designed by Bombardier. The CRJ is one of the airplanes in Horizon's fleet. CBT stands for Computer Based Training. Many of the airlines use this type of training for initial training when a pilot is beginning training for a particular aircraft. The CBT is a series of power points that are composed of systems knowledge of that aircraft. The pilots going through the CBT can work through it at their own pace and even go back to review certain topics. The material covered in the CBT is reinforced with lectures from the ground instructors. This allows for any clarification on any topics where there is a need for further explanation. CBT is a wonderful learning tool. Just having the opportunity to go through CBT gave me an insight on initial training and a knowledge base of CRJ systems. After going through the training I was given the opportunity to look at the jet up close while one of them was down for maintenance.

Not only did I get those opportunities in flight training, but I was also given a chance to spend half a day in dispatch. Dispatch is probably the backbone of an airline. Dispatchers decide if the flights go, if they are cancelled, deal with maintenance issues, and compute various performance data for each flight. A dispatcher puts together what is known as a release. A release consists of pertinent information for each flight. This information includes weather, fuel, route, alternates, and NOTAMS. When the pilots show up for their flight, they print off the release, verify and agree with the performance numbers computed and information. Once the pilots agree, they sign the release and away they go. Dispatchers have to look at the big picture. An easy way to think of what dispatchers do is to think of them as

putting together a giant puzzle. Without dispatchers, the airline would not be capable of functioning.

There were two major projects that I worked on while I was at Horizon. The first project I worked on was the CBT for the CRJ 700. My task was to go through the CBT and make note of any errors in any material, make a note of any unclear slides, and make note of any pictures out of focus. This gave me the opportunity to really learn the systems of that plane and really get a "hands on" approach to airline CBT. My second project was to help a ground instructor redesign the EFB CBT. EFB stands for Electronic Flight Bag. EFBs are a great tool used in the cockpit. The EFBs allow the crew in the flight deck to message dispatch, enter flight information related to the flight, and monitor current weather. Some software available for EFBs will display Jeppesen Approach plates. This project allowed me the opportunity to gain an insight on the emerging technology that is being used in airlines and the new technology that will be used in the future.

The opportunity to intern at Horizon Air was an amazing opportunity. I was given the chance to network, meet a lot of wonderful people, gain insight on the industry, and I saw how an airline really functions behind the scenes. When most people think of an airline, they only think of people like the pilots, flight attendants, and ticket agents, they don't consider maintenance, instructors in the training department, dispatch, crew scheduling, and management.

I would recommend an internship to any student if they have the opportunity.

#### **Dates to Remember:**

**First day of Mandatory Schedule: September 23<sup>rd</sup>**

**NO Mandatory Schedule:**

**Veteran's Day: November 11<sup>th</sup>**

**Thanksgiving break: November 25<sup>th</sup> -27<sup>th</sup>**

### **"Why I Want To Be A Pilot"**

**Flying Laughs and Jokes  
(written by a 5<sup>th</sup> grader)**

When I grow up I want to be a pilot because it's a fun job and easy to do. That's why there are so many pilots flying around these days. Pilots don't need much school. They just have to learn to read numbers so they can read their instruments. I guess they should be able to read a road map, too. Pilots should be brave so they won't get scared if it's foggy and they can't see, or if a wing or motor falls off. Pilots have to have good eyes to see through the clouds, and they can't be afraid of thunder or lightning because they are much closer to them than we are. The salary pilots make is another thing I like. They make more money than they know what to do with. This is because most people think that flying a plane is dangerous, except pilots don't because they know how easy it is. I hope I don't get airsick because I get carsick and if I get airsick, I couldn't be a pilot and then I would have to go to work.