

# THE CROSSWINDS

MIDSTATE AVIATION, INC.

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SPRING 2010

## Winter Achievements! Congratulations!

### First Solos

*Daniel Anway*

*Jack Thompson*

*Olivia Lycan*

*Jeremy Biediger*

*Trevor Palmer*

*Matthew Colman*

*Evan Sainsbury*

*Evan Dawson*

*Matthew Anderson*

*Trevor Bergstrom*

*Loren Robbins*

*Mark Domingo*

*Yreka Flores*

*Jonathan Snyder*

*Winston Gatlabayan*

*Bryon Coby*

### Private

*Antony Yen*

### Commercial

*Conor Byrne*

*Ben Watters*

*Luke Miller*

### Multi-Engine

*Joseph Bertsch*

*Jonathan Mawer*

*Aaron Nordstrand*

## A Few Years in the Life of an Airline Pilot

By Josh Tobin, First Officer CRJ  
Horizon Airlines

I've been in the airline business for five and a half years, worked for two different airlines, been based in four cities, and flown three airplanes (ERJ-145, DHC-8-200, CRJ-700). What's kind of cool about all this is that I can say that I've had quite a few experiences, good and bad. They may not have all seemed positive at the time, but I'm better because of them.

I started my life in the airline business by spending two months in Dallas and only seeing my wife for 23 hrs during that 60 day period, which was a quick day trip to Six Flags. I look back on the sacrifice of being away from her and know that it was not fun and as bad as it was for me, it was much more troublesome for her; but I finally had a job with an airline. And how many times would we be able to spend Halloween at Six Flags in Dallas?

I left the heat of Dallas and spent the next winter in Chicago. I "crashed" at a dirty apartment with a brown bathtub. Well, it was brown until I got a sponge and started to scrub it and found out it was actually pink! I carried a flight attendant on my back for half a mile through the knee deep snow of Marquette, MI to dinner. She was based out of Dallas and only had loafers and nylons. Being the gentleman that I am, I couldn't let a lady suffer.

My very first day online at my second airline I was watching fireworks on the Fourth of July at the Oregon Coast. On long overnights in Klamath Falls I hiked trails around Crater Lake.

Trust me; it is best to spend more time outside of the crew hotel in LMT than inside. It may not have had a brown bathtub, but there was a strong smell of urine on the ironing board next to the toilet.

Did you know the inside of your nose burns when you preflight in Edmonton at -40°C? I've spent a Christmas in Wenatchee. It wasn't with my family, but I did have a close friend that invited me to spend time with him and his. With 16 hrs in Boise last fall I watched Boise State beat Miami-Ohio 48-0 on the blue turf. Experiences I will remember my entire life. I've had food poisoning stemming from a restaurant at Sea-Tac. If you get it, you'll know four hours after you eat, but the upside is-free dinner coupons! A few months ago Jay Leno interviewed Chelsea Handler with me in the audience. That was the week before I hiked two waterfalls at Yosemite National Park.

Every overnight isn't a vacation, but the job does give you the opportunity to see and do things you wouldn't normally get the chance to experience. The airline business may have its ups and downs, its pluses and minuses, but it's the variety that keeps me coming back every day.

## DATES TO REMEMBER

**Effective March 1<sup>st</sup> - Students will be charged \$150.00 for Airman Knowledge Testing due to FAA and Organization Designation Authorization (ODA).**

**March 13<sup>th</sup> - Wings: Pilot Safety Program at Midstate Aviation Conference Room, 8:00-11:00a.m.**

**March 14<sup>th</sup> - Daylight Savings time begins, don't forget to turn your clocks ahead an hour.**

**May 3<sup>rd</sup> - Photo Contest deadline for CWU flight students and Midstate employees. Win \$100!!**

## Flight Test

### Anonymous

The day has come, know I'm ready,  
Practice done my hands are steady.

Preflight done the engine turning,  
Flight test started, stomach burning.

Questions, questions, all seem new;  
Feels a year since last I flew;  
Taxi slowly, ease the brakes;  
Examiner watching for mistakes.

Run up done, I call the tower;  
 Cleared to roll, I add the power.  
 Seems the take-off took a mile  
 I wonder if he'll ever smile.

Diversion next, he asks of me,  
 To the south and out to sea.  
 The terror hits me in my chest  
 All I've flown is North and West.

My route, my plan I knew it well;  
 Times and distance gone to hell.  
 And as we go, my best I'm trying,  
 I know inside there's more than flying.

Now turns, now stalls, now climbs and spins,  
 Down flaps, slow flight, not once he grins.  
 This day, it seems the longest ever;  
 I've learned at last I'm not so clever.

Forced approach he calls for now,  
 Trim for glide 'as I know how,  
 No Fields I practiced, freshly mowed,  
 My God, he wants me on the road.

Cause check over, mayday called,  
 Watch the speed, I'm almost stalled.  
 Ease her down, no time to cower;  
 Don't forget to add the power.

Take us home, he calls to me  
 Speed one hundred hold at three.  
 Hold her straight, with wings at level;  
 Home to safety, time to revel.

We speed along, my muscles eased,  
 My eyes dart right, I think he's pleased.  
 A perfect touchdown my desire  
 Dear Lord, he's called an engine fire.

Fuel to off and down we go,  
 Find a speed to snuff the glow.  
 And now it's done, it seemed so fast  
 The test is over, down at last.

Well done, he cries, that lovely man,  
 Now fly your ship where e'er you can.  
 Besides the wings, today you earn  
 A greater gift - a chance to learn.

***Pilot Induced D.G. Errors (from the Compass)?***  
***By REH***

Why is it that pilots are still being trained to calculate:

$$TC \pm WCA = TH \pm VAR = MH \pm DEV = CH$$

especially when you consider that most of us fly with reference to the directional gyro (D.G.) and not the old standby magnetic compass (mag compass)? The "CH" in the equation is for Compass Heading as it applies to the mag compass and not the

directional gyro. In fact, if a pilot were to fly with reference to the D.G. with the value calculated for "CH", an error would be introduced in the amount of the "DEV" (deviation) value. Therefore, to fly headings with reference to the D.G., a pilot should use "MH" (the calculated value for magnetic heading) and not "CH" to a *properly* set D.G. This is wherein the problem lies.

Most pilots I have observed simply reference the magnetic compass, usually during runup, and set the D.G. to the observed heading. The problem with this technique is that with most magnetic compasses there is some deviation of the indicated heading from the actual magnetic heading. This is as a result of the magnetic disturbances generated by all the electrical current carrying wiring bundles behind the instrument panel. This is somewhat compensated for during compass swings and documented on the compass deviation (correction) card. For an example, if an aircraft has a compass deviation card as shown in figure 1, and the magnetic compass showed a heading of 124°, then the compass deviation for 120° (the nearest cardinal heading on the compass deviation card) would be a +3°.

<b>FOR</b>	<b>N</b>	<b>030</b>	<b>060</b>	<b>E</b>	<b>120</b>	<b>150</b>
<b>STEER</b>	357	028	059	092	123	154
<b>FOR</b>	<b>S</b>	<b>210</b>	<b>240</b>	<b>W</b>	<b>300</b>	<b>330</b>
<b>STEER</b>	183	208	239	272	303	334

Figure 1.

If the pilot were to simply adjust the D.G. to 124°, as read from the mag compass, then an error of 3° was just introduced. To correctly set the D.G. to the actual or real magnetic heading, a pilot must compensate for this deviation error. The procedure used is sort of the reverse technique from that used in the equation used to compute "CH". An easy to remember rule-of-thumb is to:

- 1) Determine the deviation with sign (either + or -),
- 2) change the sign (+ to a -, or - to a +),
- 3) and then add (with the proper sign) to the indicated compass heading.

Therefore, in the example given above:

- 1) The deviation is a +3°,
- 2) so we will change the sign, giving us a -3°,
- 3) and add to the compass heading of 124° for the results below:

$$124^\circ + (-3^\circ) = 121^\circ$$

We would set the D.G. to a heading of 121° and assuming no precession error, the D.G. would indicate actual magnetic headings for all indicated values (the full 360°). We know, however, that the Instrument Flying Handbook (FAA-H-8083-15A) recommends resetting the D.G. every 15 minutes due to gyroscopic precession. With a little practice, a pilot will soon find this technique no more difficult to use than just using the mag compass reading directly; and be content with the knowledge that the D.G. is now displaying actual magnetic heading information without deviation error.