

THE CROSSWINDS

MIDSTATE AVIATION, INC.

www.midstateaviation.net

Summer 2010

Spring Achievements! Congratulations!

First Solo

Jesse Webster

Private

Brenden Czech

Brandyn Kaufman

Nicholas Marinello

Joshua Balmer

Justin Berg

Olivia Lycan

Waylon Cork

Jeremy Biediger

Peter Reid

Jack Thompson

Jeremy Hoffman

Instrument

William Horton

Damien Durringer

Collin Bowman

Gregory Bradley

Commercial

Kyle Moran

Jesse Tyler

Kyle Bissell

Adrian Lee

Cody McCall

Pauline Jamieson

Multi-Engine

Ryan Anderson

Jake Davis

Monica Dinescu

Brandon Albright

CFI

Brendan Boyd

Alan Morgan

Michael Gonzalez

Domina Lasich

Jack Jones

the same run for many years. Twisp and Omak have no scheduled passenger service, but packages have gone there every night. Some schedules run for decades and some are much more seasonal.

Every spring the first Yakima Valley Cherries get on B747s and head west to Japan. The shuttle only runs for about two weeks, but it has been a fixture for the last 20 years. The airplanes and crews are then rerouted to another spot in the world. Close to 90% of the roses sold in the US start in Bogotá or Quito and fly up to Miami, where they start the truck trip to the rest of the country. The two weeks prior to Valentines Day or Mothers Day are hard work for the cargo crews.

All of this boils down to steady and somewhat thankless work. It is also hours and hours of flight time, and well paid crews. The requirements, standards and skills are the same as the passenger flying, and in many cases the pay is better.

Leave the light. Come to the Dark Side. Join the Cargo Canines.

Our **Annual Student Appreciation BBQ** was held on May 27th honoring all of our flight students and employees. Thanks to Grill Masters, Andy McIrvine and Ron Mitchell, our burgers were cooked to the utmost degree of perfection. We would like to thank all of our students and instructors for attending the BBQ and helping to make Midstate a great flight school. We take pride in our students, their goals, their accomplishments, and we are grateful to be surrounded by so many wonderful and dedicated people.

Cargo Canines.

The Order of the Sleepless Night

Mark Lee, 747 First Officer

Passenger or Cargo? Day or Night? Movie Star Aviator or Working Stiff? The exciting world of professional aviation involves some basic career decisions that can have far reaching impacts on you and your life. The world of the Gucci styling Sky God is well documented well publicized by the movie industry. Lets talk about the other world, where "fly by night operations" occur.

Twenty odd years ago saying you were a cargo pilot would prompt the "When will you work for a real airline?" question. With the growth of UPS and FedEx, now you can answer that question by saying, "When they pay better than this job." Passenger flying will continue to have the cachet and the bright cheery terminals, but the dark side of the airport is increasingly getting the better pay, predictable work conditions, and the new aircraft.

If you are someone who likes to see new and unusual locations, cargo goes to anywhere there are people. Spokane, Wenatchee, and Arlington have been served by

PHOTO CONTEST

Since December 2009, Midstate has been challenging flight students and employees to a Photo Contest. Anything to do with the flight program of the sky above or the earth below could be snapped and the results were absolutely spectacular. The deadline was May 3rd and 92 amazing pictures were entered! Fitterer's Furniture displayed our photos downtown at the First Friday Art Walk where the "People's Choice Award" was voted on. Due to the awesome pictures, we decided to make

our first Midstate Aviation 2011 Calendar. The calendars will go on sale September 1st. Here are the winners:

January-Ethan Raforth (1st place-\$100)
February-Michael Gonzalez (\$25)
March-Stefan Kulpa (\$25)
April-Tina Francis (2nd place-\$75)
May-Susan Eylander (\$25)
June-Luke Miller (\$25)
July-Susan Eylander (\$25)
August-Susan Eylander (People's Choice-\$50)
September-Luke Miller (\$25)
October-Travis Lee (3rd place-\$50)
November-Tina Francis (\$25)
December-Connie Fitterer (\$25)

Congratulations to everyone who gave us their best shot. They were fantastic!

Stay Determined

Gerrit Bonnema, Retired Captain of Alaska Airlines

I started my career in aviation much the same way as you, aviation students at CWU. After getting a few hours in a Piper Tri Pacer during high school I knew a career flying airplanes would be a lot more fun than sitting behind a desk 8 hours a day. So after graduating from high school (1966), Big Bend Community College was the only school in Washington that offered pilot training. Two years later and all the required licenses in hand I was ready to be hired. Pan Am, NWA, United, etc ... who is going to hire me?

Although two years earlier these carriers did hire low time pilots without college degrees now the pendulum had changed. Airlines were furloughing. We were told that in the future when the airlines started hiring again a four year degree would be a requirement. Central Washington State College (CWSC) had an upstart aviation program that offered credited ground school classes but flight training was not offered. Numerous Big Bend graduates enrolled at CWSC because most of our aviation credits transferred allowing us to graduate with a four year degree on time. During the two years at Central my flying came to a halt.

After graduating it was imperative I start building flight time. The challenge was finding potential flight jobs. We did not have computers where you could search websites for aviation jobs. Mailing resumes, calling long distance (expensive) and road trips was what you did for your job search. I was lucky enough to get a temporary CFII job at Big Bend, but this was only for the fall quarter. With a few hundred more hours in my log book I decided to head south, where the weather is nice during the winter months. What better place to fly than Phoenix, Arizona. After a month of job hunting a door opened. I was offered a co-pilot position on a B-17 Tanker fighting forest fires. This was a terrific

opportunity to build multi/heavy time. I stayed with the job two fire seasons and for a young pilot it was an exciting job. However, as a pilot one thing you must never do is lose sight of how safe the job is. After multiple aircraft emergencies and close calls I decided that the possibility of losing my life was not worth the flight time I was after. One of our tankers crashed outside of Elko, Nevada, killing both pilots. The copilot was my age and working towards similar goals. Following the firefighting job, and for the next 6 months I flew a Cessna 206 for an ambulance service on an Indian reservation in northern Arizona.

Then I decided to head east to Florida, looking for work along the way. My goal was to find a corporate flying job. At Miami International Airport, I found a co-pilot job flying DC-6 and C-46 freighters hauling auto parts, shoes, baby chickens, flowers, etc throughout the Caribbean, Central and South America. It was a job with long hours, and little pay but the experience was invaluable.

After a year in Florida and missing the Northwest, I decided to return home. Flying jobs were still scarce, and following a brief stint as a flight instructor again, with the help of a fellow pilot, I was hired by a regional commuter airline. Columbia Pacific Airlines was based in the Tri-Cities and we flew Piper Navajos, Beech 99s and Metroliners. The airline served all the major cities in the Northwest. This airline eventually became Cascade Airways and later merged with Horizon Airlines.

While at Cascade Airways, I finally reached my desired goal and was hired by Alaska Airlines in February, 1979. I was thrilled. With Alaska I flew as a Flight Engineer, First Officer and Captain on B-727, First Officer B-737 and for the last 23 years Captain on the MD-80.

Thirty years later and now retired I would like to leave you with a few pieces of advice. You are embarking on an exciting career. After all the hard work in acquiring your licenses a much more trying road may be ahead in achieving your final goal. You will reach this goal if you continue to be persistent. Every pilot I know that stuck with getting the flight time and experience arrived at their personal goal and desired flight job. The ones that could not handle the disappointments and job rejections lost the drive and their opportunity for a great flight career in the aviation industry. Finally, always fly safe and be vigilant of your surroundings, whether it be weather, wake turbulence or the aircraft itself. Most of all, enjoy the flying and stay determined. Best of luck, and take pleasure in the career you have chosen.

Dates to Remember

What are your plans for the summer? It's a great time to get ahead in your flying. There is no Mandatory Schedule during this time, and you can utilize open scheduling in the aircraft. If you are registered for classes fall quarter 2010, turn in your schedule now, to Teresa at Midstate.