



CHECK PILOT'S MONTHLY

Volume 1, Issue 1
May 2021

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WELCOME TO THE CHECK PILOT'S MONTHLY !!!

Kalitta Charters Community: A family of aviation professionals conducting worldwide air ambulance, cargo and passenger operations. This organization is known for its ability to get the job done.

This month's topics:

- The line captain as the primary trainer
 - What is a shared mental model?
- What do the numbers on the TOLD Card mean?
 - Hex Codes: Check them out!
- Crew Resource Management (A six-part series)
 - KCES Reading List
 - Final Safety Note



LINE CAPTAIN:

LEADER TEACHER PILOT

- The FSIMS 8900.1 defines a Captain with an ATP as a leader. The training department sees pilots one or two times a year at most to complete the requirements of FAR 135.293 , 135.297 and 135.299. That means that each line captain has exponentially more time with the first officer community. It is in all of our best interests that crews are as strong as possible.
- The line captain is and has always been the primary trainer for first officers.
- A great method to incorporate this concept is through a shared mental model.



ARE WE ON THE SAME PAGE?

- A shared mental model is defined as the extent to which the team members have the same understanding of the task and the team. Here's an example.
- A Lear Jet will take off at 90% N1 under many temperate conditions assuming you have about 6000 feet of runway, field elevation is 4000 feet or less and the aircraft weighs less than 17,000 pounds.
- Two questions:
 - 1) Does everyone in the cockpit understand why?
 - 2) Is this true everyday regardless of conditions?
- The answer to at least one of these questions is NO. It is a required procedure to pull out the tables/charts and verify take-off and landing data.
- Ensure a shared mental model exists.



TOLD CARD:

REQUIRED
PROCEDURE

OR

UNDERSTANDING
OF HOW THE
AIRCRAFT WILL
PERFORM?

- Simple question: What do you do while you are in cruise flight for two or more hours? Yeah....

- Consider using that time to do two things:

- 1) Crack open the aircraft performance manuals for high speed cruise, long range cruise, single engine cruise, etc. What are the maximum and minimum speeds given your current conditions?
- 2) Take the time to understand what the numbers on the TOLD card really mean relating to aircraft performance.

Example: Vac = Velocity Approach Climb.

Given a set of atmospheric conditions, flaps at approach setting, gear up and a single engine operating at Take-off/Go-around thrust.....

This airspeed provides guaranteed climb gradient during a missed approach/go-around/rejected landing.

- Here is a topic for your first conversation: What is required climb gradient? What is second segment climb?



HEX CODES: CHECK YOUR AIRCRAFT PROFILES

- The Director of Operations recently published a list of Call Sign Mis-Matches (CSMM) received from our Primary Operations Inspector (POI).
- Take the time to go through your aircraft profiles in Fltplan.com and verify that the performance information and ICAO information (HEX Codes included) are accurate.
- Fltplan.com does NOT copy the HEX code for ADS-B when pulling aircraft profiles from the KFS donor. Use the link on the equipment page to verify the Hex code matches the tail number.

Example: 913CK = ACA20C

- This is an individual responsibility to ensure that data is correct when filing flight plans. If dispatch files your flight plan on the first leg, verify the data before taxi.



CREW RESOURCE MANAGEMENT (CRM)

(PART 1)

What is it? Why do we have it?

- A method for pilots to accomplish the task of transiting from point A to point B efficiently
- Recognize, minimize and eliminate threats before they become errors.
- Errors are the precursors to accidents.

How do pilots utilize CRM to accomplish this goal?

- Identify all resources available to them, crews access the information contained in those resources
- Process it
- Transform it into action.

Tenets

- Leadership with respect, task delegation and management
- Active participation by all crew members
- Insistence of adherence to company standards, procedures and training.



CREW RESOURCE MANAGEMENT (CRM)

(PART 1)

READ THIS!!!

What resources are available to pilots?

Other crew members, dispatchers, mechanics, ramp personnel, management and training staff, ATC, manuals, the internet and all its resources. The list is endless. Anyone and anything that has information you need to make a decision to successfully complete a flight. The crews that ask the most questions, possess the most information and consequently make the best decisions.

Aircraft, navigation, weather forecasting, communications have all improved since aviation began. However, pilots have not attained a much higher level of efficiency since Orville Wright. Flight crews were the primary cause of 75% of all worldwide commercial hull losses between 1959 and 1989. Thus, the need for crew member training was recognized and evolved into CRM today.

How Captains conduct their flight is the cornerstone of a successful flight. It starts with the initial crew briefing before flight. This sets the tone, so all crew members know what is expected of them. The elements of interpersonal skills that good Captains use to maximize their crew's abilities are good verbal communications and team formation,



CREW
RESOURCE
MANAGEMENT
(CRM)
(PART 1)

Some CRM colloquialisms:

- It's not your leg or my leg, it's our leg.
- An error is not a mistake unless it gets past both of us.
- Tasks are not a race or a competition between crew members.
- Crew members are there to help one another.
- It's not whose right, it's what's right that matters.
- Good Captains were good followers as First Officers.
- Assertiveness with respect.
- A great pilot isn't necessarily a great crew member.



**KALITTA
CHARTERS
EDUCATION
SERIES (KCES)**

READING LIST

STUDY TOPICS

Calculated Risk: The Extraordinary Life of Jimmy Doolittle Aviation Pioneer and World War II Hero, Jonna Doolittle Hoppes, 2005

Celestial Navigation, Jeff Toghil, 1986

Historical Study Areas

Tuskegee Airmen

Flying Tigers, American Volunteer Group (AVG)

Commercial Airline support during National Crisis

Technical Study Areas

TFE 731 Engine Book

HAM Radio operations (Applicable to HF operations)

Wide Area Augmentation System (WAAS)

How does a GPS or FMS calculate a predicted turn?



FINAL SAFETY NOTES

WHO IS FLYING THE AIRCRAFT?

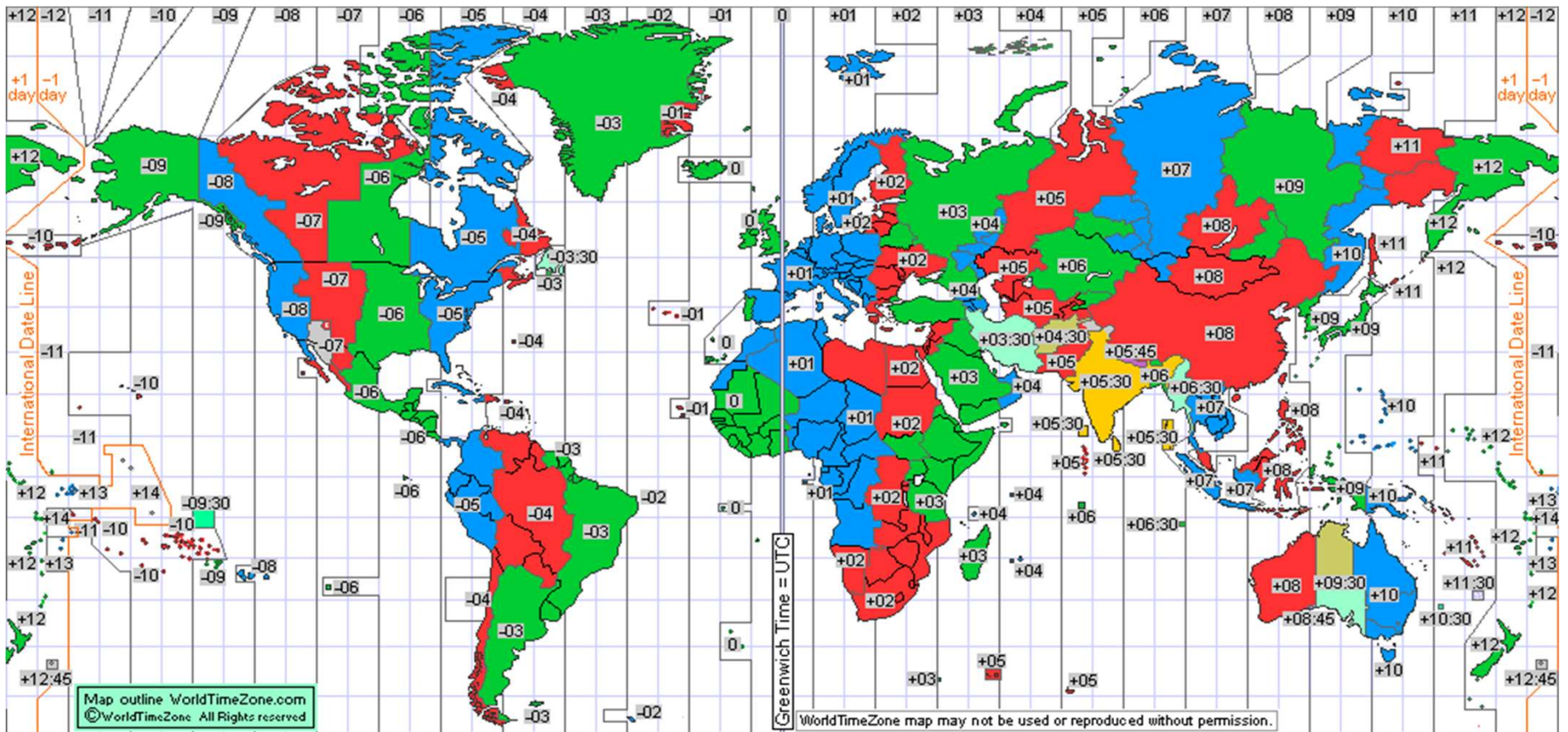
While taxiing, at least one person **MUST** keep their eyes outside and control the aircraft. This is a team sport. The expectation is both crew members are productive participants in the flight.

- Next months topics:
 - Standing versus rolling take-offs: standards and physics
 - CRM: Part 2
 - Error trends in the tribe
 - V speeds and aircraft configuration
 - Aeromedical: Are you hypoglycemic?
 - Aeromedical: The worst type of spatial disorientation

As usual, any comments or suggestions are expected and desired. Contact mhandren@kalittacharters.com.

FLY SAFE!

HOW MANY TIME ZONES DID YOU CROSS TODAY?





REFERENCES

- Line Captain
 - FSIMS 8900.1, Volume 5, Chapter 3, Section 2
- Shared Mental Model
 - See multiple sources
- TOLD Card
 - Aircraft AFM and/or performance manuals
 - FAR/AIM 2021
- HEX Codes
 - https://www.faa.gov/licenses_certificates/aircraft_certification/aircraft_registry/n_numbers/
- CRM
 - Crew Resource Management 2nd edition, Barbara Kanki, Robert Helmreich and Jose Anca
 - Multiple sources (NASA, et al.)