



CHECK PILOT'S MONTHLY

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Editor: Steve Vaught

Contributing Authors:

CRM: Dan London, Archie Turnbull

F-Model Falcon: Travis Mason

Prepare for the Future: Steve Schankin

Navigating Storms: Tyler Rigby



This month's topics:

F-Model Falcon Jets

Earn that degree or rating!!

CRM: Part 5

Opinions from the Field

From the Publisher's Desk: This month's collection of photos is dedicated to the men and women of the Armed Services on the 20th Anniversary of September 11th. I personally want to thank all the Kalitta Charters staff both past and present for their dedication and performance of our most solemn mission.....the Last Leg Home.

F-Model Falcon Jets

By Travis Mason

Bottom Line Up Front (BLUF): This month's data on the F-Model Falcon is summarized below for space management. The complete presentation for "Falcon 20 F Model: Differences" produced by Mr. Travis Mason is available on request in Power-point or PDF format by writing mhandren@kalittacharters.com .

- **Secondary Flight Controls:** Droop Leading Edges (DLEs)

F series – Full span (two sections)

Wing root to fence

Fence to wing tip

F series: Inboard slats lock in their position at the moment of hydraulic failure. Outboard slats extend without hydraulic pressure due to increasing angle-of-attack.

- **AC Electrical Power:** Three (3) inverter system consisting of a #1, #2 and stand-by inverter. No automatic switching function of the stand-by inverter is available. The pilot must hard select the stand-by inverter to the required side.



- **Oxygen System:** In automatic mode, passenger masks drop when the system senses 10,500 feet cabin altitude. The system resets at a cabin altitude of 7000 feet.
- **APU:** Microturbo Saphir APU. Maximum altitude for use 15,000 MSL. See pilot training materials for details.
- **Fire Detection/Protection:** Rear baggage area has a dedicated discharge port and firing switch. The fire bottle activation switch is depicted below.



- **Fuel Capacity (total):** Without SB 666, 9,058 lbs, With SB 666: 8,958 lbs
- **Engine Operation:** TFE731-5BR-2C. Max continuous ITT increased from 924 C to 968 C. Company limitation of 880 C still applies. Consult the checklist to confirm N1 in not exceeded during the climb phase of flight.
- **Thrust Reversers (TRs):** Hydraulically actuated TRs available for use as slow as 50 KIAS in NORMAL conditions and 70 KIAS under ABNORMAL conditions. The usual limitations of TR use apply.
- **Airspeed Limitations:** Depending on installation, maximum speed from Sea level to 23,000 MSL can increase to 380 or 390 KIAS.

Takeoff	190 KTS
Approach	190 KTS
Landing	180 KTS



Earn that degree or additional rating!

By Steve Schankin

Why Did I Go Back to School?

I do not like school. I do not like having to do homework. I do not like having to take tests and quizzes, and I especially do not like sitting in a classroom for hours. I work for a company that does not require a college degree of any kind. I have managed to survive eight years after high school without needing a degree. There are not many college classes that can make me a better pilot. So, why did I decide to go back and suffer through school again?

Aviation is one of the most competitive industries to exist. Sure, there is a pilot shortage, and it seems like everyone is looking to hire potential pilots, but those same companies are trying to hire the most experienced and talented pilots that they can. As of right now, the major airlines, such as Delta and United, still require a bachelor's degree for the applicants, and many other airlines prefer a degree. So, if someone wants to make themselves as desirable as possible to potential employers, why would they not want to have a college degree?

To me, the positives of going back to school and earning my degree far outweighed the negatives. The two main negatives of going to school are time and money. I was able to find the time to attend classes, either virtually or in person, and was able to scrounge up enough money to pay for the expenses involved with school. So, after the negatives were taken care of, I did not see any reason for me to not go back to school. I can make myself more marketable, check some boxes for potential future employers, and maybe learn something useful along the way. Going back to school and earning my degree will only help me in my future endeavors throughout my aviation career.



Crew Resource Management: Part 5

By Dan London & Archie Turnbull, Contributing Authors

CRM-Threat Error Management (TEM)

It sounds simple, but how do we actually identify threats? How do we deal with errors? TEM is the latest iteration of CRM. To manage threats and errors effectively requires all the skills we already talked about in CRM. It requires a game plan already in place. That requires leadership, followership, communication, task management, proficiency, adaptability, and risk assessment. Threats are both internal and external.

Errors can never be eliminated. They are part of everyday life including your flight from A to B. What's important is managing errors. To do this, they must be detected and the consequences minimized. That's why what is important is what is right, not who is right. Errors don't care who is to blame for their existence. When errors are detected and resolved quickly, for all practical purposes, the error did not occur.

In 1994 the NTSB analyzed 37 crew involved accidents. They found 75% of the decision errors involved a lack of adaptability. A lack of willingness to change their plan based upon changing circumstances. Always re-evaluate your plan when conditions change.

When things happen in a cockpit, take a second to determine how much time you have for its resolution. Humans under stress have reduced cognitive ability and tend to react by the fight or flight mentality. They rush. Don't fall victim to rushing when you, in reality, have time to take decisive well thought out action. You have two buckets. The no-time bucket and the time bucket. Some events require immediate reaction as detailed in our procedural memory items. Other events do not require immediate action. Always ask yourself how much time you have for this event. Once memory items and the checklists are complete, it's time to determine a course of action. The maximum time you have is limited by the fuel on board.

A pilot monitoring is not just monitoring the aircraft, but the pilot flying it and vice versa. It has been well documented that effective crews monitor each other for stress, fatigue and workload. Back up each other and reassign tasks as needed. Remember that "pilot error" has never caused an accident. The accident is caused by the crew failing to manage the error. In other words, "Get your stuff together before the stuff hits the fan."





Opinions from the Field

Navigating through Storms

By Tyler Rigby

Available tools

- Preflight planning
- Radar
- NEXRAD

If it looks like you will encounter significant storms along your route, first consider whether it can be avoided. During your preflight planning, select fixes that could skirt around the cell, or an altitude that could take you above it (on Foreflight the black numbers on the cells indicate approximate tops).



If this is not possible, we can use radar and NEXRAD to find the best path through the storm.

In GTN equipped aircraft, NEXRAD can help give you an idea of cell location and intensity. Keep in mind that this information present with up to 10 minutes lag time. The data will not be completely accurate. It is mainly good for planning ahead what path you want to take through the storm.

Radar will give you the most accurate indication of storm cells provided it is used correctly.

In cruise flight, set the radar to show what is slightly above and below your flight path

Do this by:

- Set distance to 100nm
- Tilt down until the radar paints a solid line at your approximate altitude in miles. (e.g. FL350 = 35nm ahead)
- Tilt back up 4 degrees

This will give you an indication of whether you are likely to encounter the cell in your path or fly above it.



If there is no way to avoid the storm, make an educated decision on the best path through.

- Aim for green- yellow areas.
- Avoid red and pink
- Keep in mind that a cell with tops of 40,000+ is generally much worse than one at 20,000-30,000 feet.

What are a pilot's professional responsibilities?

By KCES Publishing Desk

The balance between employer and employee is a tenuous arrangement that takes constant effort by both parties to maintain. Professional pilots are expected maintain certain standards. Aviation is a vocation, not just a job. Common standards are listed below. This list represents only a snippet of the whole and presents only a few highlights.

Common Pilot Standards (regardless of organization):

Maintain proficiency in one's assigned aircraft

Maintain a current flight physical

Maintain a current passport
Maintain current certificates (i.e. CFI, A&P as required)
Stay up to date with employer assigned requirements (i.e. Recurrent training, Wyvern, Covid transport status)
Watch the weather every day/know about significant weather
Always stay ready and able to fly when on duty
Represent the organization professionally on and off duty

What are an employer's legal and professional responsibilities?

Common Employer Standards:

Pay your people on time and accurately
Back-up your flight crews against outside agencies
Maintain reliable aircraft maintenance
Honor all legal requirements as prescribed in local, state and federal statutes
Develop short and long term goals
Adapt the organization's business model as required

From the Publisher's Desk

- 1) Next month's topics will include a discussion about the climb segment of a flight and the exciting conclusion to our six (6) part series on Crew Resource Management!
- 2) Send any comments or suggestions to mhandren@kalittacharters.com Send any submissions for the next newsletter by 15 Oct 2021.
- 3) For your viewing: "Angel Flight", <https://www.youtube.com/watch?v=DLjpfZ4lfig>
- 4) Question: What rating will you seek next? Sea Plane, Helicopter, Balloon...**Keep moving forward!!!**
- 5) A few thoughts on continuing education.....

It is important to professional and personal growth to seek and earn advanced degrees and certifications. This advancement for the future, however, is coming at a cost to the present in our pilot community. **The first priority must be the aircraft and flight rules with which we currently operate.** Yes....something has happened. Many pilots are unprepared for check-rides and upgrade opportunities. As our lives grow in complexity and responsibility so must our ability to prioritize our time and resources. The most critical resource is time; once it is either spent or wasted you can never get it back.

- 6) Check out the Employee Handbook for Tuition Reimbursement opportunities! The handbook lists the requirements and process to submit for tuition reimbursement starting on page 51. A copy of this manual can be found in the Pilot's Lounge.

LET'S DO WHAT WE DO BEST.....WE FLY!!!!