

THE URBAN FLYER



MAY 2022 | SPRING UPDATE

BRIEFING NOTES



Seize The Day!

Spring is in the air, and for the first time in 2 years, it smells amazing. Just less than a year ago, our industry looked very different and there were questions of whether things would ever return to normal. After what seemed like an eternity of restarts, false starts, and a potential derailment of our progress by the Omicron variant, things are truly looking up, in a big way! There are a plethora of opportunities available to so many of our members and this truly excites me.

I hope I am not aging myself by saying this but, in grade school, I was privileged to watch Dead Poets Society. Although this movie is littered with many lessons, the one that stood out the most was Carpe Diem, a Latin phrase that means "Seize the Day". In the 3 minutes that it took Robin Williams to expand on this topic, I became so convicted to make the most out of every moment, to extract as much as I could out of life and my true potential!

Spring now feels like spring, but not too long ago, it didn't. I admit, it is hard to stay motivated during challenging times. There is nothing easy about putting in hard work without seeing results or to work towards progressing in a "collapsing" industry. I was on the brink of losing hope many

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times, but I kept strong for my family, for the aspiring student pilot and for those around me that required encouragement and resilience. I applaud all those that were able to seize the day amidst adversity, that trusted the process, and kept pushing while times were bleak. We are on the cusp of a beautiful moment in aviation history, and you will be rewarded handsomely.

This issue promises to be another exciting one, littered with stories of perseverance, and those who dug deep during tough times. We also, continue with our Airbus vs Boeing section, to shed light on the better aircraft manufacturer, although the answer is blatantly obvious 😂. For those just becoming marketable in this space, First Officer Calvin D'Souza has taken the time to pass on some incredible tips and tricks to assist with the interview process. Of course, we can't conclude this issue without hearing some words of wisdom from our President, Warren Holt.

This newsletter is for you, so I encourage you to read it in its entirety. I trust that there is something in this issue for everyone. Also, please feel free to reach out to us with your feedback. We welcome all your comments, good and bad, so let us know if there is anything you like or that you would like us to do better.

HAPPY READING!

Damar Walker
Airbus A320 First Officer
Urban Flyer Editor
Secretary & Aviation Camp Director

MEMBERSHIP UPDATES - SPRING 2022

NEW MEMBERS

A special shout out to our newest members! Please join me in



URBAN PILOTS NETWORK

MEMBER ACCOMPLISHMENTS

What a ride it has been! We are so proud of our members that continue to shine amidst one of aviation's darkest hours. Congratulations on your accomplishments!

Karl Loken

Completed IATRA Exam

Coneil Campbell

Completed Multi IFR Ride

Completed INRAT Written Exam

George Gitungo

Completed SARON & SAMRA Exams

Dion Haynes

Dash 8 Q400 PPC @ Porter Airlines

Ryan MacKenzie

Completed CPL Written Exam

Andrew Winchester

AME @ eAvionics

Chioma Okoro

Selected for Elevate Pilot Bursary

Chevaughn Christopher

Flight Instructor at DFC

David Lewis

Airbus A330 First Officer @ Air

extending an extra warm welcome to UPN's most recent additions. Welcome to our Aviation Family!

Ibrahim Kulom

Awana Mambe



Canada

Zahabia Faizy

Dash 8 PPC @ Voyager Airlines

Richard Sarjeant

Airbus A220 First Officer @ Air Canada

Angeline Ram

Guest Speaker @ World Aviation Training Summit

Zoey Williams

Boeing 737 First Officer @ Flair Airlines

Akeem Gayle

Embraer E175 Captain @ Jazz

Maxwell Agbelogode

Completed PPL Flight Test

To all of our members, please keep us up to date on your accomplishments. Continue to reach out to us via WhatsApp, or if you prefer, send us an email at membership@urbanpilots.net We love hearing from you!

SQUAWKBOX



CUPE SECURES PAY DEAL FOR METERING DELAYS

The union representing members at Air Canada and Air Canada Rouge spoke out recently on how ground delays have resulted in Flight Attendants working for



SUCCESS FOR BOEING'S STARLINER CAPSULE

significantly less, or in some cases, for free. The issue was because of outdated policy which allowed for reduced or no pay during ground delays.

With recent pressure from the union, this pay discrepancy has been resolved with the signing of a memorandum of agreement (MOA), that will allow the group to see ground duty pay related to “metering”. In addition to pay, the MOA also acknowledges the impact these delays had on flight attendant schedules.

Wesley Lesosky, the President of Air Canada’s CUPE component, acknowledged that “this represents important progress for [their] members”. CUPE represents approximately 9500 flight attendants at Air Canada and Air Canada Rouge. The entire CUPE Air Division represents 15,000 flight attendants across nine airlines in total.

After a failed launch in 2019, 2 years of delays and costly engineering setbacks, Boeing’s new Starliner capsule was recently launched successfully on an uncrewed test flight. The capsule blasted off out of Cape Canaveral, atop an Atlas V rocket furnished by the Boeing-Lockheed Martin joint venture, United Launch Alliance (ULA). The mission did suffer a hiccup, when 2 of the 12 onboard thrusters failed during the Starliner’s 45 second ‘orbital insertion’ manoeuvre. However, a backup thruster was able to assist in completing the manoeuvre and the issue should not prevent the capsule from reaching its destination or returning safely to earth.

The craft is scheduled to spend 4-5 days attached to the space station prior to returning to earth via a parachute landing, cushioned by airbags on the desert floor. A lot is riding on this mission, as its success will provide NASA with a second reliable means of ferrying astronauts to and from the international Space Station. At present the US space agency is relying on Falcon 9 rockets and Crew Dragon capsules flown by SpaceX. Before this, the only other option was by hitching rides aboard Russian Soyuz spacecraft.

Although uncrewed, the capsule did not launch empty-handed. Onboard was a research mannequin, used to collect data on cabin crew conditions, alongside 500 lbs of cargo for delivery to the space station’s crew.



**CHINA EASTERN
AIRLINES CRASH,
MAY HAVE BEEN
INTENTIONAL**

According to US officials, it is believed

UNIONS OPPOSE PROPOSAL TO RAISE PILOT RETIREMENT AGE

The 2 primary pilot unions in the US, the Air Line Pilots Association (ALPA) and Allied Pilots Association (APA) have come out in strong opposition to a proposal by Senator Lindsey Graham, to raise the mandatory pilot retirement age. The unions have also called on the FAA to reject a Republic Airways petition to sidestep the 1500-hour rule by allowing 750-hour pilots, outside academic and military training programs, to pilot large commercial aircraft.

ALPA President, Capt Joe DePete, states that this discussion is an attempt to distract the conversation from the real issue, which is the failure of airlines to deliver on a key goal of the multibillion-dollar relief plan provided by Congress during the pandemic, which was to effectively manage air-service operations as travel resumes. DePete strongly believes there is no reason to raise the retirement age and says doing so would increase costs for airlines and introduce unnecessary risks to passengers and crews alike.

United CEO Scott Kirby estimates that the FAA will certify 7000 fewer pilots this year than airlines intend to hire, however, the APA disputes that there is a pilot shortage. According to the APA, there is a surplus of at least 5000 pilots, based on newly issued licences and retirements between 2019 and 2021.

that the China Eastern Airlines crash, which occurred on March 21st, was caused by an intentional act. The 737-800 which was enroute to Guangzhou, crashed in a mountainous area in Guangxi, killing all 132 people onboard.

Officials believe that the near vertical attitude of the aircraft, would have required intentional force. Evidence also points to one of the pilots struggling through certain issues, right before the crash. To date, no mechanical issues have been flagged by either US or Chinese investigators.



AIR CANADA SALUTES ITS BLACK EMPLOYEES

On February 11, 2022, Air Canada celebrated the achievements and contributions of its black employees with an inaugural all black crewed flight. AC914 flew from Toronto to Fort Lauderdale, returning as AC917, crewed by 2 black pilots and 8 black flight attendants. In addition to the front-line employees, there was support by black employees from various departments, including dispatch, maintenance, and ground staff behind the scenes.

Arielle Meloul-Wechsler, Executive Vice President, Chief Human Resources Officer, and Public Affairs “[salutes] and [acknowledges] the achievements and contributions of Air Canada’s Black employees who brought forward [this] idea of operating [a] Black History celebratory flight.” As a global airline that transports passengers across 6 continents, Air Canada recognizes that its strength is its people and strives to have a workplace that employees are proud to belong to.

In an internal survey, 387 Air Canada employees, self-identified as Black, and work in leadership, management, specialized professional positions, and across all work groups including pilots, flight attendants, customer service agents, maintenance technicians and ground support crews.



COMPTON PROGRAM INSPIRES BLACK AND BROWN YOUTHS TO DREAM OF AVIATION CAREERS

Demetrius Harris, of Compton, has fond childhood memories of being welcomed aboard a commercial flight by 2 black pilots. The experienced of seeing 2 people who looked like him doing extraordinary things, left a lasting impression of the heights he too would someday be able to reach.

As a contract private pilot now, flying aircraft such as the Gulfstream IV and Hawker 800XP, with help, he now aims to help Black and Brown youth achieve their dreams with the Fly Compton Aeronautical Education Foundation Inc (FCAEF). With people of colour only making up 3% of all pilots and flight engineers, this non-profit program allows youth aged 8-18, to get a head start on training to become a pilot. The program hopes to contribute to the diversification of an industry that has long been exclusive to individuals of a higher economic status.

The program is 9 months long and utilizes FAA approved instruction alongside real-life scenarios, to build a strong aeronautical background. With some COVID19 protocols still in place, the program alternates between ZOOM Classes and on-site training. The program's 2 training aircraft are nicknamed "Kim" and "Billie Jean".



UNITED UPS TRAVEL PROJECTIONS ON FULL RETURN OF CORPORATE TRAVEL BUSINESS

United is seeing a recovery in corporate sales as it improves outlook for the second quarter. Originally it had predicted revenues per available seat mile to increase by 17 percent, over 2019 numbers, but has since revised projections to 23-25 percent. This is even while predicting it will fly 14 percent less in the second quarter of 2022 as compared to 2019. According to the Global Business Travel Association, corporate travel was a \$1.4 trillion industry pre-pandemic and is on pace to exceed this.

"RED TAIL" JET MAKES PRODUCTION DEBUT

The first engineering and manufacturing development T-7A Red Hawk advanced trainer group made its debut in Saint Louis. The twin red tails are a nod to the Tuskegee Airmen that flew red tailed P-51 Mustangs into combat and into history as the first African American aviation unit in the US military.

The jet was digitally designed using advanced digital modelling techniques and was developed from concept to first flight in 36 months. The first T-7A Red Hawk, produced as part of the engineering and manufacturing development phase of the program, was scheduled to undergo ground and taxi tests at the end of April, prior to its first flight.



SUMMER 2022, WILL BE "BUSIEST TRAVEL SEASON EVER"

Peter Kern, Expedia Group CEO, believes that 2023 is the year we will

QANTAS REVEALS DETAILS OF PROJECT SUNRISE

Qantas has taken key steps to launch project sunrise, to achieve its highly anticipated goal of direct flights between Australia and the cities of New York and London. The airline has ordered 12 A350-1000 aircraft and anticipates launching this route in 2025. The aircraft are to be configured with 238 seats in a four-class configuration, which is the lowest number of seats aboard any A350 presently in service. At 19 hours, these will be the world's longest non-stop flights.

Some early renderings have shown first class cabins with separate beds, reclining lounge chairs and even closets. There is also a plan to include communal "Wellbeing Zones" with healthy snacks and drinks and a place for passengers to get up and stretch.

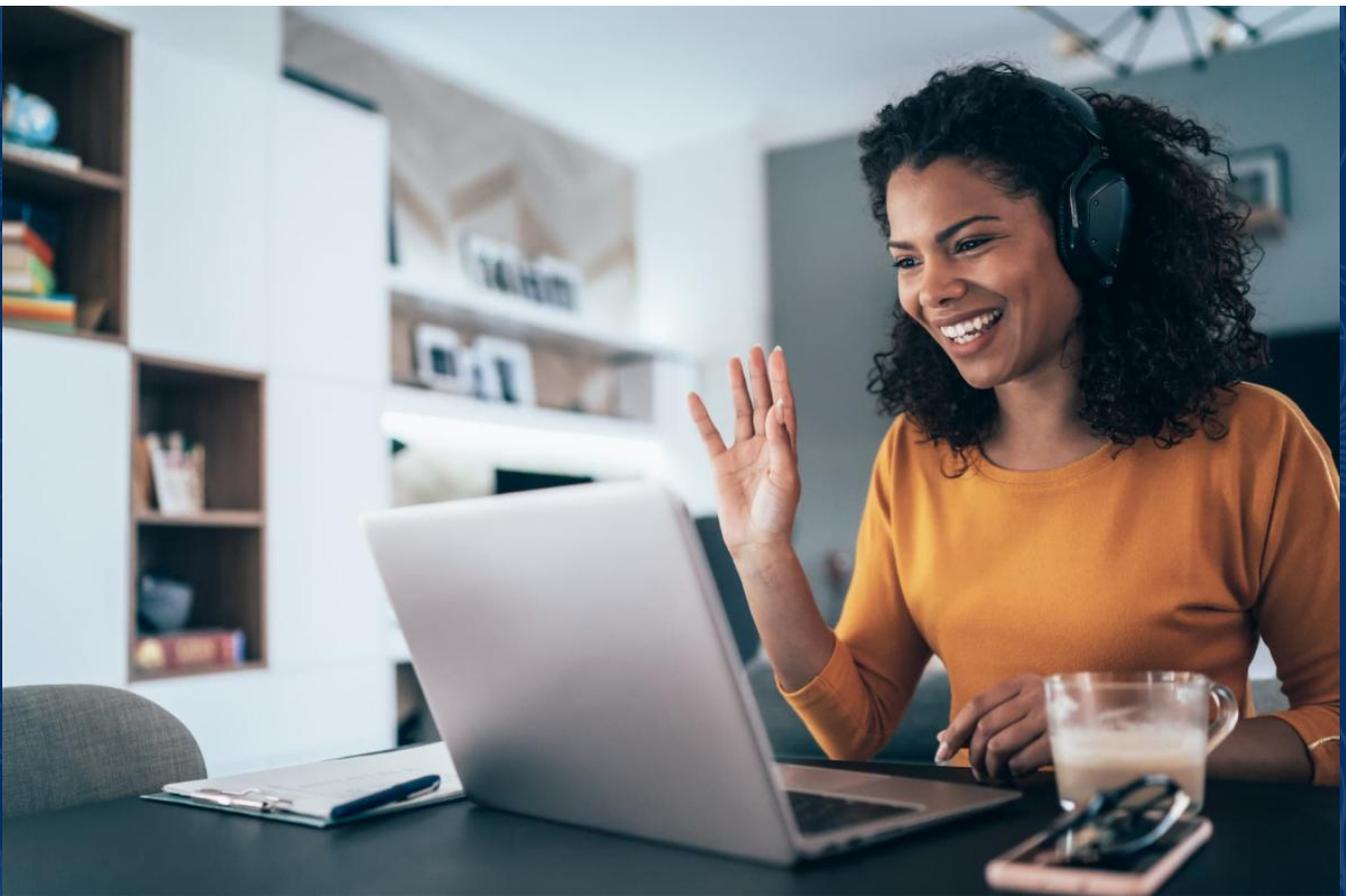
The launch of project sunrise with the A350 will make any city just one flight away from Australia. This is seen as the last frontier and the final fix for the tyranny of distance that has traditionally challenged travel to Australia.

stop predicting a travel recovery and start enjoying it. In the interim, he believes the summer of 2022 will be the busiest travel season ever. Pent up demand has been discussed for a while, but with a myriad of restrictions in place, there wasn't much that travellers could do with it. However, with many restrictions receding worldwide, the stage is now set. Kern notes that airlines will be back to historic levels by August, and although prices will be high, many are willing to pay whatever it costs to get away.

The World Travel & Tourism Council (WTTC) updated its economic modeling with predictions that US travel and tourism would exceed pre-pandemic levels by 6.2%. For Europe, the same council is showing that bookings have already surpassed 2021 by 80%.

Kern is quick to caution that the travel industry may not recover evenly. He feels the cruise industry will take longer to recover than airlines and hotels, simply based on how hard they have been hampered by the Centers for Disease Control (CDC). He also feels it is unlikely to see strong bounce backs in Latin America and Asia for 2022 due to current restrictions and infection levels.

IN REVIEW



MEMBERSHIP MEETING RECAP

On Saturday April 30th we held our annual membership meeting via ZOOM. It was a great showing, with 25+ members on the call at any given time. As the pandemic progressively moves behind us, we hope to have future meetings in person, leaving ZOOM as an alternative for those out of town or unable to attend.

There are lots of great things happening at UPN, and this meeting highlighted that. It was a pleasure having Laura Matheson from the Webster Memorial Trophy Competition, on the call. She presented this great opportunity to the group and recognized the lack of inclusivity associated with the award in the past. With that being said, we were reminded that this award welcomes every student pilot to apply, and we hope to have one of our members as an award recipient in the coming years.

This meeting was also used as an opportunity to highlight a new and exciting partnership with a major player in Canadian aviation. Although, we are not able to say much at this time, this newly charted relationship will open many new and exciting doors that will be exclusive to our membership. We are so excited for the synergies this will create and can't wait to share more with you in the coming weeks.

We have some exciting membership activities planned for the summer and fall, so please stay tuned if you are interested in participating. In the interim, we invite you make the most of the Urban Flyer's chat and to enjoy this beautiful weather as we transition from spring to summer.

Damar Walker
Airbus A320 First Officer
Urban Flyer Editor
Secretary & Aviation Camp Director

ACE THE INTERVIEW: JOURNEY INTO THE FLIGHT DECK

(Career Mentorship)

You have landed the interview. Congratulations! Every interview involves going to unfamiliar surroundings, meeting new people, selling yourself and your skills, and often getting a third degree about what you know and can do and what you do not know and cannot do. Most significantly, you must stay upbeat and enthusiastic throughout the session. Remaining fervent in these circumstances can be challenging, especially if you are being assessed for your dream job. Well, I have good news! This article provides an overview of things to do right in an interview, to ace your next opportunity and hopefully take some of the edge off.

My name is Calvin D'Souza, aged 27 years, from Oakville, Ontario and becoming a pilot has been a lifelong goal. Prior to settling into this path, I envisioned working in an emergency or medical response field, as a police officer or firefighter. However, my eyes turned to aviation after discussions

Since my very first job at a golf course, I have had the opportunity to serve in management & supervisory positions, as well as interview candidates for jobs. Therefore, I have firsthand insight into what makes a successful interview. If you follow these tips, I am certain you will pass the interview for your dream job, with flying colours.

Before the interview: start by researching the company to understand key information about the firm. Review and practice your answers to common interview questions. Dress the part; carry a notepad, pen, and certificates; and be punctual to the interview. During the interview be open, receptive, listen attentively, give honest responses, and respect the interviewers. Integrate your responses with real-life examples, especially ones that highlight your strengths, accomplishments, and suitability for the company. Remain confident, professional, positive, and authentic; keep eye contact; stay calm; maintain good posture;

with a close family member in the industry. My fate was somewhat sealed while at Carleton University and certainly confirmed after an introductory flight on my birthday, where I became utterly hooked on the profession. Expressly, I was intrigued by the freedom I felt in the flight deck and the beautiful view of the planet from the sky. It just did not seem like a job, or better put, it seemed like work amidst pleasure. This experience compelled me to work toward fulfilling my dream of becoming a pilot.

The most significant discovery in my career journey was resilience. Resilience is adaptability and the ability to keep going irrespective of hardships. To gain insight into the profession, I would email or Instagram message pilots in the area and request coffee dates as an opportunity to learn about aviation. My connections recommended numerous schools in Toronto that offered aviation programs. I took the initiative to inquire with all the schools about their entry requirements and acceptance procedure while researching how to be a suitable applicant. My initiative and determined spirit landed me a slot at Brampton Flight Center (BFC).

After completing my program at BFC, I began sending 10-20 resumes per day, to different aviation companies. For quite some time, I never got any feedback from the companies until I had an opportunity to interview with my current company Jazz Aviation. Therefore, based on my experience, one needs to be

and strive to develop a connection with the interviewers. After the interview, always follow up with a thank-you note restating your interest in the company and position.

In conclusion, persistence and resilience in your job search will earn you an interview appointment. By following all the interview tips, you will rock your interview, wow the interviewers, seal the deal, and get your dream job. Notably, a journey to your dream career begins before you set foot in the interview room. Start to prepare now. Remember, job interviews are always about making a good first impression. So, go and impress those panels!

Calvin D'Souza
CRJ 200/900 First Officer

resilient, persistent, and smart for a successful interview and career. As the adage says, “nothing good comes easy”. In other words, keep on sending application letters and attending interviews without giving up, no matter how challenging and costly it might be.





WE ARE SOCIAL!

To extend our reach to all minorities, the Urban Pilots Network (UPN) is committed to utilize technology to provide as much “digital access” as possible. Earlier this year, we went live on LinkedIn and Instagram. We also improved on our existing website and revamped our Facebook page. This has led to greater exposure for UPN, which has strengthened relationships with leading industry corporations and non-profit organizations. Going forward, we are excited for the continued improvements we will be able to make in the social space.

The strong team we have built in the social media and IT committee, continue to do great work in evolving our current reach. I would like to give special recognition to Maurice McCrae, Chevaughn Christopher, Zoey Williams and Giselle Wilson. Without these individuals, we would not have been able to make the strides we have over these past few months.

We look forward to expanding our scope and reach as we Inspire to Aspire Higher.

Follow us on:

Instagram: @urbanpilotsnetwork

LinkedIn: Urban Pilots Network

Coneil Campbell
IT Communication Director



MEMBER SPOTLIGHT

Since winning the first prize for the 2021 UPN/DNDF “Aviation Excellence” Scholarship a lot has transpired. This award helped pay for advanced simulator training hours and Instrument flying aircraft training towards a Commercial Pilot Licence. I have also made tremendous progress in both my flight training and doctoral program. Indeed, the journey is a gift as quoted by Beyoncé, in “The Lion King: The Gift” album.

My long-term career goal is to

A lot of chaos broke out, the airspace was closed for civilian operations, many people were headed for the west, the train station was filled up, and the queues at the shops were long. I panicked but I kept faith that this would end soon. By Friday evening, the 25th, my brother and I were running out of food, so we went grocery shopping, but the shelves were empty, we picked from what was left and headed home to the most dreadful night. From 2am till 7am, I couldn't

combine my strengths as a pilot and an aviation researcher. To achieve this, I am currently training towards a Commercial Pilot Licence (CPL) at Langley Flying School in British

Columbia. Concurrently, I am a Doctoral Candidate at the National Aviation University in Kyiv, Ukraine. My doctoral research studies the optimization of aircraft maintenance processes for continuous airworthiness and I have presented my research findings at six aviation conferences. In addition, my abstracts have been accepted for presentation later this year at the 1st International Conference for Condition-based Maintenance in Aerospace to be held in Delft, The Netherlands, the 33rd Congress of the International Council of the Aeronautical Sciences to be held in Stockholm, Sweden, and the 25th Air Transport Research Society World Conference to be held in Antwerp, Belgium.

As with life's journey, we all experience downtimes and a significant event for me in the past year was witnessing the Russian invasion of Ukraine. I travelled to the Ukraine in January for research work towards my PhD and was supposed to leave on Sunday the 27th of February but alas the full-scale invasion happened on the 24th of February.

Dear reader, I know you may be thinking, why didn't she leave earlier? Well, there's a back story and I'll take you down memory lane to 2011 when I won a bilateral education scholarship offered by the Ukrainian government for

sleep, loud explosions went off every other minute and I saw a lot of fire. All I remember was praying to survive that night so we could head west.

Morning came and we packed what we could and headed to the train station. Amidst the chaos, my brother and I were lucky to get on the train and we traveled to Vinnitsya. The night was approaching and there was still no train to Lviv which borders Poland. We couldn't find a place to stay, so I figured it was best to head to any city in the west on any available train – better to be warm in the train than stay cold at the train station.

We arrived in Ternopil the next morning to air raid sirens going off every other minute. My friend had mentioned that it was easier to get a direct train to Poland from the Ternopil train station, so we waited. When it didn't look like any evacuation train was headed to Poland from Ternopil, we decided it was best to travel to Lviv and go to Poland from there. When we got to Lviv, an enormous crowd was at the train station, I heard from a couple of people coming from the Polish border that there was a 2–3-day queue there and that men weren't allowed to cross over. I couldn't leave my brother behind, so I looked at the train schedule – a train was headed to Chop, a village close to the Hungarian border. I was surprised not many people knew about Chop, but I remembered the name from a hike in 2018. Chop translates to "eat" in pidgin English, so it felt funny, and the

undergraduate studies. The tuition-free education gave me the foundation on which I stand today. I fell in love with aviation thanks to the Ukraine. I met most of my closest friends there and the food, the culture, the people, and the atmosphere are lovely. Ukraine is home and I never imagined a full-scale Russian invasion would happen.

The Russians were already at the borders, the media was awash with this news, but I had been living there since 2011, I had witnessed the Maidan Revolution of 2014 which led to the war in Donetsk and Luhansk, so I felt the soldiers would eventually withdraw. I remember hearing the first explosion during the early hours of the 24th, I initially thought it was fireworks and went back to sleep. I woke up to several missed calls from family, I panicked thinking there was a family emergency, so I called back only to be told an invasion had happened. I laughed it off saying it was the media and that Kyiv was safe. I was totally wrong because a few minutes later, I got a message from the University about the invasion and location of bunkers on the premises. Fighter jets flew over my building, I live on the top floor, so I saw it. This was different, in 2014 snipers shot at protesters at Maiden Nezalezhnosti Square but there were no fighter jets or air raid sirens.

name stuck. Our phone batteries were flat so we couldn't google, but luckily, I found a policeman who confirmed that indeed Chop was close to the Hungarian border.

We arrived in Chop, took a taxi to the border, and waited in a queue for four hours. I still remember the relief I felt after I crossed over on foot to the Hungarian side with my brother. I've never felt so happy seeing a flag as I felt that day. The EU and Hungarian flags to me signified safety and I was thankful to be safe.

I'm thankful to everyone who reached out from the aviation community — UPN, the 99s, CWIA, and NLAF. I used to pray for good health but these days I pray for good health and a peaceful environment.

I ask that you keep Ukrainians in your prayers...Слава Україні

Chioma Okoro



PERSPECTIVES (A Dream Realized)



I grew up in Georgetown, Guyana, South America, on a street called Well Road, named after the well at the head of the street. In times when the water infrastructure failed, my sisters and I would have to fetch buckets of water for our daily use. I mention these facts to give context of my humble beginnings. Despite these humble beginnings, I always had big aspirations. Ever since I can remember, I was fascinated with

Hence, I decided to return to Canada to pursue a degree in aviation management at Western University, where I worked as a ramp attendant and a teacher's assistant. Upon completion of my degree, I was fortunate to get a call from the exact company which initially gave me a scholarship. They had bought a Twin Otter and wanted to see if I was available to work with them. I jumped at the opportunity and spent 2 years on the Twin Otter, where I gained enough experience to complete my airline transport pilot's licence. Finally, the stars seemed to have aligned. I had a subsequent offer from Porter Airlines and was scheduled to start my company training in March 2020.

Boom! The world imploded due to covid and again my dreams were forced to take a backseat. I spent the next 2

the sky and had the dream that I would one day become an astronaut. Very lofty dreams for a child whose parents were public servants working hard to make ends meet in a developing country. Nonetheless, I never let my circumstances dictate where my imagination would lead me.

My name is Dion Haynes, and I am an airline pilot at Porter Airlines, flying the Dash 8 Q400 out of the Toronto City Centre Airport. The journey here has been one where, at times, I questioned whether I wanted to continue pursuing my aspirations as an aviation professional. My entry into aviation was as an aviation mechanic post high school as I enrolled in the only aviation program available in Guyana that my parents could afford. I started this training always knowing that this was not the final destination for my aviation career. My first ride in an airplane was at the age of 19 when I accompanied a pilot on a test flight after completing maintenance work. It was quite a ride. While pursuing my studies I was working part time at several jobs to make ends meet. One of these jobs saw me engaging with a Canadian company which would eventually award me a scholarship to pursue flight training in Canada. I arrived in winter, an experience I was not prepared for. I achieved my private pilot licence within a few short months. Unfortunately, the funding awarded to me was not sufficient for me to complete my training and I was forced to seek employment to complete all my flight credentials. It took me four years of working part time, flying and personal family loans to finally complete my multi-engine and instrument ratings.

I subsequently returned to Guyana to fly with a local company to build hours.

years working whatever jobs I could find. I felt like this was something that wasn't meant to be. I decided to leave Canada once more and return to Guyana where I worked with my family in their business endeavours. Just as I was rationalizing abandoning my airline pilot aspirations, the universe had other plans; I got an email from the Porter recruitment team with start dates and contract letters. It would be one of the toughest decisions I had to make. Do I drop all that I had built with my family and return to something which could again leave me out in the cold? But I felt incomplete, unfulfilled, I needed to finish what I started. My wife and I decided that my return to Canada was the best course of action. I booked a flight back to Canada, ground school started within a week of my return and the rest is history. 15 years after starting my flight training, I finally was at the top floor.

In closing I'd like anyone reading this who has a dream, to always remember that you have ultimate control of your destiny. Never allow yourself to become mentally defeated, you can always achieve your dreams. To my wife, my parents, my mentor V, my sisters, the Urban Pilots Network and all the people who have helped me on my journey, this is for you. I would not have been able to achieve my goals without your help and love. For the young person debating whether you are making the right decision to pursue something that everyone may think is a foolish pursuit, KEEP GOING! I end with a quote from Longfellow, "The Heights of Great Men reached and kept were not attained by sudden flight, but they, while their companions slept were toiling upward through the night."

Inspire to Aspire Higher

After working in Guyana for one year, I realized that I wanted experience with more advanced systems and desired to make myself more marketable for a Canadian airline.

Dion Haynes
Dash 8 Q400 First Officer

FLYING TAUGHT ME THIS (Aviation Safety)



It's the winter of 2011/2012, and I'm a fairly fresh Second Officer (Flight Engineer) on the Boeing 727 at a Canadian cargo operator. This night we were operating the east coast "milk run", Mirabel to Moncton, a short hop to Halifax, then the last leg to St. John's Newfoundland. It was a normal night, with normal east coast winter weather.

The first curiosity of the night came on the final leg from Halifax to St. John's (CYYT) when we were reviewing the NOTAMs. There was one for limited or reduced airfield services due to a strike. We didn't think much of it and carried on as normal to CYYT. Just before top of descent, as we're listening to the arrival weather on the ATIS, we hear

Not much time elapses between breaking out at 200ft and touchdown to form theories on the opacity of water on a runway in the early morning light, so the captain does a nice landing, snatches the reversers out with the nose slowly de-rotating, and all is good. All is good until, the nose is down, and he applies the brakes (no autobrakes on this flying museum piece), nothing much happens. He yells to the FO "get on the brakes with me" as they both visibly strain to stand on the pedals as hard as they can. Their combined efforts aren't yielding any better results of course, because nothing is wrong with the brakes. "It's all ice!" Ahh, that explains the odd-looking wet surface. The plane slows seemingly imperceptibly as all 3 engines are screaming in maximum reverse, then as we get into the alternating red and white centreline lights at the far end of the runway, another problem. We are slowing, but the small crosswind that was of no concern when we listened to the ATIS is now causing the jet to weathervane on the ice as we run out of rudder authority. I still remember the distinct "clunk" sound the pedal made as it hit the stop, and the plane kept turning left...

We finally came to a stop at about a 45-degree angle to the runway, in the last thousand feet of runway, and well downwind of the centerline. We

that the approach is an ILS, and the ceilings are down to just over 200ft (so we should be able to see the lights at minimums). We also noted that the temperature was just over 0 degrees with light rain, runway reported “wet”.

It's been a long night, and as we start the approach, day is breaking, so we'll land in daylight. The whole approach was pretty quiet, not from any particular sterile cockpit discipline, but more because we're tired. As we approach our decision altitude, we break out of the overcast layer and there's the runway right where it's supposed to be, still lit-up in the low light of early morning. Even in the semi darkness though, something didn't look quite right, and all 3 of us were thinking it. I think it was the FO who piped up and said something to the effect of “weird looking wet runway”.

reported “nil” braking, and a WestJet 737 that was taxiing out for takeoff turned around and went back to the gate. The airport authority closed the runway, and we slowly taxied to park.

We learned later that due to the airport strike, only managers were working, and reports were only being generated something like every 2 hours. The light rain in the ATIS had at some point turned to freezing rain, and the runway was basically a thin sheet of ice when we landed. Lesson? I guess what's reported isn't always reality, or sometimes it's better to be lucky than good.

Jeremy Linton
Embraer E175 Captain

AIRBUS vs BOEING

AIRBUS



SIDESTICK

Hello everyone, and thanks for spending a few minutes to discuss the sidestick, the core flight control interface Airbus uses in its family of aircraft. Certainly, aircraft control has come a long way in a little more than a century of flight, and for most of that time, cable, and pulley systems (CPs) ruled as the champion means of control. As aircraft grew in size, however, so did CPs, and this made the bigger aircraft harder to control due to the tremendous physical force required to move the larger control surfaces via pulleys. Though servo/anti-servo tabs would serve as innovative work arounds to the problem, it wasn't until the 1950s that a cogent solution to aerodynamic handling would be realized. This new system would be called the Fly-By-Wire system (FBW), and it would soon become a manufacturer's preferred method in the application of aircraft control.



YOKE

There are so many debates in life these days, aren't there? Liberal or Conservative, Coke or Pepsi, Left or Right. The most hotly debated topic in aviation, since the rise of Airbus, has been the Yoke vs Sidestick. Let it be known that I



The FWB concept is at the heart of the sidestick. It uses output commands from the sidesticks and/or the 'in-use' autopilot and sends these electrical outputs to a series of computers that make up the Electronic Flight Control Systems (EFCS). The EFCS processes the stick commands through protection software known as 'Reconfiguration Laws', and these 'laws' form the foundation of Airbus philosophy regarding flight control. Electrical signals are subsequently sent to electrically controlled hydraulic actuators which physically move the control surface to the desired position.

So, what does this mean in terms of flying the airplane? Simply put, it means that an Airbus pilot can make a maximum sidestick input and hold it there, and the aircraft

plan to only promote the facts! The facts about the advantages of a traditional yoke, specifically on Boeing aircraft. Let's begin.

Firstly, we as pilots at various levels and points in our careers have all had experience with a yoke and control column since virtually all aircraft used for training are equipped with just that, a yoke, Diamond aircraft aside of course. A yoke allows for direct input and tactile feedback from your aircraft.



TAKEOFF, APPROACH AND LANDING

When the V1 call is made, both hands are placed on the controls for the smooth, control inputs as you begin to rotate and lift your aircraft's nose toward the skies. This, you can NOT experience with a sidestick. What about handling a crosswind? Well, you simply turn that yoke into the wind.

Referencing the Boeing 757 and 767, there is a scale installed directly at the point at which the yoke is attached to the column. You can always know EXACTLY how many degrees you have input. Simple and effective. Now, most of us wouldn't have the luxury of being able to note exactly how

will protect itself from overstress, overbank, and even from stall. That is incredible; especially considering that Airbus has been using these concepts for over 40 years.

ADVANTAGES

Let me first admit that I was initially a skeptic of Airbus. With preconceptions of the manufacturer diminishing the role of pilots, I was unprepared for how astonished I would be with the aircraft. Here are some of the things that quickly changed my mind, particularly when contrasting the stick to a conventional yoke.

First, there is less likelihood of inadvertent flight control interference. Second, is the vast improvement in legroom and comfort since there isn't a column inconveniently positioned between the pilot's legs for several hours. Third, the absence of a yoke optimizes visibility and provides an unobstructed view of the instrument panel; In fact, the only time instruments may be obscured is when pilots un-stow the tray table and place meals, paperwork, or other materials on top. Lastly, is of course, the foreshadowed ease of aircraft control. Very little physical force is required for control inputs, which makes Airbus operation virtually effortless. The 'auto-trim' feature is an example of this, as it literally permits 'hands-off' operation during manual flight. The pilot simply sets the desired attitude, removes their hand, and the aircraft flawlessly maintains this profile until the stick is moved again.

many degrees of input we applied while wrestling an aircraft in the flare during a landing in gusty conditions, we just get it done. Nonetheless, a yoke gives unparalleled feedback during such a demanding time. A time that requires split-second actions and reactions to pull that landing off. What more could you ask for?

CLIMB, CRUISE AND DESCENT

On transport category aircraft these phases are almost exclusively managed with the autopilot engaged. What benefit could there be to having a yoke with the autopilot and autothrottle engaged you might ask? Well, even though the automation is handling the flying, you still have immediate visual feedback about what the automation is doing in regard to manipulation of the flight control surfaces. How much pitch is being input? How much roll input is being commanded? And when the autopilot is commanded off, any conflicting control inputs are next to impossible to occur because both controls are connected and move in unison. You stay connected and instantly informed!

All that being said, I don't endeavour to downplay the aviation marvel that is the sidestick. It is a phenomenal evolution in aircraft technology. I only point out the advantages of the traditional yoke and control column and I leave it to you, the reader, to decide.

Fly Safe!

Allan McLean

DISADVANTAGES?

As with all things, the sidestick may be imperfect, but its benefits far outweigh any shortcomings. As the FWB sidestick supports pilots through redundancies and protections, the ergonomics of the stick enhance workload management and situational awareness through a state-of-the-art control interface that pilots greatly enjoy. The next time you speak to a fellow aviator about which type of control column they prefer; I invite you to hear their perspectives without any perceived bias. I, myself had some about Airbus, and now find it second to none.

Cheers

Stephen Michael
Airbus A320 Captain

Embraer E175 First Officer
Former Boeing 767/757 First
Officer



FROM THE CAPTAIN'S CHAIR

MESSAGE FROM THE PRESIDENT

Good day Members,

I hope this message finds you well. Over the last year



and a half there has been significant change at UPN. I have become your president after many years under the leadership of Tony Lawrence. Karl Loken has stepped down as our Programs Director, and Zoey Williams has stepped up as our Scholarship director. Three new committees have been established: scholarship, membership, and IT & social media. We have switched to

a new email platform and launched a new social media campaign that includes Instagram, LinkedIn, and a revamped Facebook Page. This, amongst many more things happening behind the scenes to add value for our members and provide quality programs for our youth. I would like to start by thanking the UPN Leadership team for all the work they have put in and continue to do. Thank you!

Welcome back Aviation Industry! I am going to go out on a limb and say it is OFFICIAL. Passenger loads are back; Cargo has been going strong since the Pandemic began; and the Airlines seem to be hiring all positions as it is expected to be a very busy summer. Our biggest hindrance, surprisingly, is our government and their inability to staff the airports with the required customs agents and security personnel required to keep the flow of traffic moving. Now that there is public outcry due to long wait times, hopefully this last hurdle will be cleared expeditiously.

It wasn't too long ago when things were at a standstill. When times were slow, I encouraged our members to STAY READY. For our more inexperienced members, or those in training, I encouraged you to continue training and building your hours to make up some ground on those ahead of you. Now is the time to reap the rewards for your preparedness and dedication. There will be a lot of movement as things begin to pick up steam. In the meantime, UPN will continue to provide any guidance, programming and experience that will give our members an edge. Scholarships have been awarded for 2022 and we look forward to seeing the recipients complete their training and get out in the industry. A CRM course is in the works, and we hope to have that available for our members this summer. We continue to work on our partnerships in the Aviation community for our Top Flyers Canada Program (TFC). UPN will continue to seek out these partnerships with all the "Big Players" in the industry to do what we can to benefit our members and the youth in our communities. So more than ever, I encourage you to STAY READY and continue developing your craft.

As the pandemic continues to be less restrictive, UPN will now be able to do more of what we do best. Reach out to our youth. Earlier this month we provided an

online forum for over 400 students in conjunction with OBAP (Organization of Black Aerospace Professionals.) We will also be working with OBAP in May in select schools in Jamaica to provide inspiration to the youth down south. In July we will be running the first summer camp with the Dream Never Dies Foundation, and the first for our TFC program. We will also continue working with the Youth Taking Flight organization to provide other camps this summer. Inspiring to Aspire Higher indeed!

With the programs we are putting in place to ensure our members have every advantage they need to be successful, as well as continuing to find ways to reach out to our youth and show them the possibilities that await them, UPN is on the way to building that bridge between the Urban community and the Aviation Community. I look forward to seeing our members and our youth cross that bridge.

As Always

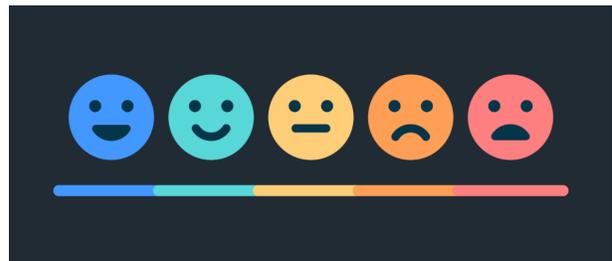
Walk Good & Fly Safe

Warren Holt
Boeing 787 First Officer
President & Membership Director

THE DEBRIEF!

SO HOW DID WE DO?

Our goal is to keep improving and providing content that you find enriching and useful. Do you have an idea, concept, or a specific piece that you would like to submit for our next newsletter? We would love to hear from you! Feel free to reach out to us at Damar.Walker@UrbanPilots.net with ****NEWSLETTER**** in the subject line.



We look forward to hearing from you!

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