By now I think everyone is aware of the aircraft accident which occurred last Thanksgiving and the follow-on impact it has had on the aviation program, as well as each of us individually. While the investigation by the NTSB is still on-going and it could be some time before we know the full results, it is important for every one of us to take a moment and reflect on our own attitude and approach to flying and flight training. Accidents happen in aviation and we talk about them and discuss them often throughout our courses in an effort to stress the serious nature of flying. But when one occurs close to home, or to someone we know, an aircraft accident seems to take on a much more personal quality. All of a sudden, aviation becomes a more thoughtful and attentive business.

Flying is one of the greatest exhilarating and exciting activities I have ever done. For myself, it has been an incredible profession with one adventure after another. But more than most other professions, there are few opportunities to have a “redo” should we make a mistake as we do our jobs. Instructors and faculty stress over and over the need to know the rules, the regulations, the procedures, AND develop the discipline and judgment to adhere to all of them. Pilot’s do not have the luxury to just “be familiar” with the rules or follow them only when it is convenient.

Each of us needs to reassess—I mean examine with a very critical, uncompromising approach—our own attitudes toward flight training and how we approach the business of flying. Do we know the rules and the procedures? Do we practice simulated in-flight problems and emergencies? Do we comprehend and fully appreciate the consequences of poor knowledge, decision-making, judgment, or reduced flying proficiency? Now project those consequences to when you might be the pilot of an aircraft full of passengers.

Whether we accept it or not, there is no doubt we play like we practice. Each of us should re-examine how we practice our flying and how receptive we are to instruction. Accidents happen in aviation, but let’s all do everything we can to prevent them.

By: Tom Peterson

It's Time To Take A Look At Ourselves...
Welcome back aviation students and faculty! We had a great first semester with the new FAR part 141 curriculum. Listed below are some items I thought would be helpful to new and returning students.

Time: Show up for your lesson at the airport 15 minutes early to perform your performance data and your weight and balance calculations. This extra time will also give you the chance to bring any of your issues to my attention and vise versa.

Schedules: Please bring me your schedules if you haven’t already. It takes me some time to work out a schedule for all of the students. The sooner I have your schedules (class and work) the quicker a schedule will be made. You can send your schedules to dispatch@flymankato.com

This semester the time slots for lessons have increased from two (2) hours to two and a half (2.5) hours. The increase allows for more thorough pre and post briefings with your instructor. This extra time also allows for longer flight times so each lesson can be completed in its scheduled time.

Financial Aid: It is really important if you will be using financial aid that you start the process of getting the money as soon as you can. Any of the aviation faculty at MSU will help you get started with the process. Here are just a couple of things to know though. Once you have applied for your loan you will need to fill out a budget adjustment form for your flight lab that you are enrolled in. The form can be located at the Hub on MSU campus or downloaded off of the MSU website. When you get your awards letter please bring it out to the airport so we can see that you will be getting the aid. It is advisable that once you get your financial aid that you put the money on account out at the airport. If you are having issues with your aid please bring it to the attention of North Star Aviation and the aviation department at MSU so we can help you in anyway possible.

Check rides: When you and your instructor feel that you are getting close to a check ride be sure to complete all the required paper work then, inform the chief flight instructor or assistant chief. They will start getting a schedule lined up for you to take your check ride with a designated pilot examiner (DPE). On your check ride day please dress professionally and dress for the weather. Also come to the airport well ahead of your scheduled time so you can work on any last minute items. On the day of your check ride remember to have all of your required personal documents and information with you. The log books will be available to you. Talk with your instructor, chief flight instructors or dispatch and we will be happy to help you get the log books.

Dress code: Please remember to dress professionally for all of your lessons. Also dress for the weather. The purple polo shirt with Department of Aviation logo is always a good choice to wear. If you have yet to receive one of them and you are a flight student let me know and I can get you one. The dress code can be located in the Safety Procedures and Practices Manual stored on your flash drive.

Cold Weather Ops: It is that time of year again! The temperatures are dropping and snow is coming. Please remember to plug in the aircraft tanis heaters and put in the cowl plugs. Airplanes don’t like to start when they are cold! Your instructor will teach you all how to perform those tasks. Also remember to tie down the aircraft when winds exceed 12 knots. Cold weather Ops can also be located in the Safety Procedures and Practices Manual stored on your flash drive.

Medicals: For those of you that do not have a FAA student pilot certificate or FAA medicals go to this website to see where you can obtain one. http://www.faa.gov/pilots/medical/

Continue to fly safe!
Matthew Crowson
Dispatcher, North Star Aviation
507-469-0238
dispatch@flymankato.com
Passed Check rides

Sam Benson 11/4 Multi
Daniel McMonagle 11/7 CFII
Eric Lefeber 11/7 CFII
Austin Jacobsen 11/9 Instrument
Brandon Tutewohl 11/9 Multi
William Mkeel 11/11 Multi
Parker Whitcomb 11/11 Single Comm
Jason Ceminsky 11/14 CFI
Brett Hoffman 11/16 Multi
Greg Dunkelberger 11/16 Multi
Patric Koomia 11/23 Multi
Aaron Bunnis 12/8 CFII
Phillip Hatfeild 12/8 Private
Tyler Spear 12/9 Multi
Lane Dulon 12/9 Private
Brandon Wright 12/16 Single Comm.
Joe Horyza 12/19 Private
Josh Werner 12/19 Private
John Sellen 12/20 Private
Ethan Loftus 12/20 Private
Derek Shouts 12/28 Private
Justin Wolf 1/4 Private
Brandon Tutewohl 1/10 Instrument
Cody Camps 1/10 Private

Need Some Study Help?

Study Session’s will be held every Wednesday from 3:00 to 4:30pm in AH 321. Open to all students! Take advantage of this great opportunity to get some extra free instruction and study help! Hope to see you there!

Please contact Kelly Rexon with any questions.
kelly.rexon@mnsu.edu
612-207-5546

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2012 Women In Aviation Conference

The 23rd Annual Women in Aviation Conference will be held from Thursday, March 8th through Saturday March 10th, 2012, in Dallas Texas.

Participants will be immersed in the tactics and strategies necessary for successful aviation careers. More than 3,000 women and men from all segments of the industry are expected to attend.

This is the perfect conference to network, learn about the latest industry trends, hear top notch speakers, find the perfect job, enjoy an extensive exhibit hall and so much more. Join our group of MSU students that will be attending this conference together!

If you are interested in attending contact Joe Sacco for more information
joe.sacco3@gmail.com

A Word from Alpha Eta Rho

Alpha Eta Rho is the Minnesota State University, Mankato Aviation fraternity. It is an academic, co-ed club that is welcome to anyone interested in aviation.

Alpha Eta Rho will be working in conjunction with Women in Aviation again this semester. There will not be any set meeting time but lots of events and meetings as necessary. Be sure to get involved! We will send out all details through emails, so if you are not on our email list please sign up!

Our first event for the semester will be a night of bowling in the CSU Bullpen on Jan. 31st. Check your email for details!

msu.alpha.eta.rho@gmail.com

Co-presidents
Eric Bruss, Kelly Rexon

A Word From

The Maverick Flight Team is comprised of some of the most skilled and safest aviators that Minnesota State University has to offer. We are working on developing Safety Procedures for the team as well as, working with North Star Aviation to start hosting safety meetings again. We also hope to start publishing a safety newsletter every other month. Besides fundraising, the team competes in a wide variety of flight and ground events that test the aeronautical knowledge and skills of every aviator. The team qualified for the National SAFECON Competition which is to be held in Salina, Kansas on

The team will be practicing for the events, at the airport, every Sunday at 5 PM. Anyone that is interested in learning about aviation, or just making new friends, is welcome to come and check it out!

Thanks,
Kyle Jacobsen
A Word from Alumni (American Eagle CRJ 700 Pilot)

Aviation is an amazing career that has many challenges. A career field that is perfect if you don't want to be stuck behind a desk. I had a great experience going through the professional flight program at Mankato. The classes presented many different aspects of the entire aviation career spectrum.

I knew I wanted to become a professional pilot after I took a demo flight in high school. My goal was to become a pilot for a commercial airline. My goal involved many steps including countless hours of studying and multiple ratings. I finished my Bachelor of Science in Professional Flight in 2008 and started instructing after graduation. I was hired by a Part 121 carrier this past summer and have had a pleasant experience throughout training and line operations.

This is the paragraph where I get to give advice so listen up! There are times during training where the goal may seem exceedingly far away, however, don't give up and keep in the books. There are many different ways to get involved with aviation clubs and I highly recommend these groups to network. I urge you to find a few people that you can study with and ask questions. There are many resources available for assistance: peers, teachers, instructors, alumni, and many more.

I honestly enjoy the varied schedule and day to day operations of an airline. I get to go to the busiest airports in the country, fly with great crews, and apply everything I learned in school to operate an aircraft safely in a dynamic environment. Never give up on your goals and never stop asking questions.

By: Joe Peters (MSU class of 2008)

Announcements

January 31st Bowling at 7:00pm at the MSU Maverick Bull Pen (CSU basement)

Altitude Chamber this Spring, date has yet to be set.

End of Year Aviation Banquet Saturday April 21st

Scholarships:

~Chapter 642 EAA Scholarship
Deadline March 15th

~Dubay Scholarship
Due by April 1st

~MCOA Scholarship
Due by March 1st

Deadline for official withdrawal of all full term classes is April 6th.
Aviation Word Puzzle

The measure of an aircraft's speed relative to the speed of sound
jets can hold over 300 passengers and weigh over 300,000 pounds
In 1947, Chuck Yeager became the first person to break the ___ barrier
The Antonov An-225 Miya is second only to the ___ Goose in size
The first manned ___ flight preceded the Wright Brothers by 120 years
In July 1909, Louis Bleriot became the first to cross the ___ Channel
Many of the first jet powered aircraft were developed in wartime ___
Early balloon flights inspired the development of ___-than-air craft
Wright piloted the first successful manned flight in 1903
Amelia Earhart crossed the Atlantic, and in 1937 disappeared in the ___
was the first aircraft to fly around the world nonstop, without refueling
In March 2004, NASA's X-43A was the first ___ to pass Mach 7
In 1963, X-15 pilot Joseph Walker set an unofficial ___ record of 67 miles
The ___ brought the world over 27 years of Mach 2 commercial flight
London's ___ airport serves over 44 million passengers annually
The U2 spyplane was designed to fly high enough to avoid ___
Credited with 80 kills, the ___ is known as the ace of aces
Igor ___ developed the first successful helicopters in the 1930s and 40s
In 1947, the Spruce Goose flew with a ___ of nearly twice a 747
Classified for many years, the SR-71 ___ could cruise at Mach 3
Jimmy ___ air racer of the 20s and 30s, led the WWII raid on Tokyo
Charles ___ flew solo from New York to Paris in 1927
Air Force One is the callsign of any airplane carrying the ___
The ___ was an innovation that allowed fixed-wing aircraft to fly faster
The Boeing Company and Airbus produce most of the world's ___ jets
Ross Perot, Jr. and Jay Colburn first circled the globe in a ___ in 1982
The Wright Brothers' ___ could have taken place inside a Boeing 747 ___ by daredevil pilots popularized flying in the 1920s and 30s

*Use the words you come up with to solve the word search on the previous page