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Jet Equivalency Training Course Completion

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THE CARL AND WINIFRED LEE HONORS COLLEGE

CERTIFICATE OF ORAL DEFENSE OF HONORS THESIS

Garrett R. Heinz, having been admitted to the Carl and Winifred Lee Honors College in Fall 2002, successfully presented the Lee Honors College Thesis on November 10, 2006.

The title of the paper is:

"Jet Equivalency Training Course Completion"

A handwritten signature in black ink, reading "Curtis Swanson", written over a horizontal line.

Dr. Curtis Swanson, Aviation

A handwritten signature in black ink, reading "Dennis McFall", written over a horizontal line.

Mr. Dennis McFall, Aviation

A handwritten signature in black ink, reading "Michael Ludwiczak", written over a horizontal line.

Mr. Michael Ludwiczak, Aviation

Lee Honor's College
Western Michigan University
Senior Thesis Project

Garrett Heinz

Jet Equivalency Training (JET) Course
College of Aviation
Western Michigan University

In the fall of 2006, I was enrolled in the Jet Equivalency Training Course for three weeks with instructors Dennis McFall and Michael Ludwiczak. Both Mr. McFall and Mr. Ludwiczak are faculty members for WMU's College of Aviation. Mr. McFall and Mr. Ludwiczak have extensive real-world experience in the aviation industry and are able to share that with students of the JET course. Typically, a Flight Science graduate will become a certified flight instructor for one or more years to build flight experience before entering the aviation industry in hopes of an airline flying job. The JET course is a realistic introduction to what one can expect when entering an airline training class. I knew that if I completed it, and once hired with an airline, I would have the confidence and ability to be successful.

The JET course, or AVS 4300, is held in the Synthetic Flight Laboratory at the College of Aviation in Battle Creek. The course description recommends six credit hours and is for the "Operation of jet aircraft in a real-time, airline environment." Prior to the first class, students are required to complete a computer based training (CBT) course. This training is web-based and is accessible through the internet. The CBT consists of the following modules for the CRJ-200 aircraft: air conditioning, aircraft general, auxiliary power unit, auto flight, brakes, communications, electrical, emergency equipment, fire protection, engines, exterior lighting, fuel, flight controls, flight

instruments, FMS introduction, hydraulics, ice/rain protection, interior lighting, landing gear, navigation, nose wheel steering, oxygen, pneumatics, and pressurization. Because the CBT takes at least of week of home study preparation, the Jet course really takes four weeks in duration.

The first week of training is a ground school conducted by the instructors to prepare students with the knowledge required to start flying a jet aircraft. The last two weeks of the course consist of ten flight simulator sessions. Each session is scheduled as four hours of trainer time, with a 90 minute pre-brief and a one hour debrief. The last day of the course consists of a comprehensive final test. As one can imagine, it is a challenging three weeks of academics that tests one's ability. Because the CRJ-200 simulator is quite a point of pride for the college of aviation, we were fortunate enough to have several guests sit in and witness the training. During the third week we had a medical student from Dartmouth University sit in on our entire day of training to learn how simulation can be incorporated into the medical field. Another day we had a representative and captain of American Eagle Airlines sit in and witness how WMU prepares aviation professionals for the industry. With my successful completion of the course, I have been issued a certificate of completion that is signed by the Dean of the College of Aviation, Mr. Rick Maloney.

As an update, while in the JET course I was fortunate enough to be invited for an interview with Comair Airlines. Comair is a regional carrier owned by Delta Airlines, with headquarters in Cincinnati, Ohio. Comair operates regional jet aircraft throughout the Eastern United States. Two days after my interview I was called and offered the opportunity to begin training as a Comair pilot. The pilot and human resources

representative were very interested in the JET course that I had proudly displayed on my resume. The pilot interviewing me kept asking, “Why do you think you will be successful in training with Comair?” The JET course may have been the deciding factor in me being offered the job. I look forward to my new job with Comair and working as hard as I can to be successful in training.

CRJ Aircraft, which WMU’s training device is based:



CRJ Cockpit:





November 10, 2006

To Whom It May Concern:

This letter is to verify that Garrett Heinz completed the College of Aviation's Jet Equivalency Training (JET) course at Western Michigan University on November 3, 2006. During the course, he was able demonstrate sound skills as a pilot. Garrett earned a 3.2 grade (on a 4.0 scale) for his final check ride. In addition, he was a pleasure to work with and extremely enthusiastic about his training. We believe Garrett will be an outstanding candidate for type conversion training.

JET was devised by airlines to prepare sponsored student pilots for type conversion training once they had successfully completed approved ab initio pilot training. JET served as the bridge between completion of training on single crew, light aircraft and the commencement of training on an airline's multi-crew, jet transports.

JET comprises 5 days of ground studies and 10 days of simulator training. Ground studies include: jet transport handling and systems operation, instrument flight procedures, aircrew standard operating procedures during normal and non normal situations, crew resource management, and airline operations. The simulator training phase of the course comprises ten training sessions and puts what has been learned in ground school into practice. Each session is 4 hours in duration, a total of 40 hours exposure to the simulator, and is complemented by a 1 ½ hour pre brief and a 1 hour post brief. The simulator training is conducted in a synthetic flight training device that incorporates an accurate reproduction of a Bombardier CRJ200 flight deck and has a 120 degree visual system. Flight skills are assessed against the FAA's instrument rating practical test standard.

Should you have any questions concerning Garrett's performance during JET, please feel free to call or e-mail either of us.

Sincerely,

Handwritten signature of Michael E. Ludwiczak in cursive.

Michael E. Ludwiczak
JET Simulator Instructor
269-964-4964
michael.ludwiczak@wmich.edu

Handwritten signature of Dennis M. McFall in cursive.

Dennis M. McFall
JET Simulator Instructor
269-964-5680
dennis.mcfall@wmich.edu

WESTERN MICHIGAN UNIVERSITY
College of Aviation

CERTIFICATE OF COMPLETION

Garrett Heinz

has satisfactorily completed

Jet Equivalency Training

and demonstrated a practical mastery of:

Crew Resource Management

Advanced Aircraft Systems Operations in Normal and Abnormal Situations

Jet Aircraft Handling in Instrument Meteorological Conditions

Given under my hand and seal this

3rd Day of November, 2006



Rick A. Maloney
Dean

