



## Making the Jump to RTP

Richard Hubbard, a Kansas City native & Navy Lieutenant Commander, is one of many military helicopter pilots looking to transition over to the airlines.

Over the years, Richard has experienced life from Guam to Switzerland. After seeing the world through both military and civilian paths, Richard elected that he wanted to move onto a new challenge.

In making this decision, he remarks, "Nothing has challenged by mental capacity & my senses like flying."

However, it's more than just flying.

Richard appreciates, "the camaraderie of working with like-minded people. One of the most enjoyable parts, really, is the people."

Because of the popularity of Rotor Transition Programs, helicopter pilots have plenty of options when deciding which airline to pursue. For Richard, the Rotor Transition Program was why he started looking at Envoy.

"I knew if I was going to make this change, I really needed something I could stand on and get warmed up, refreshed, etc. with. I was really impressed with the development of RTP and at the professionalism of the company as a whole. It made it really easy for me to go ahead and take that step."

As for what he expects going forward, Richard admits that, "there's still a lot that's unknown." The plan is to take one step at a time and not get bogged down in the details; for now, he is just, "looking forward to working with the people, the pilots, and getting back in the saddle."



## Get To Know Coast: Maintenance in San Marcos



After 31 years in the Marine Corps as a mechanic on Hueys & Cobras, a Master Gunnery Sergeant, and a maintenance chief for an F18 group, Marty Pack has plenty of experience working on aircraft in the military. After retirement, he took up volunteering at the Commemorative Air Force in San Marcos, Texas and ended up meeting Dan Verda, the Director of Operations for Coast Flight Training.

After realizing they shared a common methodology, Dan interviewed Marty for a senior maintenance position at Coast, and as Marty says, "it seemed like a challenge I wanted to take on."

Now, he is diving into managing a round-the-clock fleet of 43 aircraft, but not without a plan. Equipped with a tool list inventory, an informational brochure for interesting A&P mechanics, and plenty of prior research, Marty is ready for the chance to mold the maintenance program by using his prior experience and transitioning it to general aviation.

As RTP continues to grow in 2018, Marty will be a key player in the success of the program.

"I always wanted to get in on something on the ground floor and develop it," he comments. With Envoy Air & Coast Flight Training's Rotor Transition Program, he has that chance.

## Post-Coast: Flying the E175 in DFW

The progression of an Envoy RTP candidate is a clear path from start to finish; but what is life like once you do finish? Chris Kirby, one of the first RTP graduates, is now a Dallas-based E175 First Officer. As someone who has been through every step, Chris was able to provide some information and advice for those still in the process.

*On starting out:* As a former Navy Commander, Chris started out with a fair amount of fixed wing time already. It was at a job fair at Coast Flight Training where Chris met the founder, Will Dryden, and was approached about a new program Coast was designing. Coast was pairing up with Envoy to figure out a way to get military rotor pilots trained up for the airlines, and Chris was one of the first pilots to go through the program.

*On fixed-wing training at Coast Flight:* As for the time at Coast, Chris' advice is pretty simple. "Just try to enjoy it while you're in it," he states. "They would hand you the keys to a plane, and we would fly around trying to find out which FBO had the best cookies. When else do you get to do that?"

*On First Officer Training at Envoy:* Once at Envoy, Chris' advice differs a little. He mentioned the structural difference for FO training, stressing that it's different than anything military guys have experienced. At the airlines, pilots have to build their own structure to stay on their game.

*On flying the E175:* "I'm incredibly blessed to fly the 175," Chris says. When asked why, he named the avionics, vertical descent profiles, and speed as some of his favorite aspects. Moreover, he underlined that, as a truly impressive aircraft, it was not what he was expecting to fly at a regional.

*On quality of life:* One of the most touted changes when transitioning to the airlines is the change in quality of life. The differences Chris cited were the drop in stress, not having to worry about being deployed, and employment status being focused around seniority instead of competition. Chris also has a unique perspective on commuting: he would much rather commute two hours once a week than every day and be able to just sit on a plane and read a book.

When asked about the program as a whole, Chris' opinion is simple. "It's worth it, it's fun, & you're going to get paid to fly."



## State of RTP: 2017 In Review

On January 17th, 2017, Coast Flight Training opened a second location in San Marcos, Texas. Over the year, the operation has grown in every aspect.

- The fleet expanded to forty-three aircraft, including thirty-two Cessna 172's and eleven Piper Seminoles.
- The staff has grown to fifteen flight instructors and eleven support staff.
- Over 100 RTP students graduated Coast Flight Training in 2017.
- By the end of 2017, Coast Flight Training aircraft logged over 23,500 flight hours, averaging 2,500 hours per month.

