



Pilot Manual

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Mountain Air Motto: "Short Hops, Light on Rules, Have Fun!"

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1. Introduction

Welcome to Mountain Air Virtual Airlines!

There are a few things we ask you to remember as you read this Pilot Manual:

1) This manual provides information you need to get started as a new Mountain Air pilot with minimal effort and confusion. It does not attempt to explore all aspects of the business or the more advanced operational company functions. For example, in section 7 of this manual we explain one way a pilot can search the database to find official Mountain Air flights, but you will soon learn as you explore the website and read the website manual, there are many ways to search the database using powerful search tools (you must be a registered Mountain Air pilot to use database search options).

2) Explore the Mountain Air website at www.mountain-air.org . Not only is there a wealth of training material and information available on the site, there are many other useful pilot resource tools that will help you plan, fly, and log a flight. To take advantage of the functionality and power of the website, you are encouraged to review our “*Using Mountain Air’s Website*” training manual. It can be found on the website main home page under the *Pilot Lounge* drop down menu, then into the *Training* area (you must be a registered Mountain Air pilot to access the training manuals).

Website tip: As you explore the website, left click your mouse when you see the mouse pointer arrow turn to a hand with a pointing finger – that means it is a selectable hot-spot – select it and see where it takes you. Have fun – you can't hurt it!

3) If you need training assistance, take advantage of our 3 pronged training program that is comprised of written manuals, instructional videos, and a personalized one-on-one program. It is strictly a pilot driven, voluntary program, so it is up to you to ask for the help. You can contact the training manager via email at: training1@mountain-air.org .

4) Contact the Member Services department at anytime with questions you may have via email at: memsvcs@mountain-air.org .

2. History

Mountain Air began in September 1998, as a bunch of guys who enjoyed flying smaller aircraft on shorter flights. We were born as a commuter airline providing feeder service. Because we particularly enjoyed the scenery of the West, we placed our headquarters at Denver International Airport in Colorado. Due to rapid growth, we opened hubs in Salt Lake City, Utah in November 1998, in Portland, Oregon in January 1999, and in Ontario, California in February 2000. A need to re-locate hub operations arose during 2001, so Portland was re-located to Seattle, Washington and Ontario was moved to Los Angeles, California. We opened our first cargo-based hub in 2001, in Juneau, Alaska. Growth continued and in January a new passenger hub was opened in San Juan, Puerto Rico. For the next couple years the airline stabilized its operations in the existing hubs and then opened two additional hubs: a passenger hub in St. Louis, Missouri (March, 2004) and a new cargo hub at Missoula, Montana (January, 2005).



In early 2007, we tried expanding by opening a European division. It didn't work very well and never really gained any footing. About that time we were also hit by the general decline in flight simulation activity. St. Louis was floundering, Los Angeles was struggling, and Missoula was having problems. In 2009 we decided to close the St. Louis hub altogether, and begin to wind down the Missoula hub and all European operations. In late 2009, we decided we would re-make the airline by focusing on U.S. operations only, go national by opening up the east coast, and using Chicago O'Hare as our gateway to the east. We opened Philadelphia as our first eastern hub in November 2009, followed shortly thereafter by the opening of Chicago. Once we were able to stabilize those operations, we added Atlanta in October 2011, and moved Los Angeles to San Francisco in January 2012. In November 2012, we completed our operations restructuring by opening the Dallas/Ft. Worth hub in November 2012. With the DFW hub opening, we had completed our coverage of the continental United States.

Combined with the operational problems, we also had the problem of an aging website. In

2011, our technical team embarked on the mission to completely re-write the website migrating from a hodgepodge mix of dated Windows active server pages and static HTML to a more modern and almost completely data driven cross platform PHP based site. After nine months of some long days, we finally brought the new website online in August of 2012. Changing the structure and back end language has allowed us to move forward on several projects, including adding an FSACars system to our site and a dynamic flight board.

Today, we are again a robust and growing airline. We've brought online a complete, voluntary training system to help our members in any way they may need it - ranging from setting up the software to IFR flying rules. Our membership is growing steadily, and our participation rate is again rising. We celebrated our 15th anniversary in 2013, and we look forward to 15 more!

3. Joining Mountain Air

Any virtual pilot, subject to the COPPA (Children's Online Privacy Protection Act) restriction, that likes to fly commuter routes is welcome to join Mountain Air. Pilots must utilize their real name to join. Mountain Air complies with COPPA, and due to the burden of record-keeping, membership is open only to those 13 years of age or older. Join Mountain Air by completing the application on our website.

After reviewing your application, you will receive an email from our Member Services department. In that email, you'll receive your personal Mountain Air callsign and a secure database password, which will most likely be the one you specified in your original application. With your callsign and database password, you will be able to access all pilot areas on the Mountain Air website, except the Mountain Air Forum. You can log into the database area by clicking on Pilot Lounge > Database.

By separate email you will receive your Forum username and password. You will be able to change this password once you log in. The Forum is the backbone of our airline and the primary method of communications. It includes, but is not limited to, technical help, introduction of software and procedures, training materials, Mountain Air events, etc. Your active participation in the Forum is encouraged and we ask you visit the Forum at least once per week to keep up-to-date with what is happening at Mountain Air.

No payware aircraft, scenery or add-ons are required by Mountain Air.

4. Pilot Ranks, Points, and Promotions

Pilots will be assigned a rank according to the following table while flying for Mountain Air.

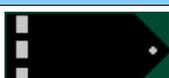
<u>Rank</u>	<u>Chevron</u>	<u>Points & Other</u>
Chief Captain		50,000 +
Training Captain		20,000 to 49,999 & Staff Trainer Award
Commercial Captain		10,000 to 19,999
Senior Captain		5,000 to 9,999
Captain		2,000 to 4,999
1 st Officer		1,000 to 1,999
2 nd Officer		500 to 999
Flight Engineer		200 to 499
Trainee		1 to 199
New Hire		0

Table 1: Pilot Rank, Points, and Promotions.

Points are earned by flying and filing a PIREP. What, when, how and where you fly impacts the number of points you earn per flight.

Credit will only be given to pilots who fly utilizing their designated Mountain Air callsign. If, for

example, the pilot is registered with two virtual airlines, time can only be logged for a single airline. Real world flying will not count towards any points at Mountain Air. All new pilots start at zero points, and no credit will be given for hours flown for other airlines.

Because we are a commuter-based airline, none of our official flights are over 3 hours. Unofficial flights will count toward points, but flights longer than 3 hours will be limited to points based on a 3-hour flight. No additional points will be earned beyond the 3-hour time limit as explained below. Also, we strongly encourage flying online, and the use of official aircraft and routes.

The total number of points earned per flight are the sum of the following components:

- ñ Flight itself = 2 points per flight.
- ñ Hours component = 10 points per hour flown capped at 30 points.
- ñ Online component = 3 points per hour for flying on VATSIM, capped at 9 points.
- ñ FSACARS component = 3 points per hour for using and reporting your flight via FSACARS, capped at 9 points.
- ñ Official flight component = 2 points per hour for flying an official route, capped at 6 points.
- ñ Official aircraft component = 1 point per hour for flying an official aircraft, capped at 3 points.

The highest total flight point possible for any single flight is 59.

Important: For every official Mountain Air Group Flight event that you are a participant, you will earn one Group Flight award point, and have 10 bonus points added to your flight point total.

Note: There will be other opportunities to earn additional bonus points.

Promotions are currently accomplished by each pilot flying and attaining the required number of points and other accomplishments as depicted in Table 1. When the required point level is reached for your next promotion, you must complete the "Promotion Request Form" on the Mountain Air website (located in Pilot Lounge > Database > Secure Pilot Area > Promotion Request) and a manager will approve the promotion assuming the qualifications have been met.

Note: Promotions to certain ranks require more than a just a set number of earned points. For example, to be promoted to the level of Training Captain you are required a minimum of 20,000 points AND a Staff Trainer Award. This program is under development.

5. Minimum Flight Time

In order to keep the Active Roster (roster) as up to date as possible, Mountain Air ask that pilots fly at least one route per month. Any pilot that has not logged a flight in the past 90 days will be automatically removed from the roster. Once removed from the roster, a pilot just needs to log a flight to be returned to the roster. All prior points and awards are automatically reinstated.

6. Aircraft

The official fleet currently used by Mountain Air consists of the aircraft shown below:

Aircraft	Configuration	ICAO Code
Cessna Caravan**	Cargo	C208
Raytheon Beechcraft 1900D*	Passenger	B190
Embraer EMB-120 Brasilia*	Passenger	E120
de Havilland Canada Dash 8 200	Passenger	DH8B
De Havilland Canada Dash 8 400	Passenger	DH8D
Embraer ERJ-145	Passenger	E145
Embraer ERJ-170	Passenger	E170
Bombardier CRJ-200	Passenger	CRJ2
Bombardier CRJ-700	Passenger	CRJ7
Bombardier CRJ-900	Passenger	CRJ9
Boeing 717-200	Passenger	B712
Boeing 737-700*	Passenger	B737
Boeing 737-800*	Passenger	B738
Boeing 757-200**	Cargo	B752
Boeing 767-300**	Cargo	B763

* limited use in our system **While the cargo division is on indefinite hold, we allow these planes to be used for receiving official aircraft points.

Mountain Air fleet aircraft can be downloaded from the *Fleet* page on the Mountain Air website. In addition to the official fleet you are free to fly any aircraft of your choosing, however, you will receive flight points for official aircraft only for those listed above.

7. Flights

7.1 What are “Official” And “Unofficial Flights”

Official flights are flights listed in Mountain Air's database that have been assigned a unique Mountain Air flight number. That flight number correlates to a specific departure/destination airport pair. For example, you are going to fly from Denver to Salt Lake City. The Mountain Air flight that matches this pair is flight number 101.

Unofficial flights are city pairs not listed in the Mountain Air's database and not assigned a flight number. For example, you wanted to fly from Denver to Craig, Colorado. There is no official Mountain Air flight number assigned to this departure/destination airport pair. When there is no official Mountain Air flight number that can be used, you use the number “9999” for the flight number.

Important: You earn 2 additional points per hour of flight (max. of 6 points) towards promotion when flying an official Mountain Air flight. Note also that an official flight is associated with the city pair, but it is NOT associated with a specific aircraft – so you could fly flight 101 from Denver to Salt Lake City in a CRJ7 and still receive points for flying the official flight.

7.2 How To Find & Dispatch Official Mountain Air Flights

To get started, we will step through how to use the basic Mountain Air website *Flight Search* routine. You may also want to review “*Using Mountain Air's Website*” manual for additional details on all of the website's search and dispatch capabilities such as dispatching flights from the Hub pages and Group Flight Event Forum postings.

Dispatching an official Mountain Air flight is the only way to take advantage of the FSAcars system automatically filling out your FSAcars flight plan data and placing your flight on the real time Mountain Air website Flight Board.

To navigate to the *Flight Search* page, start on the main Mountain Air homepage, then select the *Pilot Lounge* drop down menu and click on *Database*. Enter your Mountain Air callsign and database password if requested. Next, select *Secure Pilot Area*, then *Flight Search*.

Next step: Use the various search fields to produce your desired results. For example, you want all flights originating from Philadelphia. Enter “kphl” in the “Origin” search field (see

arrow #1, Figure 1), and leave the other fields blank. The results show quite a lengthy list – Philadelphia is one of our focus cities. Shown in figure #1 below is the first four from that list.

Secure Pilot Area
[PIREP Entry](#) | [Dispatch Flight](#) | [Promotion Request](#) | [Group Flight Totals](#) | [Top Landings](#)
[Logbook Search](#) | [Flight Search](#) | [Pilot Search](#) | [Aircraft ICAO Search](#) | [Airport/Chart Search](#)

Flight Schedule

Origin: ← # 1
 Destination:
 Flight#:
 Minimum Flight Time (x.x):
 Maximum Flight Time (x.x):
 Division: Any ▾
 Aircraft: Any ▾

Flight	Div	Aircraft	Origin -Local Time- (Zulu)	Destination -Local Time- (Zulu)	Flightplan Details		
					Route	NM	Time
4851 ← # 2	Pax	E170	KPHL 00:00:00 (00:00:00Z)	KCMH 00:00:00 (00:00:00Z)	MXE PENSY J110 AIR BREMN3	361	1.3
4853	Pax	E170	KPHL 00:00:00 (00:00:00Z)	KSDF 00:00:00 (00:00:00Z)	MXE PENSY J110 FLIRT J6 UNCKL DARBY4	541	1.6
4855	Pax	CRJ2	KPHL 00:00:00 (00:00:00Z)	KPWM 00:00:00 (00:00:00Z)	DITCH V312 DRIFT CCC SCOGS1	358	1.6
4857	Pax	CRJ2	KPHL 00:00:00 (00:00:00Z)	KBGR 00:00:00 (00:00:00Z)	DITCH V312 DRIFT J121 HTO J55 ENE J581 ODIKE	452	1.5

Figure 1 – Flight Search page

Let’s assume you want the flight to Columbus – flight #4851. Click on the flight number (see arrow #2, Figure 1), and it will link you to the flight details page for that flight, shown below as Figure 2.

Flight Details

Flight # 4851
From [KPHL](#) to [KCMH](#)

Division: Pax
 Hub: KPHL
 Aircraft: (E170) N937MT **# 1**

REAL TIME METAR (NOAA) FOR KPHL (Issued: Wed, December 24th 2014 10:54 PM UTC):
 KPHL 242254Z 21008KT 10SM BKN008 OVC012 17/15 A2963 RMK AO2 RAE2159B15E34 SLP032
 P0000 T01670150 **# 2**

REAL TIME METAR (NOAA) FOR KCMH (Issued: Wed, December 24th 2014 10:51 PM UTC):
 KCMH 242251Z 23020G27KT 7SM -RA SCT024 BKN050 OVC065 11/07 A2941 RMK AO2 PK WND
 23037/2206 WSHFT 2157 SLP958 FROPA P0005 T01060072

MEA: 200
 Altitude: 32000
 Distance (NM): 361 **# 3**
 Enroute Time: 1.3
 Type: IFR

KPHL departure gate(s): DB,D10,D12,D14-16,F2,F4,F6,F8

KCMH arrival gates(s): B36

Recommended Route: MXE PENSJ J110 AIR BREMN3
[Suggest new route](#)

[Check FlightAware routes](#) **# 4**

Recently Used Routes:

Frequency	Route
2	MXE PENSJ J110 AIR BREMN3

Dispatch this Flight - enter your aircraft and expected departure time

E170 Enter your aircraft ICAO code ([ICAO search](#))
 Enter departure time HH:MM (24 hr mountain time)--Current time (as of page opening) is:
 16:10:00 MST **# 5**
 Enter your departure gate

Fuel Planner **# 6**
 Check [fuel load](#) for this flight

File Vatsim Flightplan

E170 Enter your aircraft code **# 7**



8

Figure 2 – Flight Details Page

Let's take a closer look at this page.

Area #1 – This area shows the city pair and the suggested aircraft. You can see that each city is itself a link. Click on either and it take you to the airport page for that airport. More on that later.

Area #2 – This is the weather area. Shown in cyan highlight is the current (the most recent update) METAR from NOAA for both the departure and destination airports.

Area #3 – This is the general flight information, including suggested altitude, flight distance and enroute time.

Area #4 – This is the routing information. It shows Mountain Air's gates at both airports, the recommended routing for the flight and routes (and frequency) recently used by our pilots. Also in this area is a link to FlightAware to check actual recent real world flight routes for this flight, and a link to suggest new routing if our currently shown route is dated. We rely on our pilots to help us keep the database up to date, and this is one of the ways we provide that opportunity.

Area #5 – This is our dispatch area. Use this area to dispatch this flight to yourself. You can

indicate which aircraft you intend to fly (the suggested aircraft is defaulted), your estimated pushback time up to 23 hours and 59 minutes in advance, and your intended departure gate. By dispatching your flight, it will appear as a "Scheduled" flight on the FlightBoard, and will automatically insert all pertinent flight information into your FSACARS flight screen when you open it. For more on FSACARS, see the FSACARS Manual.

Area #6 – This links to Garen Evan's FuelPlanner, the recommended planner for Mountain Air.

Area #7 – This link sends you to the VATSIM pre-file page if you're going to fly online and wish to pre-file your flight. Just indicate your aircraft, and the link opens the pre-file page with most fields automatically filled.

Area #8 – the map shows the departure and destination cities on the map.

As indicated earlier, you can click on the airport links to bring up the airport page. Below in Figure 3 you can see the results from clicking on the KPHL link.

KPHL
Philadelphia International Airport
Philadelphia, Pennsylvania, United States

REAL TIME METAR (NOAA) FOR KPHL (Issued: Wed, December 24th 2014 11:34 PM UTC):
KPHL 242334Z 20006KT 10SM SCT009 BKN026 OVC180 16/15 A2961 RMK AO2 T01610150

VATSIM METAR FOR KPHL: (VATSIM is often behind real world)
KPHL 242254Z 21008KT 10SM BKN008 OVC012 17/15 A2963 RMK AO2 RAE2159B15E34 SLP032 P0000 T01670150

Mountain Air Gate(s) D8,D10,D12,D14-16,F2,F4,F6,F8

Small Jets & Props
F2,F4,F6,F8,F10

Larger Jets
D10,D12,D14-16

Charts:

- General
- Departures
- Arrivals
- Charted Approaches

Figure 3 – Airport Details page

Shown on the Airport Details page is current METARs from both NOAA and VATSIM, a picture of Mountain Air's gates (not all airports have this), and links to charts for that airport. Also on this page but not shown is a listing of all flights departing and arriving this airport along with a map to see them graphically, and a listing of the last 10 Mountain Air flights to/from this

airport.

8. PIREPs (Pilot Reports)

Filing of a PIREP *after* a flight is the main way pilots accumulate points that will result in rank promotions and awards. There are two methods to enter a PIREP – manual entry of the required data, or through the automated FSACars system. It is recommended new pilots begin their Mountain Air career by entering flight data using the manual method the first few times.

8.1 PIREPs - Manual Method

To manually enter a PIREP into the secured database after a flight, you must first log into the secure database using your Mountain Air callsign and secure database password. On the Mountain Air website, go to the *Pilot Lounge > Database* and enter your callsign and secure database password. Next, select *Secure Pilot Area > PIREP Entry*. Complete the form shown below by entering the required flight information and then select *Enter PIREP*. This completes the manual filing of a PIREP and contributes the appropriate amount of points towards your promotion and awards.

Secure Pilot Area									
PIREP Entry Dispatch Flight Promotion Request Points Test Top Landings Logbook Search Flight Search Pilot Search Aircraft ICAO Search Airport/Chart Search									
PIREP Entry									
This PIREP form closely resembles "real world" FAA logbook entries. Items marked with an asterisk (*) are required in order to complete the PIREP. Click on any of the column headers for additional information regarding the parameters of that particular field.									
Use "Charter" for charter or unscheduled flights in the "Flight#" field.									
Callsign*	Date (M/D/Y)	Aircraft*	Aircraft ICAO Code insert if not using official aircraft			Flight#	Flight Hub Area (Please enter the closest hub to flight origin)*		
MTN2071	11/28/12	Select Aircraft					Salt Lake City		
Online?*	Origin*	Dest*	Route			Remarks			
Y/N									
#Vis Apps	# Instr Apps	#Landings (Day)	#Landings (Night)	A/C Type			A/C Category		
0	0	0	0	Single	Multi	Rotor	Land	Sea	
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
A/C Engine				Additional Details					
Piston	Turboprop	Turbojet	Turboshaft	Complex	HiPerf	Retract	Tailwhl		
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Conditions of Flight								TOTAL*	
Day		Night	Actual IFR		XCntry				
0.0		0.0	0.0		0.0		0.0		
<input type="button" value="Enter PIREP"/>		<input type="button" value="Reset"/>							

The hours reported in your PIREP should be block time in actual clock hours in tenths (1/10 increments). Valid examples would be 1.4, 2.2, or .7, not 1.42, 2.25, or 1.67. Block time is counted from pushback at the departure airport gate to setting your brakes at the destination airport gate. We do not allow use of simulator rates that vary from real time. On the rare occasion that you may use a simulator time other than real time, only the actual "seat time" – the time you were actually at your sim – is allowed to be filed.

8.2 PIREPs - FSACars Method

FSACARS (Flight Simulation Aircraft Communications Addressing and Reporting System) in the virtual world is a system that allows communication with Mountain Air servers. It can be used pre-flight, mainly to look up or download a flight along with the flight plan; in-flight, with real-time tracking of the aircraft and periodic status updates that will be sent to the server and displayed on the FlightBoard; and post-flight for automated PIREP reporting. All this can be used whether or not connected to VATSIM for on-line flight. However, you do need an internet connection to be able to connect to our server for FSACars reporting.

To install and use the Mountain Air FSACars system, it is suggested you read Mountain Air's training manual entitled:

"How to Install & Use FSACars"

There is also a Forum dedicated to *FSACars* under the Forum *Tech Support* area.

9. Online Flying

We encourage all pilots to fly via the VATSIM system for added realism. The VATSIM system provides real-time, live ATC and weather via the internet. To encourage additional traffic (both Mountain Air pilots and ATC) it is recommended Mountain Air pilots fly as much as possible using official Mountain Air routes. There is a common belief among online ATCs in VATSIM that you (as an ATC) "login, and they will come." At Mountain Air we believe, "Log in, and ATC will come."

To get started, it is suggested you read the following Mountain Air training manuals before selecting which client software (freeware) to install that connects you to VATSIM:

"How to Install & Use FSInn" and/or *"How to Install & Use Squawkbox"*

If you are not familiar with flying online with VATSIM, VFR flying, and/or IFR flying, you are encouraged to read the following Mountain Air training manuals:

"Welcome to VFR, IFR and VATSIM"

"Intro to VATSIM VFR Flying"

"Intro to VATSIM IFR Flying"

10. Group Flights

Mountain Air believes in having fun while fostering an environment of continuous learning. Group Flights provide this environment. Most pilots use Teamspeak3 to communicate with each other during the flight and it is here many pilots enjoy social conversation and develop friendships. Also, it is not uncommon for there to be technical discussion that often results in solving flight simulation related issues.

Mountain Air tries to schedule at least one Group Flight a week during the winter months and two per month in summer months. They are usually based upon official Mountain Air flights and routes. On special occasions, flights may contain non-official flights in support of special situations and/or real world events.

Pilots can see Group Flight schedules on the home Mountain Air website page in the "Upcoming Mountain Air Events" display area and also by clicking on the "Mountain Air Calendar" hot-spot immediately below the display area. The Forum Events is where Group Flight details are posted. These Forum postings can be accessed via the "Upcoming Mountain Air Events display, the Mountain Air Calendar, or directly in the Mountain Air Events Forum.

Official Group Flight participation rewards the pilot with an additional 10 bonus pilot points and 1 group flight achievement point. These award points are earned ONLY if a PIREP is filed officially documenting your participation.

11. Company Radio

While not mandatory, we encourage the use of Mountain Air's Teamspeak3 server as its' company radio system. It allows Mountain Air pilots to visit with each other via voice at any time; flying or not. This method of communicating is also used extensively during our Group Flights. It is a great way to visit, make new friends, exchange ideas, and help each other with software, hardware, and flight simulator issues.

Teamspeak3 is a voice application that allows voice communication amongst as many or as few people that are in the room at the moment. To install and use the Teamspeak3 software, you are encouraged to read the Mountain Air training manual entitled "*How to Install & Use Teamspeak*".

12. Training

Access to Mountain Air's training materials require logging into the database. The program consists of three prongs: Documents, videos, and online one-on-one assistance. This program is under development.

The PDF documents are for your use and study. They cover basic issues such as installing software to connect to online servers, and basic VFR and IFR VATSIM flying. The videos cover much of the same material as the training manuals, but offer step by step instructions with corresponding video. The one-on-one online training is provided upon pilot request. You are matched with a Mountain Air trainer for hands-on learning. This training will be based on an individual pilot's need, and may be a single short session, or could be several sessions stretched over several weeks.

To access the training programs, go to Mountain Air's website, under the *Pilot Lounge* drop down menu, select *Training*.

Pilots are also encouraged to use the Mountain Air Training Forum. It provides information on several training topics, keeps pilots up to date on training program changes, and is an excellent place to ask questions.

The Mountain Air Training Manager can be contacted at anytime at training@mountain-air.org.

13. Awards

Currently, there are several award systems implemented – Group Flight Participation, Service Time, Manager & Staff, Special Service, Online Flight Recognition, and other special event participation ribbons.

Award Program details can be viewed from the Mountain Air home website page's "Congratulations to Recent Awards Recipients" viewing area by clicking on the underlined "Award" word. To view who has received one of the recently received awards, click on the award ribbon.

Your personal awards earned are displayed on the Awards Wall section of your own personal page as shown below. Also see Personal Page section following.



14. Personal Page

The Personal Page area is one of the most helpful personal areas of the Mountain Air website. While it is a “secure” area, it is secured from non-Mountain Air members only. All Mountain Air pilots can view all personal pages.

There are several ways to navigate to your Personal Page. The most direct method to access it is to click the “Active Roster” link under “Pilot Lounge” on the main menu and scroll down to your callsign. Click the leftmost link for your callsign and you’ll be taken to your personal page after logging in, if not already.

Your personal page provides you a summary of your rank, awards received, points total, last flight flown information, currently dispatched flight status, map display of your flights flown in the last 30 days, and pilot logbook information of the last 30 flights flown.

You are encouraged to explore, learn, fly, participate, make new friends, and most of all – HAVE FUN !!!