



GROWING WINGS

BEATRICE FILIP

Copyright 2023 Beatrice Filip All Rights Reserved.

Protected with www.protectmywork.com,

Reference Number: 13200280221S029

Registration certificate issued & certified by:

Protectmywork Limited

Kemp House, 152 City Road, London, EC1V 2NX, United Kingdom.

Company Registered in England & Wales No. 04358873

All right reserved. No part of this publication may be reproduced or distributed by any means, including photocopying without the written permission of the publisher. Violation of this copyright “Growing wings” will be subject of Digital Millennium Copyright Act (DMCA)

Website: www.aviationjourneys.com

Mentor: Beatrice Filip

Special thanks: Dr Sena Sivri, Dr Deniz Sebzeci, Dan Alexandru Pod

Paperback & Cover Design: SIRPOD IT LTD

Paperback Formatting by Shah Nawaz

eBook designed by by Shah Nawaz



INTRODUCTION

"Life takes on meaning when you become motivated, set goals and charge after them in an unstoppable manner."

— Les Brown

I have created this book for motivated people like myself, who work hard to achieve their goals and never give up in the face of setbacks. This is a book created for pilots, but also a guide for passengers who love to travel and want to always stay informed.

In it, we share information about how to prepare for Aviation Interviews, Pilot Aptitude Tests and learn about Body Language. We offer a series of Technical Questions with Answers, Simulator Preparation and Charts Briefings, all carefully selected from company manuals, which assessors use in all aviation interviews. In the second part, we invite you to the magical world of the cockpit at an altitude of 10,000m to discover together the secrets of aviation.

My name is Beatrice Filip, I am from Romania, and I currently live in Istanbul, Turkey. I am a senior First Officer, Boeing 737, with over 20 years of experience across different fields: Aviation, Marketing, Television, Radio, Newspaper, Publicity, Journalism, Multicultural Events and Human Resources.



Since I was a child, my dream was to become a pilot. My father - a Boeing 737 aeronautical engineer - took me to his work to see the national company aircrafts. **I worked hard to achieve this dream.**

How It All Started

It was almost winter time when I took my first flight in an IAR 46 single-engine aircraft at the Clinceni Airfield in Bucharest in 2008.

I was 23 years old

I remember being drawn to the smell of benzene and the noise of the engines. I clearly remember the vibrations and emotional feelings in my heart created by the smell and the noise... I fell in love for the first time with my new partner, the "aircraft". I knew there and then that I wanted to follow my childhood dream.

Whenever you have a goal, you should keep it in mind and have faith that you will realize it one day.

Before 23 / The Bumpy Way to Success

At 23, I already had a job as a sports reporter for the Antena 1 and the GSP television stations for almost 2 years. Before that, I was working for Radio Romania Broadcast for 4 years while studying at the University of Journalism. It was an amazing experience that opened up new perspectives for me and broadened my horizons.

Having a job from a young age surely makes you feel more comfortable; there is no need to ask your parents for money and you are more independent. My parents always gave me the opportunity to see what they are doing in their jobs, but they never forced on me what they wanted me to become. They let me follow my way in life and chase after my own dreams.

I worked hard to achieve the success I imagined: becoming a pilot. I remember setting yearly goals until I graduated from the Romanian Aviation Academy. It was particularly difficult because nobody believed in my dream. For them, this was a movie they could only watch, but not be the leading actors in. For me, it was way too much money and a lot of books to study.

I made a list of what I needed to do and started working on my dream. The first thing was the budget. The total cost of the school was around 60,000 Euros, an amount I did not have at the start of school. So, I chose to finish aviation school in steps.

I started to study for my private pilot license at the Clinceni Airfield Night operations and accumulated hours at the Tuzla Regional Air School in Romania. Finally, I finished the most important part of the frozen Airline Transport Pilot License (ATPL) in the Romanian Aviation Academy.

What It Actually Takes to Make It

It is not enough to fly an airplane if you do not practice at home, participate in online training, read books and follow procedures. In short, you should be ready to put in a lot of work.

Every morning at 5:00 AM I would get up to go to my flying lessons. It is actually one of the best experiences you can have, as you can experience an amazing view and get to see the sunrise, while an accompanying good tea or coffee can help you start a perfect day, giving you good vibes and putting a smile on your face.

I would finish my lessons around 9:00 AM and then I would be ready for a full day in the office to interview football players or even go to a football game. At night, my parents would cook a nice meal and wait for me to come home. But the day would not be done for me before studying for another hour or two. That left me with only 6 hours to sleep.

This sounds like a gruelling schedule, doesn't it? But it does not necessarily have to stress you out or exhaust you. You can do it when you are young and when you put your mind to it. Adrenaline and your goal will keep you going.

The Mindset Since Early Years

I have always set my own path since I was a child. I have always given myself what I wanted and believed in what I set out to do.

So, when I had the dream of becoming a pilot, putting my mind and soul into achieving it was the only natural way to go.

My father gave me some Boeing 737 models. I stared at them longingly, picturing myself flying a Boeing in a few years. When someone asked me where I saw myself in 5 or 10 years' time, the answer would always be to become a pilot. *When people ridiculed my dream or found it impossible, I simply ignored them with a smile of my face.*

Reading Rhonda Byrne's book, The Secret, in 2008, had a big influence on me. I found a lot of truth in it. The well-deserved bestseller discusses how you can harness the power of positive thinking to accomplish whatever you dream of. The law of attraction with positive energy attracts good things in your life and gives direction to your thoughts and actions.

The Power of Support Systems

Even when you have money, nothing is possible without friends and people who support you. True friends help you overcome obstacles and reach the top of the pyramid.

Here are some people I would like to thank who helped me invest in myself on my aviation journey:

Mihaela Stroe, a sociologist and motivational speaker who has been trained by Joe Navarro, ex-FBI agent, prepared me for my interviews. She is the best and also very patient with her patients.

Marcela Baicu helped me better understand meteorology, a critical area in aviation. She died nearly two years ago after a long illness and my book is dedicated to her.

I am very grateful to **Catalin Radu**, my mentor in aviation, Captain Paul Tatcu, **Captain Alexandru Geica**, **Captain Ginel** from the Romanian Aviation Academy for teaching me navigation and math, and also to Captain Postolache, Constantin Voicu, **George Rotaru**, and **Catalin Prunariu** for training me in single-engine flying.

I'm thankful to my close friends Anna Herkmen, Violeta Roman, Corina Dinu, Hande Ergun, Leyla Ozer, Claudia Varlan, Maria Avram, Mariana Vatamanu, Geanina Capisizu, Ioana Popescu, Romeo Chiriac and Mariana Podeanu for keeping me motivated.

Finally, my heartfelt gratitude goes to my parents, **Flori and Vasile**, for their unconditional support. They helped me so much, financially as well, and I can't thank them enough.

Being a journalist at the time, I had to live on a budget to achieve my big aviation dream. Looking back and seeing what I achieved, I have no regrets.

The lyrics from the song "The Show Must Go On" by the legendary band Queen now sound perfect for my life story:

"My soul is painted like the wings of butterflies. Fairy tales of yesterday, grow but never die. I can fly, my friends."

So come join me on my **"Growing Wings"** journey because the show must go on!



IMPRESSIONS FROM FRIENDS

Captain Serhat Selvitoplu TRI/TRE Turkish Airlines

"My Dear Student, it is a pleasure to recommend you, from my point of view you are a strong woman with a special character, who always faces any challenge. You have good CRM skills, and every time I saw you, you are working hard and trying to improve yourself. What is very important for me as an instructor and captain is you always respect the rules and you are a good friend, colleague, always with a sense of humour".

Hari SAS Captain 777, Turkish Airlines

"I am glad that I had the pleasure to meet you and to participate together in the preparation of the conversion company in Turkey. You are one of the bravest and most ambitious women, who had the strength to do aviation school, and to work side by side with men. The experience you have gained in life, makes you succeed in everything you set out to do, and often outperform yourself with the projects you complete. Good luck in everything you do, clear sky".

Violeta Roman, Senior Cabin Crew, Tarom

"My dear colleague, it was a pleasure to know you and especially to fly with you. From the very first flight, I had a feeling that you are a wonderful person with a beautiful soul. Always there to help, friendly, and joyful. During our flights together, you have always shown professionalism and bravery. Remain the brave and ambitious woman you are".

Mariana Vatamanu Producer Television Italy

"I am proud that we had the opportunity 10 years ago to work together in Romania at the biggest charity events that we organized to help orphaned children. I wish you to further fulfil all your dreams. You have proven that you can achieve whatever you set out to do in life. You were a good journalist, and now you are a pilot, and you are writing books. When it comes to friends and friendship, many leave, few remain. You are among those who remain, a strong woman, with a lot of dreams and big ambitions".



TABLE OF CONTENTS

1 - The Road to The Flight Deck	1
2 – Getting Hired Successfully in Aviation.....	13
Secrets of Body Language	13
Group Exercise	25
Human Resources Interview (Individual).....	33
Aptitude Maths Tests	39
Pilot Aptitude Test.....	42
Technical Interview (Individual with a Pilot, Instructor, or Examiner)	45
Line Training Questions FO/CPT Questions.....	65
Adapt Test	82
Simulator Scenario Assessment.....	87
Chart Briefing.....	88
3 - Management of Flight Preparation	100
4 - CRM & Human Error	122
5 – Incapacitation	127
6 - The secret of a Healthy Body at 10,000 m	131
Conclusion.....	146
Bibliography	147



2

GETTING HIRED SUCCESSFULLY IN AVIATION

Secrets of Body Language

When you go to an interview, anxiety, and stress could get the best of you and set you up for failure. The most important rule to manage stress when speaking in public is not to focus on yourself.

In order to face the audience brilliantly, the best method is to practice in front of a mirror. This way you will see the mistakes you make in the way you use your tone, gestures, and facial expressions. Then you will be able to change what is not working and pass the interview successfully. After you have practised enough in front of a mirror, record videos of you practising, and watch every gesture and movement.

"You never get a second chance to make a first impression."

— Will Rogers

The fear of speaking in public is natural - and controlling your emotions is more difficult in front of other people. The night before the interview,

visualize your mental picture for the day after: you in front of the interview board.

On the day of the interview, be positive, be confident, and repeat to yourself:

“I am ready, and I will pass the interview”. You are the actor and the interviewers are your audience. They are people just like you: they also eat, breathe, and have physiological needs. Use your imagination and get rid of stress.

Don't forget that the first 30 seconds are the most important: our brains make snap judgments about people within the very seconds of meeting them.

By ensuring you make a positive first impression in your interview, you get the chance to use the rest of the time to show your skills and abilities.

Do your own research and ask the interviewer what the dress code is. There is plenty of information available on the internet where you can see how the pilots of a company dress and style themselves - try to emulate them. By doing this, you will put yourself in the best position to succeed during the interview.

When wearing accessories to an interview, less is better. Choose accessories that will enhance your interview attire, not overwhelm it. Hair is also important. There are lots of ways to style your hair for a job interview. Your hair should be professional just like the rest of your outfit.

Don't think that you are in front of the people who can decide your future. Instead, believe that you can make your future yourself if you believe in your dreams.

fast and safe. What is your first impulse? You have one bottle of 1 litre of water, one 0.5 l cola, one special fireproof jacket, and a sweater.

Test 6

With a group of friends, you are in an aircraft on the way to Sri Lanka. The plane crashes in the Indian Ocean. The plane would stand the surface for about one hour without sinking.

What do you do to survive? How do you see the situation? In the water you see some objects who floating. Near you is a box with a survival kit, and faraway you can see the land. A strong wind will push you away from the land.

Test 7

Each competitor from the interview will receive coloured tickets with some information: For Mike *"you have to annoy John and tell him that his ideas are not good"*, on Pablo notes is written *"you have to support Andrea, praise her initiative"*, Michael *"you are quiet and don't talk too much"*.

You must respect your requirements and be careful, don't exaggerate the behaviour, do not get angry. At the end of the exercise, you must read what is written on the ticket.

Test 8

There are certain companies (Turkish Airlines, Eva Air, Fly Dubai, Qatar, Emirates) where the Group Exercises last 6 hours or more. Topics are debated, everyone is talking. Each discussion is analysed, or the assessor is giving you a task *"write on a piece of paper a problem that you faced in aviation"*.

Technical Interview (Individual with a Pilot, Instructor, or Examiner)

Feedback from pilots, Boeing 737 NG/MAX. Certain information depends on the company's procedure. We made a selection of questions that the instructors ask to most companies.

1. Why when you start the engine, you select Ignition System R?

Starting with R selection on the first flight of the day provides a check of the AC Standby bus which would be your only electrical source for the loss of thrust on both engines and no APU.

2. What is width limit for Narrow Runway?

Runway widths of 40.0 m and above shall be considered as nominal runway width for all types of airplanes operated by special companies from Asia, Africa, or Europe.

Narrow runway operations require special flight crew certification for runway widths of 30.0 m and above.

3. What are the CATII/III Autoland wind limits?

Headwind 25, Crosswind 20, Tailwind 10 kt (B737 AFM limitations)

4. What is the difference between TODA and TORA?

TORA is the distance available which an aircraft can use for ground run for take-off, usually runway length only

TODA is the distance available for take-off, and the airborne part of 35' may include Stopway and Clearway.

5. What is climb gradient?

The climb gradient is the percentage ratio between the horizontal and vertical distance travelled.

51. Why is the rolling take-off procedure strongly advised when crosswinds exceed 20 knots or tailwinds exceed 10 knots?

Engine surge can occur with a strong crosswind or tailwind component if take-off thrust is set before brake release. Therefore, the rolling take-off procedure is strongly advised when crosswinds exceed 20 knots or tailwinds exceed 10 knots

52. What should be considered for take-off in gusty or strong crosswind conditions in terms of thrust setting?

For take-off in gusty or strong crosswind conditions, use of a higher thrust setting than the minimum required is recommended. When the prevailing wind is at or near 90° to the runway, the possibility of wind shifts resulting in gusty tailwind components during rotation or lift off increases. During this condition, consider the use of thrust settings close to or at maximum take-off thrust.

53. Which approach types can use IAN?

RNAV, GPS, VOR approach, NDB approach, LOC, TACAN or similar approaches.

54. What should you do if the flare is too long and you decided to go around when the airplane touched down?

Observe that the autothrottles apply go-around thrust or manually apply go-around thrust as the airplane rotates to the go-around attitude.

55. Below what altitude is the WINDSHEAR AHEAD AURAL ALERT enabled during take-off?

1200 feet RA

56. What is the maximum glideslope angle for Autoland in B 737?

3.25 degrees

57. What is the alert height for B737?

200 ft (RA)

58. How can you silence the Mach/ Airspeed warning inflight?

Slow the airplane speed to below Vmo/Mmo

59. What is the max time limit for take-off thrust?

5 min

60. What is the meaning of RED colour on engine indicators?

Maximum and minimum limits

61. A fully charged battery has sufficient capacity to provide standby power. What is the max supply time limit of battery?

60 minutes

62. A landing gear indicator light will illuminate red when?

Landing gear is not down, and locked (with either thrust lever retarded to idle, and below 800 ft AGL, and related landing gear is in disagreement with landing lever position

63. Which pitot probes and static ports are not heated?

Alternate static ports

64. What is the maximum airspeed limit when WINDOW HEAT is inoperative?

250 KIAS below 10.000 feet.

65. If a leak occurs in the standby system, the system B fluid indication will decrease to approximately how much %?

72% full

66. What is the purpose of the landing gear transfer unit?

Automatically use hydraulic system B for gear retraction if No.1 Engine is lost and the landing gear is positioned up

PERSONALITY PROFILE ASSESSMENT

For all the Airlines, Adapt test, Maths, IQ, Aptitude Tests using a joystick, verbal reasoning, are very important. If you pass these tests, even if you are not very smart in the theory part, specialists believe that experience is gained over time, if you fly more, you get more information, while human character does not change overnight. In the questionnaires you must be careful. One question can be repeated several times under another sentence. We help you answer correctly.

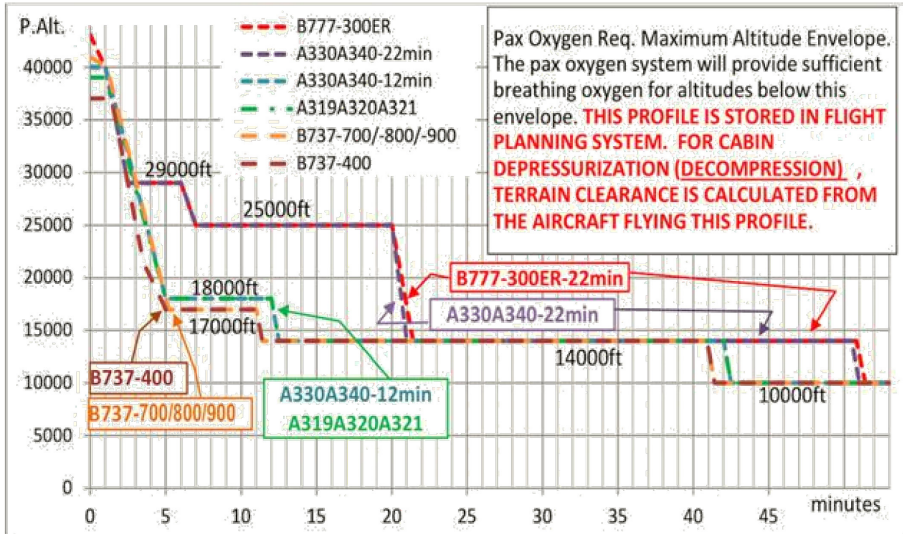
Directions - In each of the following rows of words, the word that most often applies to you. Continue through all forty lines. Be sure to complete this exercise in less than 20 minutes.

	Strengths		
1	Adventurous	☒ Animated	Analytical
2	Persistent	☐ Persuasive	Peaceful
3	Submissive	☐ Sociable	Strong-willed
4	Considerate	☐ Competitive	Convincing
5	Refreshing	☐ Reserved	Resourceful
6	Satisfied	☐ Self-reliant	
7	Planner	☐ Positive	Optimistic
8	Sure	☐ Scheduled	Forceful
9	Orderly	☐ Outspoken	Detailed
10	Friendly	☐ Funny	Confident
11	Daring	☐ Diplomatic	Inspiring
12	Cheerful	☐ Cultured	Deep
		☐ Inoffensive	Mixes or
		☐ Dry humor	Tolerant
		☐ Mover	

Critical Terrain Scenario

It's very important first fly the aircraft, then communicate. When you are on the cruise and you have an abnormal situation take always in consideration the terrain, escape maneuvers from the charts, and time for holding.

Drift Down Procedure Cruise FMS PAGE, check the maximum altitude at which the aircraft can fly, then set MCP, MCT(Maximum continuous thrust), SET SPEED ON THE MCP, WHEN THE SPEED DECREASE PRESS LVL CHG contact ATC< CABIN. (Boeing 737)



Engine out drift down case:

System calculates engine-out drift down profile for the (flight plan) aircraft gross weight, forecast wind and temperature at the proper altitudes. All through that drift down profile, system checks terrain clearances and points the MIN CLRC together with the Max terrain Elevation on OFP.

Cabin depressurization case:

Following graph shows the passenger oxygen required maximum envelope that the aircraft should remain below the profile. Flight



OUR PARTNER

We would like to extend a special thanks to our partner, Pilot Shop.



www.pilotshop.ro