

## **New Day, New Jet**

Sir Knights and Ladies of Ohio,

Have you ever noticed that there are no happy or upbeat songs about New Years? Auld Lang Syne, Another Old Lang Syne by Dan Fogelberg and Its Just Another New Year's Eve by Barry Manilow are enough to make you want to sit in a corner and cry your eyes out!

As you can tell, I am not a fan of New Years. I do not celebrate it and in fact I try my absolute best not to even acknowledge it. If I didn't have to write a January article for the Knights Templar magazine, I wouldn't even mention it. For me, 2022 was my own personal "Annus Horribilis". For those of you who don't speak Latin, that means just what it sounds like, a horrible year. I am extremely glad to see 2022 fade into memory and I prefer that it stay there as suggested in the title of a song by Boston, "Don't Look Back".

Military and airline pilots are required to attend simulator training on a recurring basis. The simulators are excellent representations of actual aircraft, and the normally four-hour long sessions are stressful and uncomfortable. Pilots call these simulator runs "Dial a Disaster." The instructors are relentless in giving pilots engine failures at the worst possible moment, stalls, on board explosions, hydraulic failures, total electrical failures, explosive decompressions, cargo fires and even dual engine failures that result in a forced landing or ditching.

The reason for this torture is of course, training. In the simulator we learn to prioritize our actions, make correct decisions, and work as a crew to recover the aircraft, crew, and passengers safely. Of course, things don't always work out the way the scenario is drawn up in the book. People make mistakes and the greatest advantage of being in a simulator is that

those mistakes are not fatal and that we, as pilots can learn from them. Normally we will run multiple disaster scenarios in each four-hour simulator session. In the interest of time, not all scenarios are taken to their ultimate conclusion of a safe landing. Many times, once the crew has identified the malfunction, initiated the proper checklist and taken coordinated corrective action to mitigate the emergency situation the instructor will say “OK guys, I’ve got it. I am going to put you on freeze.” With the simulator frozen the pilots and instructor will debrief what just happened while it is fresh in their minds and talk about what went well and what could have been done better.

When it is time to put that lesson in the rear-view mirror (Yes, some planes do have rear view mirrors) the instructor will magically put you back in takeoff position and say, “New Day, New Jet.” This is your signal that you are in takeoff position and ready to start a new scenario. I am a creature of habit and very superstitious. Whenever I heard New Day, New Jet in the sim I would always reach up, hit the landing light switch to the on position and say “ Lights on guys. We’re rolling.”

So, by now, you are all wondering what I am talking about and what it has to do with New Years. Just this. Tonight, I feel like I have been in a 365 day “Dial a Disaster” simulator run. I am so ready for 2022 to be over it’s not even funny.

I am looking forward to the opportunities that 2023 will afford to us as a Grand Commandery. We have the opportunity to gather with our friends and to excel during our upcoming inspection season. In addition, we have the York Rite Leadership Training classes coming up during our department conference in March and in April we have our Easter Sunrise Service and wreath laying at Arlington National Cemetery.

I am anxious to put 2022 behind me and to move forward with a fresh start in 2023. I made plenty of mistakes in 2022 and just like in the

simulator, I have learned from those mistakes, and I hope to do better in the coming year. Like all of us, I have no idea what the New Year will bring but I am excited to see what it has in store for me. As I move into January, I can almost hear the instructors voice in my headset, “New Day, New Jet.” I for one, am certainly ready to go. “Lights on guys. We’re rolling!”

Dale Olson, KCT

*Dale A. Olson*

Grand Commander