



## The sky is no limit for SUNJET Captain Michael Courtney

Captain Michael Courtney could be called a pilot's pilot. Although only 49 years old, he has a total of 32 years of experience flying planes and instructing other pilots, and he has begun a legacy that spreads to all pilots at SUNJET and continues throughout his family.

"I've flown just about everything," he says. "I started with Eastern Airlines in 1967 as a co-pilot, back when they were still flying piston airplanes. With them, I progressed from the Convair 440 to jets, and eventually to the L-1011." While with Eastern, he held positions of second officer (co-pilot), flight engineer, instructor and captain. He eventually left Eastern in 1989 to return to school.

At the University of Tennessee in Knoxville, he studied organizational communication and technical writing. He later worked as an aircraft accident investigator and safety consultant and wrote many technical

manuals on subjects related to airline safety and procedures.

A little more than two years ago, he joined SUNJET as a captain because he liked what SUNJET represents. "Our typical cockpit has more experience than most of the major airlines," he notes, "because when previous airlines went out of business, experienced pilots who hired on at older airlines found themselves at the bottom of the seniority list. I preferred to start with a new airline.

"I've never put a scratch on an airplane or anybody, in my entire career. Every airline I know of strives to run a safe airline, and I'll put SUNJET's safety record up against anybody's in the industry."

Our pilots are competent and experienced. SUNJET may not be the biggest, but it's one of the best."

During his career, Captain Courtney has amassed more than 14,000 hours of pilot time. When he isn't in front of a control panel, he is in front of a keyboard, writing manuals about – you guessed it – flying.

If he is not creating his own technical manuals, he's reading airplane-related information. Captain Courtney is a member of the Society for Technical Communication and the International Society of Air Safety Investigators. He's a board member of the SUNJET Pilot's Committee and a Professional Standards representative to the board. "Organizations like these help me maintain touch with the community and stay on top of what's going on. I learn what's happening in the industry and also how to prevent things from happening to me," he says.

Captain Courtney recognizes travelers'

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concerns for safety, but speaks reassuringly. "You are statistically safer in an airplane seat than you are in an automobile." To prove it, he points to his airline safety record: "I've never put a scratch on an airplane or anybody, in my entire career. Every airline I know of strives to run a safe airline, and I'll put SUNJET's safety record up against anybody's in the industry."

Jerry Cook, vice president of flight operations for SUNJET, points to Captain Courtney's endless dedication to the airline industry. "In addition to flying passengers, he has been instrumental in developing state-of-the-art operating procedures. He's done much of that work on his own time. He recently went back to college to learn the latest computer graphics, and he produces technical manuals that are easy to understand and can be followed easily on the flight deck, yet they can be quickly revised for instant updates, if necessary. He has a nice combination of a background in flying and instructing - plus he has computer skills

and technical writing skills that ensure our pilots get the latest information available."

With Captain Courtney, flying is a family affair. He met his wife, Doris, when both were working for Eastern Airlines; he as pilot, she as flight attendant. They have two sons, both of whom are also licensed pilots.

Captain Courtney may be able to say he has never put a scratch on anyone, but he admits to giving Doris a red face when they first met. In the 1960s, the Eastern Airlines uniform for female flight attendants included culottes that wrapped around and hooked at the waist. On that hook inside the waistband, attendants hid their keys to the cockpit. Doris was fitting her key into the cockpit door when Captain Courtney opened the door, which pulled the pants right off the woman, in full view of the passengers.

Horrified at his mistake, he slammed the door shut, trapping her pants in the door. Many years and two grown children later, they still laugh at the memory. ☀

# SUNJET

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4700 140th Avenue North, Suite 106  
Clearwater, Florida 34622

**Managing Editor**  
David Baker

**Art Director**  
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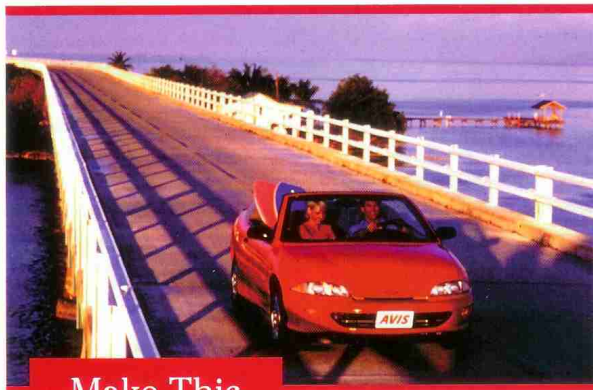
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