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# Look Who's Talking Careers

## TSgt Corey Palmatier

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### Career Area & Job Title:

Flight Engineer, Aircraft Systems Expert

### The Big Picture - What I do:

As a Flight Engineer on the LC-130 aircraft I am primarily concerned with the operation and monitoring of all aircraft systems as well as identifying abnormal conditions and performing in flight trouble shooting techniques. I perform preflight, thru flight, and post flight inspections as well as compute takeoff, climb, cruise, and landing data. Some of the systems I am responsible for operating include the electrical system, fuel system, air conditioning, pressurization system, anti-icing, and the APU (Auxiliary Power Unit). The flight engineer is the systems expert of the airplane with an extensive mechanical and technical knowledge of aircraft systems and performance.

### What I Like Most About My Job:

I get the privilege to travel around the world with a great group of people who have become a second family. We operate in some of the world's most beautiful and inhospitable locations presenting very unique challenges and opportunities. On a really good day they let me play with rocket motors for ATO (Assisted Take-Off). ATO rockets provide us the capability to take off when certain snow conditions exist that would otherwise prevent us from getting airborne and having to camp out in a remote location.

### The Most Unusual Part About My Job:

There are not many other places where a penguin or seal on the runway can delay a takeoff. Long periods of cold weather, sometimes at high altitude unpressurized can pose certain physiological challenges such as hypoxia. In a way we chase summer following it from hemisphere to hemisphere which leads to long periods of constant daylight due to operating in the Arctic and Antarctic circles (just 6 months until sunset!). We get the chance to interact with some of the world's leading climate scientists and are involved in the transport of ice cores and other valuable scientific cargo.

### What Type of Schooling/Experience is Needed?

As a bare minimum you need a high school diploma to be able to enlist into the US Air Force as well as being physically fit. It can take between one and two years to complete basic training and the follow on tech schools for your chosen maintenance career before you go back to your unit. Then it takes several years of on the job training to learn and become proficient enough to qualify to retrain into the Flight Engineer career field. It can then take another one and half years to get though all required training before coming back a qualified Flight Engineer. Once back it can take another 6 months learning about the unique systems and mission of the LC-130 before you are fully ski mission qualified.

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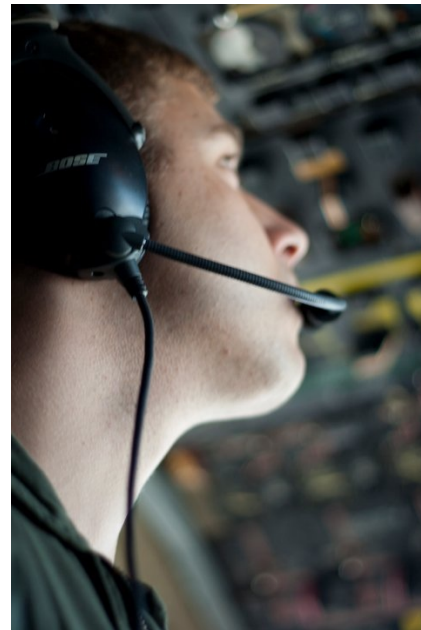
STEM Careers in Polar Climate

Grades 7-12

Single Class

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### Photo



TSgt Palmatier operating the overhead panel and monitoring engine systems of the New York Air National Guard's LC-130 aircraft.

### Education

- AS Degree in Aircrew Operations / Aircraft Maintenance
- Currently still in school finishing BS focusing in Geology and Paleoclimatology.

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