

METROPOLITAN Airport NewsTM

AUGUST 2022

The Journal of the Metropolitan New York Airport Community

The Orbis Flying Eye Hospital

Aviation Innovation to
Fight Avoidable Blindness

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*Executive Vice President,
McKissack & McKissack*

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PUBLISHER'S MESSAGE

Welcome to the August issue of the *Metropolitan Airport News*. Those who call the aviation industry their career, passion, and community know that aviation isn't just flying passengers around to their desired destination; aviation is much more than that. We often speak in terms of the airports, airlines, supporting businesses, and organizations as a giant economic engine in New York and New Jersey and endless employment opportunities.

This month we are bringing you an introduction to Orbis (see page 10). This organization has centered its entire mission on offering eye surgery to underserved populations and training doctors worldwide. Orbis took a donated FedEx plane and turned it into a state-of-the-art flying hospital. It is an amazing story of hope, determination, and creativity that solves a serious problem while improving the lives of people around the world.

There is much to do and get involved with this summer at the airports. There is no shortage of golf outings, fishing trips, comedy nights, networking dinners, and meetings. Find an organization that speaks to you, and you won't regret being part of something bigger, meeting new people, and having some fun along the way. You can rely on the *Metropolitan Airport News* online calendar to see what's happening at the local airports.

I hope your summer is going great and you've been able to enjoy some time off with friends and family. Before you know it, it will be pumpkin spice latte season, so hold onto those beach days for as long as possible.

Katie Bliss

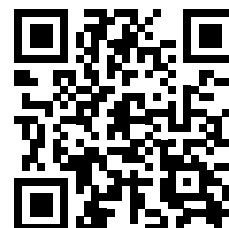
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ON THE COVER

An Orbis patient leaves the Flying Eye Hospital with her sight restored in Myanmar.

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Patrick Askew

Executive Vice President of McKissack & McKissack, Deputy Director for the \$9.5 billion New Terminal One project at JFK International Airport.

Patrick Askew has more than 26 years of design and construction industry experience, which includes more than four years at McKissack. As Deputy Director for the New Terminal One, he leads and directs the Program Management Division, which provides project reporting and accountability, risk management, and Legal/Compliance operations. In addition, as the executive liaison between the PANYNJ and the Capital Project Delivery Team (CPD), he is also responsible for the CPS's Project Controls Unit, the MWBE Compliance Unit, and the External Affairs Unit. Patrick is a graduate of Temple and NYU and holds a bachelor's and master's in Civil Engineering and a master's in Business Administration.

1 As the New Terminal One (NTO) project at JFK International Airport begins, what is your role as Deputy Director, and what is the role of McKissack & McKissack as a key partner of the Capital Project Delivery (CPD) team?

As Deputy Director, I'm part of the Project Management Office (PMO) leadership team. Specifically, I'm in charge of Risk Management for the PMO, which includes design, construction, and operational risk. I also lead the program management function of the PMO, which provides for coordinating and integrating all the project disciplines within the PMO, such as project controls, scheduling, cost controls, and external affairs.

2 How will you use your civil engineering and business administration background to formulate plans for the NTO, and how closely will you work with an environmental team?

My Civil Engineering and Business background allow me to be confident in exercising the technical knowledge needed to design and construct an airport terminal. I also have the business transactional knowledge and experience to support the execution of the development deal, which is required to advance this highly anticipated and high-profile project.

3 What considerations are in place for ease of use of the NTO for passengers and airport employees?

The New Terminal One at JFK Airport is being designed to be a world-class terminal with the latest airport technology. Now estimated at \$9.5 B, the new terminal will have state-of-the-art systems in baggage handling, check-in counters, and security systems, to name a few.

4 What are your thoughts on the project based on previous experience and what you have learned from previous projects? How will you implement what you have learned?

I believe The New Terminal One at JFK Airport project is the single most impactful and critical project in the region. It is currently among the largest P3s (Public-Private Partnership) in the country and has some of the most ambitious goals regarding diversity and inclusion. I plan to use all my knowledge, experience, and history of designing and building complex Mega Projects in New York as my foundation to deliver this project.

5 How is the long-term, sustainable maintenance of the New Terminal One thought out before the building of the NTO?

The New Terminal One design takes advantage of lessons learned from numerous national and international terminals, specifically concerning terminal maintenance & operations, environmental sustainability, and terminal accessibility. These lessons and improvements have been incorporated into the design and the latest industry technology to ensure the most effective use of this new world-class facility. ■



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ON DUTY

News of promotions, appointments, and honors involving professionals within the aviation and airport communities.



Jason Lenhart

of engineering and operations, focusing on direct-to-consumer technology for HBO Max. Previously, he held leadership roles at Barclays and Comcast.

■ **JetBlue** announced the appointment of **Jason Lenhart** as the airline's new vice president, technology. In this role, Jason will develop the technical strategy across engineering, QA, cloud, and infrastructure. He will report directly to Carol Clements, JetBlue's chief digital and technology officer. Jason comes to JetBlue from Warner Bros. Discovery

where he served as senior vice president of engineering and operations, focusing on direct-to-consumer technology for HBO Max. Previously, he held leadership roles at Barclays and Comcast.



Melinda Maher

■ **JetBlue** announced the appointment of **Melinda Maher** as the airline's new vice president, financial planning & analysis, and structural cost. She will report to Ursula Hurley, JetBlue's chief financial officer. Maher comes to JetBlue from Amazon, where she has been a senior finance manager within Amazon Transportation Services since 2020. She previously served as a director in

financial planning & analysis at Alaska Airlines for four years for both corporate and operational functions. Earlier in her career, from 2013-2016 she was a manager of financial planning & analysis at JetBlue. She also brings her professional experience working on Wall Street in transportation equity research for UBS and Barclays Capital.

Maier will lead JetBlue's long-range financial planning, forecasting and budgeting to deliver maximum benefit for its customers, crewmembers and owners.



Kris Larkin

will coordinate and communicate with underwriters and claims representatives; preserve and enhance operational efficiencies; and provide day-to-day servicing, marketing, and endorsing of policies while maintaining constant communication with clients. ■

■ **SterlingRisk Aviation** has hired **Kris Larkin** as Vice President, Senior Account Executive. The announcement was made by SterlingRisk Aviation President **Michael O'Donnell**. In her new role, Larkin will oversee accounts and account personnel, provide comprehensive advisory expertise, and facilitate audits and inspections to identify and mitigate client risks. Additionally, she

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New Mural at Terminal 4 Seeks to Address Stigma Around Mental Illness

The Health Department announced the debut of a new mural at the John F. Kennedy International Airport's (JFK) Terminal 4 in the Arrival Hall, created as part of the NYC Mural Arts Project. The program brings together people with serious mental health conditions, community members, Certified Peer Specialists — or people with lived experience of a serious mental health condition who are trained to provide peer support — and local muralists to collaborate on a mental-health-themed mural to raise awareness around mental health and reduce stigma toward people who experience mental illness.

The mural at Terminal 4, titled “SEE US, REALLY SEE US”, was conceptualized and created by members of the Venture House Clubhouse in Jamaica, Queens — an organization that supports people living with serious mental health conditions — peer specialists, community members, Certified Peer Specialist Michael Turgeon and professional muralist Giannina Gutierrez. The Mural Arts Project is facilitated through Brooklyn Community Services and funded by the New York City Health Department.

JFK's Terminal 4 was chosen as the mural's final site because of the high level of foot traffic, amplifying the message of the

importance of mental health and stigma reduction.

Research shows that the best way to reduce stigma is for people living with serious mental health conditions to share their experiences, recovery, and resources while providing hope and encouragement to peers and community members. An evaluation of the Mural Arts Project found that of people who participated in the community engagement workshops, 65% had a positive change in their stigma towards people with mental illness, and 58% showed an increase in mental health awareness and education.

When the NYC Mural Arts Project starts the process of creating a new mural, the program first solicits mental health program partners. Then, professional muralists are selected, ideally, those who have created public art in the chosen neighborhoods. Brooklyn Community Services, which has been contracted to operate the program, then identifies various community partner entities, including non-profit, for-profit, and elected officials, to support the promotion of the project in the chosen community.

The entire process, from start to end, takes approximately one full year to complete. The Health Department developed the NYC Mural Arts Project and launched it in 2016. Since its launch, the program has created ten large-scale murals and two mural benches. ■

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Founded in 1968 by **Dom and Mary Spinosa** on Long Island, New York, East/West Industries, Inc. is a recognized leader in the aerospace community, specializing in designing, testing, manufacturing, and servicing critical components and systems for rotary and fixed-wing aircraft. Their products support over twenty-five Department of Defense and commercial aviation platforms serving customers such as Boeing, Lockheed Martin, Bell Helicopter, Sikorsky, Northrop Grumman, BAE Systems, and all branches of the Department of Defense.

East/West has continued as a family owned and operated business to this day. With over 30 years' experience in strategic and operational leadership **Teresa Ferraro**, President, and **Joe Spinosa**, Vice President of Business Development are continuing the legacy to ensure their primary mission of saving aircrew lives.

As an independently owned and award-winning Small Business, a certified Woman-Owned Small Business (WOSB) and Woman Business Enterprise (WBE), East/West has been selected as a "Small Business of the Year" by both Boeing and Lockheed and has been awarded Boeing's Gold Performance Excellence Award for six consecutive years.

East/West is rapidly growing and recently expanded factory space to 75K square feet.

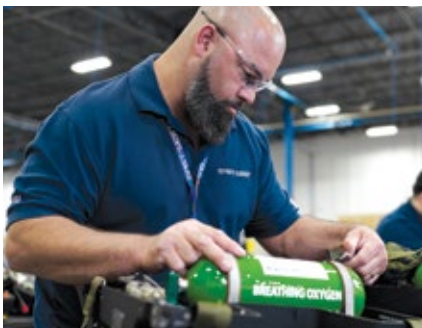
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Since its inception, East/West has directed its efforts primarily towards designing, testing, manufacturing, and supporting products related to aircrew and passenger safety, including aircraft ejection seats, helicopter crash attenuating seating, crew and passenger seats, life support systems, and related ground support equipment.

East/West's extensive industry experience, refined internal and external processes, and open and honest stakeholder communication, have been a hallmark of their business, but it is the passion and dedication of its employees that have made them a respected industry leader. East/West has a philosophy of giving back to the community. One of the ways is by serving those who have served their country. East/West's workforce is comprised of over 10% military veterans.

This experience suits the company well for any system that requires high structural capabilities, lightweight, or high reliability. East/West operates as a prime contractor with an emphasis on in-house capabilities to develop robust products for the end customers by incorporating common sense solutions into seemingly daunting deliverables where others have failed.

Built on a foundation of hard work, integrity, and a very personal commitment to doing the right thing for their aerospace customers, East/West is a team of innovators with a can-do attitude that works tirelessly to ensure that they deliver product on time and on quality, never losing sight of what's most important, their mission statement of **"SAVING AIRCREW LIVES IS OUR FIRST CONCERN."** ■





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Orbis Flying Eye Hospital

Aviation Innovation to Fight Avoidable Blindness

JULIA LAURIA-BLUM

jblum@metroairportnews.com

The Orbis Flying Eye Hospital is a fully accredited ophthalmic teaching hospital on board an airplane. Its first flight took place on March 1, 1982. Over the past four decades Orbis has provided vital eye care to thousands of people worldwide. Using cutting edge technology and the innovative use of avionics, hospital engineering and clinical expertise, Orbis is a leading international non-profit that unites people in the organization's mission to fight avoidable blindness in over 90 countries throughout the globe.

In the late 1960s, the concept of Orbis began when renowned ophthalmologist Dr.

David Paton, a faculty member of the Wilmer Eye Institute at Johns Hopkins, recognized the lack of eye care and ophthalmic teaching in developing nations where blindness was widespread. Concerned that a staggering 90% of avoidable blindness occurred in these countries, Dr. Paton wanted to close the gap.

Given the high costs of tuition and international travel and accommodations that prevented most doctors and nurses in low-income countries from coming to the USA for training, the idea for a mobile teaching hospital was launched in 1973 to deliver training to them at their doorstep and it was appropriately named 'Project Orbis'; Orbis meaning 'of the eye' in Latin and 'around the world' in Greek.

In 1980 United Airlines donated its old DC-8 aircraft to Orbis, which became the very first Flying Eye Hospital (FEH). The airplane's design allowed for cargo, and in 1982, philanthropist and actress, Dina Merrill christened the FEH before its first mission from Houston to Panama. That same year the Flying Eye Hospital made international news, inspiring the world with sight-saving work that took place on board the DC-8.

"There are few occasions in life when an idea takes off and leads to achievements beyond our wildest expectations – when a mission is driven by a vision so clear and compelling that it literally enables others to see it too...Orbis is one of these." – Former Kofi Annan, UN Security General

In 1992 the DC-8 was replaced with a second-generation Flying Eye Hospital; a DC-10 aircraft twice the size of its predecessor that provided extra space needed to accommodate the expanding scope of FEH operations, as well as updated facilities.

In 2016 the employees of FedEx donated an MD-10 aircraft to Orbis and with the help of several of their generous partners, equipped it with brand-new facilities. This 3rd generation FEH can fly nearly twice as far as its predecessor and only requires two pilots, rather than three. Inside, the airplane is outfitted with the world's most advanced ophthalmic training equipment. All this, with the progression of technology, has made training doctors around the world even easier.

As the only accredited hospital inside an airplane, the Flying Eye Hospital is state-of-the-art and unlike a typical large service provider. Orbis' charter is to teach. Its main goal as a non-profit is to transform lives through the treatment of avoidable blindness. All of this is done through a network of people in different countries, with 15 offices internationally. The cockpit on the MD-10 is typical and there is an all glass flight deck. Behind the deck is a 46-seat classroom with a 3D monitor up front where trainees can view real-time surgeries taking place onboard the FEH. The monitor is connected to all the different stations within the hospital area (much like a teaching university in the U.S. that has an auditorium with a large glass observation area over the O.R.). Other stations include



GEORGE OLIVER BUGBEE/ORBIS

recovery, a sub-sterile area and everything that a regular hospital would have.

Additionally, between the AV and IT stations, a surgical procedure taking place aboard the aircraft can be transmitted live to locations outside the aircraft.

"We started before the internet. Now I do surgery and it's broadcast in 73 countries, people tune in to see how it's done, and I can teach them like they're sitting in the aircraft watching over my shoulder." – Dr. Rudy Wagner, Orbis volunteer

An example of this technology is Cybersight, which has vastly increased the capacity of eye health professional and health systems to treat and prevent blindness and visual impairment. Cybersight is an online training and mentorship service, launched in 2003, that is designed to be accessible to everyone, including people in remote

locations, through computers, laptops, tablets, smartphones and even under conditions of low connectivity. Cybersight allows Orbis to make an impact in places where it does not have a physical presence. This technology has allowed more countries to view surgeries and procedures than the 46 seats that are on the airplane. According to <https://cybersight.org/>, in 2021, 17,000 eye health professionals from 184 countries have been trained, over 15,000 new users have registered, and over 4 million library videos have been viewed via Cybersight.

Bruce Johnson is Orbis Director of Aircraft Operations & Maintenance. He works in Dallas/Ft. Worth, Texas where the Flying Eye Hospital is based. From 2005 - 2008, he was a volunteer crew member from FedEx. He later became Director of Ops & Maintenance after the FAA changed Part 125, a set of regulations established to provide a uniform set of rules for the operation of large aircraft with seating capacity of 20+ passengers, or a maximum payload of 6,000 lbs or more when an airplane is operated for non-common purposes (private charters). It is governed more closely and includes official pilot & maintenance programs, and a weight and balance manual much like an airline.

Johnson is a commercial pilot, as well as an A&P (Airframe & Powerplant) mechanic; he serves Orbis in both roles. He works with anything regarding flight ops and aircraft maintenance, writing engineering and tech data, fuel and flight planning & pilot training, federal regulations on

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GEORGE OLIVER BUGBEE/ORBIS

Continued From Page 11

tracking, documentation and scheduling, and oversees 17 volunteer pilots from FedEx. He explained the technical aspects of the aircraft's makeup, "The actual hospital in the airplane is completely isolated from the rest of the plane. Considered freight, it requires no aircraft certification. None of the aircraft systems are interconnected to the hospital; they are independent of the airplane. All the equipment that runs and powers the FEH is in the belly of the airplane, which is taken off the aircraft by forklift and put on the ground. This includes three generators, a liquid cooling system, a med gas unit and chillers. Fuel from the aircraft is used to run the equipment, and completely self-contained equipment can purify water, kill every bacterium known to man and make its own hospital grade oxygen. It carries its own spare medical and aircraft parts and is basically a warehouse, hospital, airplane...all wrapped in one."

The Program

Orbis's global strategy on programs, communications, fundraising, human resources and finance stems from its New York headquarters. There are 15 country offices representing regions around the world. Those in local regions of Africa, India, South America, Asia, the Caribbean and others, invite Orbis into their country indicating what eye conditions they want to learn about. Examples include cataracts (one of the leading causes of blindness), diabetic retinopathy, glaucoma, retinopathy of



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prematurity and more. At 12-18 months out, a large advanced team is sent in to look at a region's facilities so as to make sure they are up to standard, or whether upgrades are needed to be made within their hospitals. A screening process is set up to teach medical staff in regional locales how to screen for the best cases for surgery. Once determined, Orbis flies into the country and performs the service in their local hospital, or on the Flying Eye Hospital itself. Generally, the best cases are found in the needy, low to medium income parts of the country where 90% of visual impairment occurs.

There are two surgical teams – one at the local hospital and one on the airplane. The work is done in both cases to show medical staff at these different locales that they could do what Orbis is teaching them in

their own facility, as well as on the Flying Eye Hospital. Bruce Johnson describes it as 'mentoring and training...a teach a man to fish philosophy.'

Medical personnel not selected to do the hands-on training inside the aircraft can still monitor and communicate and receive training outside of the Flying Eye Hospital O.R. A monitor is connected to a microscope so that you can see the surgery just as if you were looking through it yourself and you can still hear the instructor teaching the person doing hands-on training, and also ask questions while receiving live interactive training.

A team of eight staff are involved in the preparation and operation of every Orbis program – including Bruce Johnson, a logistics manager who sets up on site logistics at different countries, a 3 person staff to handle administrative work, and 3 mechanics (all retired FedEx employees) who travel aboard the FHE every time it goes on a program to monitor and maintain the aircraft, as well as the hospital equipment. Before each program the advanced logistics team arranges for all security requirements to be done, that all passes and IDs are obtained and that there is a parking spot at the airport that the Flying Eye Hospital could access, with an ambulance for transport back and forth for the transport of patients and participants as well.

In the instance of cataract surgery that would normally take 10-15 minutes, it takes 45 minutes to one hour to teach the procedure, so on any given program day there are

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Continued From Page 12

approximately 6-8 training cases performed at the locale, or on the Flying Eye Hospital. Hence, volume is done by the network of people that Orbis trains, which mostly happens after the FEH is gone and flown to another program.

In its four decades of service Orbis has conducted millions of eyes screenings and eye surgeries, as well as laser treatments for hundreds of thousands of patients. The organization has also trained thousands of eye care professionals at all levels, including tens of thousands of medical doctors.

Bruce Johnson discussed how the impact of the pandemic affected the Flying Eye Hospital's ability to carry out its mission due to the international shut down of air travel. "We were in Ft. Worth in March 2020 doing a program with eye care professionals being trained from Latin America and Alcon (one of the FEH's biggest sponsors), when the first cases of Covid-19 arose in the U.S and we had to make the difficult decision to cancel that program. Knowing that we had commitments with these professionals on the FEH and how vital that was, Orbis thought out how Cybersight could be leveraged to carry out the commitment. We converted 10 programs to a virtual program in 34 countries where FEH programs would have taken place in person. The Cybersight platform then grew in leaps and bounds reaching 184 countries during the pandemic, so a portion of the FEH portfolio will now continue to be a part of the Orbis portfolio forever. The pandemic actually caused it to be bigger. As a result, Orbis reached more countries than



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Bruce Johnson, Orbis Director of Aircraft Operations & Maintenance

we had originally planned to reach in person, resulting in over three dozen countries, with 51,000 hospital trainings and over 3,600,000 screenings and examinations conducted in 2021 alone. And that was a bad year because of Covid. But the network has had a ripple effect and volume has come through those that we teach. Cybersight has become an even larger part of what we are doing now, as we go back to in-person training."

Johnson is grateful to see a light at the end of the tunnel as Orbis returns to in-person programming in the month ahead, stating that the Flying Eye Hospital will be weighed in the next week and equipment will be put back on the airplane. "We have a program in Ft. Worth this August and then we are going to do a simulation training there, bringing in nurses and doctors from the Caribbean area to train them. Then we

are going to Silicon Valley to do training with UC Davis, and then onto Qatar to do a test program with displaced women refugees from the Middle Eastern area. It's a test program and if it works well, it may become long term."

In his 15-17 years with Orbis, Bruce Johnson has gone to so many countries and witnessed first-hand how amazing and unbelievable the need for Orbis programs are in underdeveloped countries, and how fortunate we are in the U.S., while so many there are not. But today, Johnson warmly remembers two of the Flying Eye Hospital's most memorable success stories...the eye care received by a Peruvian granddaughter and grandfather who saw each other for the very first time in their lives, and a young woman in Mongolia who received surgery in the 1990s and who is now on the Orbis Board of Directors. ■

Take a virtual tour of the Orbis Flying Eye Hospital at www.orbis.org



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Old Rhinebeck Aerodrome: Time Portal to Early Aviation

BY ROBERT G. WALDVOGEL
robert077@optimum.net

A slip through the covered entrance to Old Rhinebeck Aerodrome is like the passage through a time portal to an early aviation era that has somehow been preserved in time, revealing a grass field straddled on either side by red, orange, and yellow trees in the fall reminiscent of the 1910 and 1920 barnstorming days. The hangars, as if ignorant of the calendar, proudly brave the winds, bearing such names as Albatros Werke, Royal Aircraft Factory Farnborough, A.V. Roe and Company, Ltd., and Fokker. But it is the

multitude of mono-, bi-, and triplanes which most fiercely wrestles with one's present-time conception. Vintage music only cements the early-era atmosphere.

Located on tiny, easily-missed Norton Road on the east side of the Hudson River not far from the historic village of Rhinebeck, New York, Old Rhinebeck Aerodrome is both the story and start of one person's dream. Unlike those of others, however, his actually came true, but not until years of perseverance, dedication, and hard work had transformed it into reality.

That person, born James H. Palen, Jr., had had a lifelong dream of recreating an

antique era of aviation through a living history museum where vintage aircraft would not only be displayed, but would also regularly fly.

Having grown up next to the old Poughkeepsie Airport in New York, Palen earned his Airframe and Powerplant license at the Roosevelt Aviation School on Long Island and subsequently obtained his Private Pilot License. The famous Piper Cub served as his first airplane. The seeds of his aerodrome, however, were planted when he purchased the six remaining partially- and fully-assembled antique aircraft at the school's museum with his life's savings, clearing the way for what became the shopping mall of today.

Their eventual destination was a farm he also acquired some 100 miles away in Rhinebeck, but their fuselages and sections had to be transported and trailed-behind his truck during numerous crossings of the Whitestone Bridge.

After storage in abandoned chicken coops, the six aircraft, comprised of a 1917 SPAD XII, a 1918 Standard J-1, a 1914 Avro 504K, a 1918 Curtiss Jenny, a 1918 Sopwith Snipe 7F1, and a 1918 Aeromarine 39B,

Continued On Page 18



(2) OLD RHINEBECK AERODROME

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Continued From Page 16

formed his initial fleet and the “aerodrome” was nothing more than a 1,000-foot-long, rocky, swamp-drained clearing called a “runway” and a single crude building that served as a “hangar” on a patch of farmland. Additional aircraft acquisitions—and parts of them — expanded the mostly biplane lineup, after considerable restoration and reconstruction.

“Cole Palen decided airplanes belonged in the air,” Old Rhinebeck’s air show announcer once explained, “so he flew everything he built.” He expressed this with his often-repeated philosophy of, “Keep the dream alive.”

Always motivated by his passion for antique aviation, he continued to expand the crude aerodrome, but it took on new meaning when it began to attract public interest. An initial air show, performed before a crowd of 25 with a handful of World War I aircraft, occurred in 1960 and led to a scheduled one held on the last Sunday of each of the summer months seven years later.

Aerodrome improvements resulted in the lengthening of the grass strip to 1,500 and ultimately 2,000 feet, and the aircraft comprised the largest, privately owned collection in the northeast. Five were used in the filming of “Those Magnificent Men in their Flying Machines.”

Of the 70 aircraft in the collection, which consists of both original ones and authentic replicas with original engines, only a small percentage are maintained in flying condition at any given time.

Its pioneer types include the Bleriot XI, the Demoiselle, the Hanriot, and the Curtiss



The 1917 Fokker Dr.I combined excellent maneuverability with a high rate of climb.

Model D. The first, the Bleriot XI, was powered by a 35-hp Anzani engine. It was the first heavier-than-air craft to aerially cross the English Channel and the first to be mass-produced. The current example is the world’s oldest still-flying airplane. The US-designed Curtiss D, first flying in 1911 with an 80-hp pusher-propeller Hall Scott engine, survived Lincoln Beachey’s famous Niagara Falls plunge and was instrumental in early ship landings. The US Army and Navy amassed initial experience with the type.

Those in Old Rhinebeck’s World War I collection include the Allied Power-representing Avro 504K, the Curtiss JN-4H Jenny, the Nieuport 10, 11, and 28, the SPAD VIII and XIII, and the Sopwith Camel, and the Axis Power-representing Fokker Dr.I Triplane, D.VII, and D.VIII.

The Nieuport II was originally intended

for the 1914 Gordon Bennett Cup Race, but equipped with a Lewis gun, the rapidly-climbing, highly maneuverable type ultimately became the primary equipment of the Lafayette Escadrille, the American volunteer group.

The Black Baron-famed Fokker Dr.I was manufactured in Schwerin, Germany, in 1917 and offered ultimate contemporaneous performance: a 115-mph speed, a 1,750-fpm climb rate, feisty maneuverability, and a two-hour airborne duration, perhaps explaining Baron Manfred von Richthofen’s overwhelming preference for the type. The replica on display was interestingly built from plans devised after a British capture of a Dr.I.

In the United States, attention turned from destruction to peaceful application. The Curtiss JN-4H Jenny, represented by the aerodrome’s replica, served as both an initial trainer for pilots who later transitioned to fighters in Europe and operated the first scheduled US air mail route in 1918.

Golden Age types include the Pitcairn Mailwing, the de Havilland DH.82 Tiger Moth, the Fleet 16B, the Great Lakes Sport Trainer, the Travel Air Model A, the Davis DW1, and the Stampe SV-4B. The Great Lakes, built by the Great Lakes Aircraft Corporation in Cleveland, Ohio, was a dual-seat trainer. Because it was highly maneuverable, it held the world record for the number of consecutive outside loops, or 131, in its 2-T-1a version.

The current air show program, which runs from mid-June to mid-October, weather



1911 Curtiss Pusher Model D

permitting, features the “History of Flight” spectacle on Saturdays and the “World War I” one on Sundays. It includes treetop-high sprints of the pioneer aircraft before immediate re-landings on the grass, but otherwise more dramatic maneuvers of the World War I and Lindbergh era designs, including aerobatics, dogfights, bomb raids, balloon bursts, parachutists, and “Delsey drives.”

Many air show “characters” have evolved over the years and bred “Old Rhinebeck famous” names such as the Black Baron, Trudy Truelove, Sir Percy Goodfellow, Officer O’Malley, the Keystone Cops, Madame Fifi, and the Flying Farmer.

The experience can be capped with a 15-minute flight experience in a four-passenger, open-cockpit Warren Disbrow D-25 biplane designed by Charles Healy Day as a successor to his earlier GD-24 series airframe in 1929—complete with goggles and earplugs. Accelerating between 70 and 80 mph, as registered by the port wing wire brace strut-installed, wind-actuated-airspeed indicator on a recent October flight, the biplane surmounted the silver surface of the Hudson

River as its passengers were bombarded by engine-emitted slipstream and spitting castor oil.

As the final immersion in Old Rhinebeck’s time portal, the flight transported them into World War I skies, enabling them to experience what the pilots in the air show did as they performed their own maneuvers. Later rudder-induced into a left bank toward the aerodrome after an all-too-short aerial stint, the D-25, now side-slipped into an almost vertical, but controlled descent toward the white “X” marking its threshold, flared and settled on to the hill at a power-reduced 50-mph, its two main wheels absorbing the alight and brief deceleration. Taxiing down two-thirds of the grass strip, the still-sputtering, quad-passenger biplane swung around to the right with the aid of its tail wheel and ceased movement at the “Biplane Rides” booth, where another group of four eagerly awaited their experience.

Although Cole Palen made his own last flight to eternity on December 7, 1993, he left more than the vintage aircraft

aerodrome he had created through his passion for and dream of a living aviation museum in the Hudson Valley. He also left a legacy. Follow your inspirations. They all serve to lead to your life’s purpose and the successful, fulfilling completion of it, it could only be interpreted.

His purchase of a few antique airplanes and airplane pieces, unknown to him at the time, led to a living aviation museum and aerodrome for generations to learn from, experience, and enjoy well beyond his own lifetime. As he had often advocated, “keep the dream alive,” a goal he undoubtedly achieved on many levels. ■



Robert G. Waldvogel has spent thirty years working at JFK International and La Guardia airports with the likes of Capitol Air, Midway Airlines, Triangle Aviation Services, Royal Jordanian Airlines, Austrian Airlines, and Lufthansa in Ground Operations and Management. He has created and taught aviation programs on both the airline and university level, and is an aviation author.



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Details, Dioramas & Airport Nostalgia

JULIA LAURIA-BLUM

jblum@metroairportnews.com

Growing up in West Islip on Long Island in the 1970s, Brian Keene loved to hang around John F. Kennedy Airport. Awestruck by the colors and trademark insignia of aircraft and their movement about the airport, along with the grandiosity of the space and iconic building designs of the Jet Age, Keene decided to take his passion for aviation and the airport to another level by building a 1:400 scale replica of JFK International Airport that would capture and remind him of a moment of time in his life when he was first bitten by the aviation bug.

With 42 years in the aviation industry, Keene began his career in 1980 with Pan Am, followed by positions with PEOPLExpress, Continental and United Air Lines. Today his

aviation career continues with ABM Aviation as Sr. VP/VP of Service Delivery.

Outside of his career, Keene really enjoys aviation as a hobby. His interest in designing and building airport dioramas began in the mid-90s with the development of beautiful die-cast aircraft models. He picked up a couple of these models and was really excited to have them as collectibles. They were heavy and detailed, and Keene thought that it would be a great idea to build an airport to display them in their natural habitat. After he did some calculations and thought about how to proceed, he ultimately decided he could build something really beautiful around his treasured collection of aircraft models.

Initially, Keene was just going to build one terminal, but then the aviation bug

caught up with him and his passion for building pressed him forward to continue. He started building more and more terminals while collecting more and more of the aircraft that went with them.

When building airport dioramas, or any diorama, Keene explained that there are a lot of materials to use. In building his dioramas, he primarily uses foam board, polystyrene, light wood such as balsa, plastic, and various types of material. "There's a lot of little pieces of it that you have to create and repurpose so that you can create something that looks like the real thing," said Keene.

While building the JFK Airport diorama, he found that the most challenging model was the TWA terminal because, while all of the other buildings have

Continued On Page 22



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Continued From Page 20

90-degree angles, the TWA terminal does not have a single right angle in it. "It's all curves," he said, "so I had to figure out how to build that with new material, and to do that I had to do some really serious designing and planning."

Keene's most favorite terminal is the Pan Am Worldport and one of the reasons is that his first job out of college was with Pan American. To this day he remembers standing on the rooftop parking deck of the Worldport overlooking the ramp, watching the Pan Am 747s pulling in. "I remember the pilots waving as they parked the aircraft," he said, "and the vast expanse of Kennedy Airport, and seeing all the international carriers pulling into the International Arrivals Building....just everything about it was really exciting. The building itself holds a lot of memories for me."

When it comes to the diorama's size, many people ask Keene about its dimensions. "It's gotten bigger every time I build a new terminal. Right now, it's about 18 feet square and if I were to add the runways and taxiways, it would be 10 times as big, so it gives you the sense of the mass and size of such an international airport."

The experience of building the JFK Airport diorama has been a real journey for Keene. His diorama will be on display at the Newark Airline Collectible Show on September 10, 2022, located at the Holiday Inn Hotel at Newark International Airport. More information about the show may be found at www.newarkairlineshow.com

Some of the things that Keene hopes people will take away from his experience, particularly those who like him grew up in the 1970s, is that it will bring back memories of a time, a kind of innocent time, when commercial aviation was still new. He also hopes that it will encourage people who collect model aircraft to think outside the box, and that rather than keeping their models tucked away in a box, or on a glass shelf...to go out there and try their hand at building something where they could place them in a 'real life' situation...a habitat where they would have been. But what Keene also really wants is to inspire the next generation of young people out there to collect, to build, and perhaps, ultimately, to embrace the airline and aviation career that he loves so much. ■

KEENE'S MOST FAVORITE TERMINAL IS THE PAN AM WORLDPORT AND ONE OF THE REASONS IS THAT HIS FIRST JOB OUT OF COLLEGE WAS WITH PAN AMERICAN.





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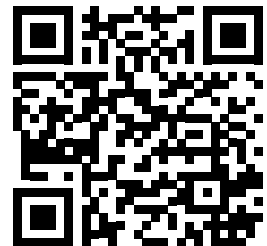


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JFK Airport Rotary Club 2022 Ladies Golf Outing and Spa Day

The JFK Airport Rotary Club held its annual Ladies Golf and Spa event at the beautiful Brookville Country Club. It was a dreary start to the day weather-wise, but that couldn't stop all the smiling faces that were there to enjoy the day regardless of a bit of rain.

The ladies hit the links as the weather cleared up or settled in for some pampering. Both of the event programs delivered a

much-needed day away from the office, and the airport, for the ladies.

The event honored **Susana Desa** from JFKIAT for her contributions to the airport community and beyond. Susana's chosen charity to benefit from the event's proceeds was the Leukemia and Lymphoma Society (LLS). A moving program given by the LLS Woman of the Year, **Laura Maier**, showing how cancer can hit home really fast and how

the necessary help will be there if you need it, due in part from the generous donations made available by organizations like the JFK Airport Rotary Club.

As expected, the JFK Rotary Club delivered a fun event and made a difference to so many through the generous participation of its members and event attendees. ■

Photos from the event can be found online at flic.kr/s/aHBqjA1sTu
For more information about or to join the JFK Rotary Club visit them online at www.jfkrotaryclub.org





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We have been fortunate to have visited Spain's best beaches a number of times. My wife Maureen and I consider the Island of Palma de Mallorca and the Beaches of Malaga (Torremolinos and Benalmadena) some of Spain's finest beach destinations.

Our first beach trip to Spain this year was to the beautiful Island of Palma de Mallorca. We flew Delta Air Lines to Frankfurt, then Lufthansa to PMI/Palma, and returned directly to New York/Newark via United's first direct non-stop flight to the United States ever from PMI/Palma.

The first perception you feel arriving in Palma is the massive size of the airport and the number of passengers traveling to Palma. However, you can virtually go to any major European city via PMI/Palma. The

island is quite large and very easy to drive. The downtown area is beautiful and highlighted by the famous Catedral-Basilica de Santa Maria de Mallorca and a large harbor.

For our second visit, we concentrated on the southern town of Colonia St. Jordi. From this town, you are easily within walking distance (a pretty long walk to the central part of the beach) or a short 10-minute drive to the famous Es Trenc Beach. The beach is beautiful and virtually without waves, just very blue and perfectly clear water, similar to the beaches of Formentera. Just a caution, once exiting off the highway to the road to this beach, driving can be a hair-raising experience, in that most of this road is a "single lane" for two lanes of traffic. During the week, it is fine, but on the weekends, watch out.

The Town of Colonia St Jordi is as cute as it gets. It is an excellent beach town with plenty of terrific restaurants, first-class hotels, and a beautiful harbor area. Excellent walking and jogging paths encircle the town on its beaches. There are many Universal Hotel Brand Hotels in Colonia St. Jordi, and we stayed at the Universal Hotel Marques on the beach. The hotels are not expensive and offer breakfast and dinner buffets at very affordable rates. The Downtown and Harbor Restaurants are also inexpensive. A rental car is necessary and, again, very affordable.

By far, our love of Spanish beaches is in the Malaga Area. Malaga is a beautiful city with a major airport and has lovely beaches, a famous fort, and a terrific Old Town. The beach towns of Torremolinos and Benalmadena are what attract the tourists. Both cities are connected to Malaga and the AGP/Malaga Airport by a very efficient and affordable train and bus system. The hotels in these areas are excellent, not expensive, and the restaurants are fantastic and downright cheap. The best part of this area is that you are guaranteed perfect, hot, cloudless weather from June through September. You also must remember that the sun does not set until at least 9:30 pm, and we laughed that we had to rush to get to our 11:00 pm dinner reservation, as many restaurants serve until midnight.

We have often stayed at the charming Melia Costa Del Sol Hotel in Torremolinos across from the beach, which has three hotel pools. There are seven Melia hotels in Torremolinos.

In Benalmadena, we have stayed at the Best Hotels Brand Triton Hotel on the beach many times and on the Ocean Promenade Walkway to the famous Benalmadena Marina; there is a large area with many restaurants, bars, and shops on the water within the Marina. A car is not necessary in Malaga or any of the beach cities. Still, if you want to experience other area beaches, a drive to Marbella (65 miles away) and Puerto Banus is definitely recommended.

You may also want to consider visiting the city of Gibraltar and even taking a hydrofoil over to Tangiers, Morocco, for the day. All in all, you can't miss with either of these very European beach areas in Spain.

JONATHAN KATZ

UPCOMING EVENTS

The most comprehensive listing of New York & New Jersey airport and aviation events found anywhere online. www.metroairportnews.com/airport-events

August 4 – 7:00am

KAAMCO Cargo Annual Fishing Trip
Captain Pete Fishing Charters
Freeport, New York 11520
www.kaamco.org

August 8 – 7:00pm

**Civil Air Patrol
Falcon Squadron Meeting**
JFK Airport, Building 14, Jamaica
Jamaica, New York 11430
www.falconsquadron.cap.gov

August 11 – 12:00pm

LGA Kiwanis Club Monthly Meeting
LaGuardia Airport Marriott Hotel
102-05 Ditmars Blvd.
East Elmhurst, New York 11369
www.lgakiwanis.org

August 16

**Republic Airport August
Commission Meeting**
Virtual Event
www.republicairport.net

August 18

The Semantics Golf Outing
Harbor Links Golf Course
Port Washington, NY 11050
www.thesemantics.org

August 19 – 9:00am

Logistics Recruitment Event
New York Career Center
Jamaica, New York 11432
www.caonynj.com

August 22 – 9:00am

LGA Airport Hiring Event
LaGuardia Career Center
East Elmhurst, New York 11369
www.caonynj.com

August 23 – 6:00pm

**Queens Chamber August
Summer Rooftop Mixer**
Vista Sky Lounge
27-05 39th Avenue, Top Floor
Long Island City, NY 11101
www.queenschamber.org

August 25 – 12:00pm

LGA Kiwanis Club Monthly Meeting
LaGuardia Airport Marriott Hotel
102-05 Ditmars Blvd.
East Elmhurst, New York 11369
www.lgakiwanis.org

August 26 – 9:00am

**EWR Airport Aircraft & Building
Cleaner Recruitment Event**
Downtown Newark Career Center
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September 7 – 10:00am

LAAMCO Monthly Meeting
LaGuardia Airport, Terminal B,
Queens, NY 11371
www.laamco.com

September 7

JFK Rotary Club Summer Delight
Save the Date
www.jfkrotaryclub.org

September 10

**LGA Kiwanis Club
Kids Day at LaGuardia Airport**
LaGuardia Airport
East Elmhurst, New York 11369
www.lgakiwanis.org

September 12 – 7:00pm

**Civil Air Patrol
Falcon Squadron Meeting**
JFK Airport, Building 14, Jamaica
Jamaica, New York 11430
www.falconsquadron.cap.gov

September 12

**JFK Chamber of Commerce
Golf Outing**
Brookville Country Club
Glen Head, NY
www.jfkccoc.org

September 12

2022 NYAMA Fall Conference
Woodcliff Resort & Spa
Fairport, New York 14450
www.nyama.aero

September 19 – 9:00am

**Queens Chamber Foundation
Annual Golf Outing and Dinner**
Garden City Country Club
206 Stewart Avenue
Garden City, NY 11530
www.queenschamber.org

September 24

**The 56th Annual Bayport
Aerodrome Fly-In**
Bayport Aerodrome (23N)
Bayport, New York 11705
www.aacgny.org

October 13

**Our Lady of the Skies
2022 Annual Luncheon**
Crest Hollow Country Club
Woodbury, New York 11797
www.christfortheworldchapel.org

October 22 – 11:00am

**The Business of Women
Entrepreneurs 2022
Entrepreneur Summit**
TWA Hotel
John F. Kennedy International Airport,
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www.queenschamber.org

October 28 – 6:30pm

**The Wings Club
Annual Awards Gala**
New York Hilton Midtown
New York, New York 10019
www.wingsclub.org

November 12 – 6:30pm

**2022 Fundraising Gala of
the Pan Am Museum Foundation**
Cradle of Aviation Museum
Garden City, New York 11530
www.thepanammuseum.org

November 18 – 10:00am

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- ▶ From the Jackson Heights-Roosevelt Avenue subway station, the LaGuardia Airport Link bus (Q70-SBS) provides non-stop service to LaGuardia Airport. Connections are available from the E, F, M, R trains or the 7 at 74th St-Broadway subway station.
- ▶ From Long Island, take the LIRR train to Queens and connect to the LaGuardia Link Q70-SBS from the LIRR Woodside station.
- ▶ From upper Manhattan, Westchester and Connecticut, take the M60 bus, which stops at Harlem 125th Metro-North Station, making multiple stops along both 125th Street and Broadway.



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