



# METROPOLITAN Airport News<sup>TM</sup>

AUGUST 2023

*The Journal of the Metropolitan New York Airport Community*

## Boeing and the Rise of the 7x7 Jetliners

*The Icons of Commercial Air Transport*

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**New York Air: The Big Apple Airline  
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Welcome to the August issue of the *Metropolitan Airport News*. I hope your summer is going great. As people travel all over the world enjoying time off with friends and family, connecting for business, or simply discovering new places, we rarely think about the plane we're on. Of course, we want it to be safe, clean, and modern, but often do you think about whether it's a Boeing, Airbus, or Embraer? Is it an A320 or a 737? Most people won't know the difference. Will it get me there on time safely?

That's how it is now, with Boeing and Airbus dominating the commercial aircraft manufacturing space. Our feature in this issue tells you how Boeing came to be. It's an interesting story about how the company evolved long after the founder formulated and executed his original concepts. Enjoying his great success in aviation later in life, Boeing invested in thoroughbred racehorses and real estate and community planning. He spent the last 20 years of his life enjoying those passions.

The last plane he would see developed would be the 367-80, a prototype for the 707; Bill Boeing died in 1954. The Boeing Corporation went on to be the most significant American aircraft manufacturer and currently has over 150,000 employees around the world. Pioneers and visionaries throughout history have been at the foundation of successful brands that are still relevant and thriving today. The next time you get on a plane, take time to notice the manufacturer, and if it's a Boeing, give a nod to Bill for a well-lived life.

I hope you can join in on an airport community event; there are golf outings, fishing trips, and many other events over the next few months. It's a great way to meet people, network, and socialize. Job fairs are up and running throughout the month, and the *Metropolitan Airport News* job board is up to date and ready to connect job seekers with employers throughout the airports.

Thank you for taking the time to pick up the *Metropolitan Airport News*; I'll see you around the airport!

*Katie Bliss*

Katie Bliss, *Publisher*

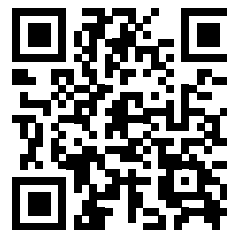


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## ON THE COVER

The Boeing 787 production line. The industry-leading technology of the 787 Dreamliner is creating remarkable opportunities for airlines around the world and dramatically improving the air travel experience.

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# COMPANY SPOTLIGHT

## Hempstead Tire

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**H**empstead Tire is a full-service automotive repair and tire center servicing Nassau, Suffolk, and the five boroughs. Located only 25 minutes from John F. Kennedy International Airport, the company provides delivery, pickup, and drop-off service for all tires, spares, repairs, and replacements. Its mobile and on-site services offer tire repair on all vehicles and heavy equipment, including cars, vans,

trucks, ground service equipment (GSE), and most other mobile airport equipment. The company also provides mobile forklift tire service and an on-site press.

The company is family owned and operated and was founded in 1938 on 30th & 1st Avenue in Manhattan by Harry Chazen, the grandfather of the current owner, Michael Chazen. In 1949 a new location was opened in Lynbrook by Michael's father, Toby, and

in 1960 its Hempstead Tire location was opened by Michael's uncle Harold.

Michael entered the family business in 1973 and became a partner in 1976, establishing ownership in 1982. He has been the current owner for over 40 years, owning and operating the West Hempstead and Lynbrook locations. His oldest son, Jake Chazen, has been at the West Hempstead location for more than ten years, and his youngest son, Jesse, works at the Lynbrook location (Capital Tire of Lynbrook).

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# ON DUTY

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



*John W. Dietrich*

■ **FedEx Corp.** announced the appointment of **John W. Dietrich**, formerly the Chief Executive Officer of Atlas Air Worldwide, to Executive Vice President and Chief Financial Officer, effective Aug. 1, 2023. The company also announced strategic shifts within the Finance organization to bolster its ongoing transformation further

As previously announced, Executive Vice President and CFO **Michael C. Lenz** transitioned out of his role on July 31, and will remain with the company as a Senior Advisor until Dec. 31, 2023, to help ensure a smooth transition.



*Nicole Mies*

■ Leadership change in **Lufthansa Cargo's** Corporate Communications department: **Nicole Mies** has been in office as the new Head of Communications and Corporate Social Responsibility since mid-July. She succeeds Jacqueline Casini, who left the company at the end of May. In her new role, Nicole Mies will be responsible for and manage the disciplines of internal and external

corporate communications, marketing, environmental management, and corporate social responsibility, which are combined in one department.



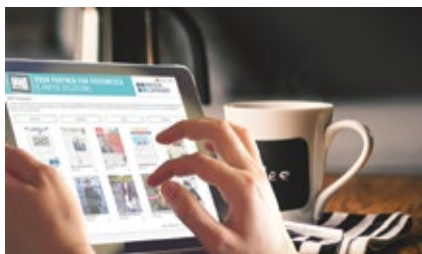
*Susan Pfingstler*

■ **JetBlue** announced the appointment of **Susan Pfingstler** to vice president of JetBlue University. Pfingstler will oversee the carrier's award-winning training programs and facilities in this role. She will report to Warren Christie, JetBlue's head of safety, security, fleet operations, and JetBlue University. From locations in Orlando, New York, and Salt Lake City, JetBlue University offers

new hire and recurrent training for JetBlue's airports, customer support (reservations), flight operations, inflight, system operations, and technical operations (maintenance) crewmembers, as well as pilot training services for a variety of other airlines around the world. ■



**Paul J. Emmert**, 80, of Huntington, passed away on August 2, 2023. Paul worked for TWA for 35 years. Beloved husband of Andrea for 49 years. Loving brother of Robert (Janis) and brother-in-law of Russell (Carolyn) Gorog. In lieu of flowers, memorial donations made in Paul's name to a charity of your choice would be greatly appreciated.



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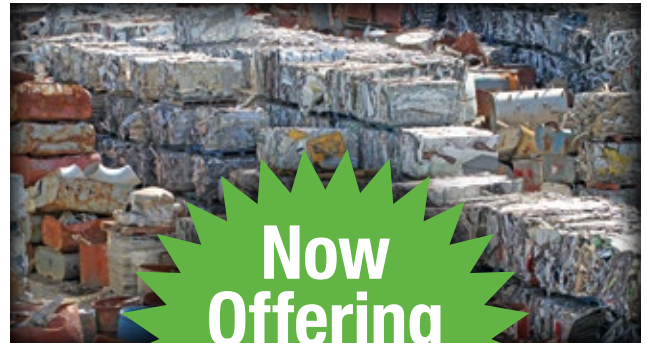
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# AIRPORT COMMUNITY

## Airport Community Golf Classic

Benefitting the JFK Air Cargo Association, Aviation High School Education Foundation, and the Council of Airline Maintenance Managers.

The local airport community has always been generous when donating time, money, and resources to worthy causes at our airports and surrounding communities. The Airport Community Golf Classic (ACGC) was founded to assist these local airport and aviation-related associations with fundraising efforts to continue the essential work they provide on behalf of the aviation industry.

This year, the Airport Community Golf Classic will be held on September 21, 2023, at the Lawrence Yacht & Country Club. The proceeds from the ACGC will be distributed to three partner associations; the JFK Air Cargo Association, the Aviation High School Education Foundation (AHSEF), and CALMM (Council of Airline Maintenance Managers). These organizations are advocates for airport and aviation education, workforce development, and the advancement of the aviation industry, serving as shining examples of what makes our airports the best in the world.

The current roster of ACGC sponsors includes ASAK Solutions, Vaughn College, Lilker—an IMEG company, Aqueous Solutions, Citiwaste, Metropolitan Airport News, The Ark at JFK, and Miles



Petroleum. ACGC has partnered with Ford of Queens and John Starks KIA; they will be providing two vehicles as prizes for the ACGC Hole-In-One competition.

The Airport Community Golf Classic (ACGC) is hosted and managed by the Airport Community Group, a volunteer committee of airport leaders raising funds to assist local airport associations in promoting workforce development, educational opportunities, and advancing business growth while creating connections within the local communities that our airports service.

Come out to enjoy a great day of golfing and networking while helping to fundraise for the JFK Air Cargo Association, the Aviation High School Education Foundation, and the Council of Airline Maintenance Managers (CALMM). All golfers will enjoy breakfast, lunch, green fees, cart rentals, and awards reception.

Visit [www.ACGolfClassic.com](http://www.ACGolfClassic.com) for additional information. ■

## PANYNJ Launches Institute of Concessions to Increase Local Business Participation

The Port Authority of New York and New Jersey announced the launch of a new specialized training program to be called the Institute of Concessions (IOC), offering extensive training and mentoring intended to increase the number of local and diverse airport concessionaires included in the Port Authority's \$19 billion transformation project of John F. Kennedy International Airport. The IOC is part of the agency's community development program that is the centerpiece of the Port Authority's redevelopment of JFK.

"With the \$19 billion transformation of JFK Airport into a world-class global gateway fully underway, we are committed to ensuring that this historic project will also provide opportunities to the surrounding communities," said Port Authority Executive Director **Rick Cotton**. "The Institute of Concessions will provide the training and support needed to help local businesses participate fully in the new concession program at JFK."

"This new multi-faceted program will provide a gateway for local

and diverse businesses to gain the in-depth knowledge that is essential to successfully bid for and operate an airport concession," said Port Authority Chairman **Kevin O'Toole**. "The Institute of Concessions will initially focus on concessions at the major airports with the goal of expanding its work to concession opportunities at any Port Authority facility."

The IOC is a new multi-faceted program that will provide in-depth knowledge, understanding, and practice of key competencies identified in a study by The Academies of Sciences and Transportation Research Board as necessary to successfully operate a concession in an airport terminal. The training will be delivered by successful subject-matter experts on topics such as: customer experience, financial investment and return, design and construction, operations and management, security requirements and more.

By completing the IOC, businesses will be equipped with the necessary skills to competitively bid for concession opportunities, and effectively operate concessions within the airport. The goal is to create a pipeline of local and diverse businesses that can demonstrate to the Port Authority and its terminal partners their ability to successfully manage concessions and contribute to the overall success of the airport. ■

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# Boeing and the Rise of the 7x7 Jetliners

## The Icons of Commercial Air Transport

**JULIA LAURIA-BLUM**  
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When William E. Boeing left Yale University in 1903 at 22 and went west to start a new life in Grays Harbor, Washington, for opportunities in the timber industry, little did he know how well the experience would serve him in the fledgling aviation world.

William 'Bill' Boeing began learning the logging business on his own, starting with land and mineral rights that he had inherited from his mother's estate. Subsequently, the purchase of more timberland began to add to the wealth he had inherited, and he started to explore new frontiers supplying expeditions to Alaska.

In 1908, William moved to Seattle to establish the Greenwood Timber Company.

Already enchanted with airplanes, he attended an aviation meet in 1910 in Los Angeles. Five years later, Thomas Hamilton, the founder of Hamilton Metalplane Co., introduced Boeing to U.S. Navy engineer Lt. G. Conrad Westervelt.

Boeing and Westervelt shared an interest in aviation and became close friends. On the morning of July 4, 1914, the two men decided to celebrate Independence Day by purchasing rides in an airplane flown by barnstormer Terah Maroney off Lake Washington.

Sitting on the plane's lower wing, Boeing's feet were braced against footrests, with his hands gripping the wing. Thrilled by the experience, he exchanged places with Westervelt and then went back up again, spending the rest of the day repeating the experience. By mid-afternoon, the

two men were already planning how to design a better airplane.

Wanting to learn to fly, Boeing applied to the Glenn Martin School in Los Angeles for instruction. Upon completing the course, he ordered a Model TA from the Martin factory for his personal use. Convinced there was a great future in the aviation industry, he became interested in aircraft construction.

Boeing and Westervelt developed a single-engine, two-seat seaplane made of wood, linen, and wire, the Bluebill, B&W Model 1. Its initials stood for Boeing and Westervelt. On June 15, 1916, Bill Boeing made the first test flight of the first B&W airplane that measured 15.5 feet long, flying 900 feet. Shortly after, on July 15 of that year, Boeing incorporated Pacific Aero-Products Co.

The B&W Model 1 was assembled by a team of carpenters, cabinetmakers, seamstresses, and shipwrights in a wood-framed seaplane hangar that Boeing had purchased in 1910 to house the construction of a yacht he was having built for himself at a seaplane base along the Duwamish River in Washington. The seaplane hangar, affectionately known as the Red Barn, was converted into the company's engineering offices and manufacturing plant. In 1917 Pacific Aero-Products Co. was renamed the Boeing Airplane Company, and the largest aerospace company in the world was born.

After the U.S. entered World War I, the military needed naval training planes. The Boeing Model 2, or Model C, was a two-place training seaplane and the first 'all Boeing' design. Boeing shipped two newly manufactured Model Cs to Pensacola, Florida, and the Navy was so impressed that they ordered 50 more.

After the 'Great War' ended, the Boeing Model 40 was a single-engine biplane used for U.S. Airmail services in the 1920s and 30s. The Boeing Airplane Company later secured its future at the Red Barn when its engineers designed the B-17 and B-29 bombers that were instrumental in helping the Allies win the Second World War.

When the Boeing Company outgrew the environs of the Red Barn's ground floor, it expanded to form a vital industry in the Pacific Northwest and sold the Red Barn (Bldg. #105) to the Port of Seattle in 1970.



The Red Barn; the original Boeing airplane factory at the Museum of Flight, Seattle, WA.

This historic two-story, gable-roofed barn was restored and reopened as the Museum of Flight in Seattle in 1983. Today Boeing's major production facilities are located at three different facilities in the United States; the Everett and Renton facilities in Washington State and a third plant in Charleston, South Carolina.

Over the last 100 years, Boeing has successfully developed aircraft at each stage of the aviation industry's development, from early airmail carriers to military aircraft, commercial airliners, and the latest jets built with carbon-fiber composites.

The evolution of Boeing's passenger-carrying commercial aircraft, excluding variants, began with Boeing's Model 80, which first flew in August of 1928 and shortly after worked along Boeing Air Transport's route carrying 12 passengers. The Model 80 and the 18-passenger 80A stayed in service until 1934 when they were replaced by the all-metal Model 247. The Boeing Model 247 was an early airliner and one of the first aircraft to incorporate advances such as retractable landing gear and an autopilot. In 1938 Boeing launched the largest passenger airplane of the era, the B-314 Clipper, a long-range flying boat developed for and sold to Pan American Airways. It could carry ten crew and 74 passengers and had a range of 3,500 miles. The Boeing Model 307 Stratoliner was the world's first high-altitude commercial transport and the first four-engine airliner in scheduled domestic service, and it set new standards for speed and comfort. Its first flight occurred on December 31, 1938, and accommodated five crew and 33 passengers.

After World War II, Boeing re-entered the commercial market with a new long-range four-engine airliner, the Model 377 Stratocruiser. Its first flight took place on July 8, 1947, with a range of 4,600 miles, accommodating 55-100 passengers and attendants.



The Boeing 747-121 'City of Everett', N7470 on display at the Museum of Flight. The Museum's aircraft was the first 747 ever built, known as RA001.

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## The Boeing 7x7 Series

For decades Boeing has been the premier manufacturer of commercial airliners. From the 707 to the 787, Boeing has over 60 years of development with its classic 7X7 Series. Beginning with the Boeing 707 in the 1950s, the 707 was the first largely successful jet aircraft that ushered in the Jet Age with its first flight on December 20, 1957. This commercial transport had a cruising speed of 600 mph, a range of 3,000 miles, and a 41,000 feet ceiling accommodating up to 181 passengers. In just two years, the 707 would help change the way the world traveled, and travel by air eclipsed travel by rail and sea. A historical snapshot of the 707 on [www.boeing.com](http://www.boeing.com) stated, "The dawn of a new era in travel helped to make the terms "Boeing" and "707" fashionable. Requests poured into Boeing for rights to use "707" for naming products. Jantzen swimwear titled its 1957 collection "the 707." In 1960 Boeing introduced a lighter 707, designated as the 720 when it was modified for short-to-medium range routes and used on shorter runways.

After the 707, next came the Boeing 727, a commercial air transport that clinched Boeing's reputation as the leading manufacturer of commercial jets. The 727 had a distinctive appearance with its jaunty T-shaped tail and three rear-mounted engines. Its first flight was in February 1963 and had a range of 3,110 miles, a ceiling of 36,100 feet, and a cruising speed of 570 mph. It carried billions of passengers on everything from short hops to cross-country



Boeing's Renton Production Facility, Renton, WA. More than 14,500 commercial airplanes (707, 727, 737, and 757) or about 30% of the worldwide fleet flying today were built in Renton.

flights and was one of the greatest-selling commercial jets in history. By the mid-1960s, the Boeing name was synonymous with large multi-engine jets, so when the company announced its new commercial twinjet, the Boeing 737, it quickly earned the nickname "Baby Boeing." The 737's first flight took place on April 9, 1967, with a cruising speed of 580 mph, a range of 1,150 miles, a ceiling of 35,000 feet, a crew of two, and up to 107 passengers. With its continued production, by 1987, the 737 was the most ordered airplane in commercial history. With its subsequent variants, Boeing Commercial Airplanes set a new Guinness World Record in March 2018 for "highest production of a large commercial jet when

the 10,000 737 was assembled in Renton, Washington. On February 9, 1969, the Boeing 747, also known as 'the Queen of the Skies,' had its first flight with a cruising speed of 640 mph, a range of 6,000 miles, a ceiling of 45,000 feet, accommodating 33 attendants and between 374 to 490 passengers. The 747 was the result of the work of some 50,000 Boeing people. Called "the Incredibles," these were the construction workers, mechanics, engineers, secretaries, and administrators who made aviation history by building the 747, the largest civilian airplane in the world in roughly 16 months during the late 1960s. The incentive for creating the massive four-engine jumbo jet 747 came from airfare reductions, a surge in air-passenger traffic, and increasingly crowded skies. With its spacious interior, the 747 was often compared to a living room, complete with easy chairs, generous space to stretch your legs, and a spiral staircase to an upstairs lounge compartment equipped with enough room and a bar. Since the beginning of its production in 1967, about 1,574 variants of the 747 have been manufactured. On December 6, 2022, the last 'Queen of the Skies' and commercial aviation's most iconic airplane left Boeing's wide-body factory in Everett, Washington, ahead of its delivery to Atlas Air in 2023 as a freighter, marking the end of an era in aviation.



Boeing delivered the final 747 to Atlas Air Worldwide, bringing to a close more than a half century of production.

Continued On Page 14

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## Continued From Page 12

A successor to the B-727, the twin-engine Boeing 757 was a medium-range jetliner that was up to 80% more fuel efficient than the older 727. Its first flight was on February 19, 1982. It had a cruising speed of 500 mph, a range of 3,200 - 4,500 miles, and could accommodate 200-228 passengers. By late 2003, Boeing ended 757 production due to the increased capabilities of the latest 737, and the plane's 23-year run concluded with the 1,050th built Boeing 757. The Boeing 767, built in Everett, WA., can carry up to 290 passengers. The 767 is a wide-body, double-aisle jet, but, like the smaller standard-body 757, it was designed for fuel efficiency. The 767-200 was first ordered in 1978, and the last was delivered in 1994. Its extended-range model, the 767-200ER, entered service in 1984. The 767-300 was first ordered in 1986 and was followed by its extended-range model, first delivered in 1988.

Boeing's 777 was the first entirely new Boeing airplane in more than a decade and the first jetliner to be 100 percent digitally designed using three-dimensional computer graphics. The aircraft was "preassembled" on the computer throughout the design process, eliminating the need for a costly, full-scale mock-up. It had its first flight in June 1994. Features include a cruising speed of 615 mph, a range between 4,210 to 8,270 miles, and a ceiling of 37,999 feet, accommodating 305 to 440 passengers. On October 21, 2014, Boeing broke ground for a new 1-million-square-foot 777X Composite Wing Center at its Everett, Washington site. And the 777 is the first airplane to have a rose named after it. Olympia, Washington's Western Independent Nurseries, developed the deep purple-red rose.

In January 2023, Boeing designated a new super-efficient mid-size aircraft, the 7E7, signaling the company's commitment to developing an airplane with major breakthroughs beginning with the letter 'E' for efficiency, economics, environmental performance, exceptional comfort and convenience, and e-enabled systems. The 7E7 was designed as a 200-250-seat aircraft providing non-stop, point-to-point service at speeds similar to the 777 and 747.

On December 15, 2009, the Boeing 787 'Dreamliner' made its first flight from



JULIA LAURIA-BLUM

Interior of The William E. Boeing Red Barn at the Museum of Flight. The two-story barn is the historic birthplace of the Boeing Airplane Company.

Paine Field in Everett, WA concluding its flight with touchdown at Boeing Field in Seattle. The 787-8 Dreamliner can carry 210-250 passengers on routes of 7,650 to 8,200 nautical miles, while the 787-9 carries 250 to 290 passengers on routes of 8,000 to 8,500 nautical miles. In June 2013, Boeing launched the 787-10 and achieved firm configuration in April 2014. The new 787-10 was designed to fly up to 7,000 nautical miles, covering over 90% of the world's twin-aisle routes with seating for 300-330 passengers, depending on an airline's configuration choices.

In addition to bringing big-jet ranges to mid-sized airplanes, the 787 provides airlines with unmatched fuel efficiency, using 20% less fuel for comparable missions than other similarly sized airplanes. It can travel at speeds similar to today's fastest wide bodies, providing airlines with more cargo revenue capacity. Passengers enjoy an interior environment with higher humidity and a feeling of space and comfort, with larger windows and open architecture with streamlined arches. As much as 50% of the primary structure on the 787, including the fuselage and wing, is made of composite materials.

On November 8, 2014, Boeing donated one of the original 787-8 Dreamliner flight

test airplanes to the Museum of Flight in Seattle. The airplane Boeing donated to the museum, known as ZA003, was the third 787-8 produced. The aircraft had been part of the 787 flight test and certification program, and it circumnavigated the globe several times in 2011 and 2012 during a "Dream Tour" that introduced the 787 to more than 68,000 visitors in 23 countries.

Today, the company manufactures the Next Generation 737, 767, 777, and 787 families of airplanes and the Boeing Business Jet range. New product developments include the 737 MAX and the 777X.

From the manufacture of Boeing's two-seat seaplane made of wood, linen, and wire in 1916, to the classic Boeing 7x7 families of airplanes and the 787 Dreamliner, with much of its primary structure made of composite material, William 'Bill' Boeing's legacy lives on. ■

**Editor's Note:** The author wishes to thank Boeing.com Historical Snapshots: [www.boeing.com/history/products/787](http://www.boeing.com/history/products/787). page for Technical Specifications and historical reference on Boeing's 7x7 Commercial Transports, and thanks the Museum of Flight in Seattle, Washington, for preserving Boeing's incredible history.



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Schedule: Full-Time

Shifts: Days

Location: JFK Airport

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Available Shifts: Days

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Company: ABM

Schedule: Full-Time

Salary: \$23.77 per hour

Location: JFK Airport

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Schedule: Full-Time

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Schedule: Full-Time

Location: JFK Airport

Salary: \$18.00 Hourly

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# New York Air: The Big Apple Airline

BY ROBERT G. WALDVOGEL  
robert077@optimum.net

Some airlines reflect their country, state, geographical region, and even airport of origin in their names. One reflected its city in both name and logo: New York Air, brainchild of Frank D. Lorenzo.

Originally employed by TWA and Eastern in their finance departments in the early-1960s, he subsequently formed Jet Capital Corporation with a partner, issuing shares to himself for only pennies and then using it as a method of financing small, but fledgling interstate Texas International Airlines. Although he became its president in 1972, the youngest of any US carrier to do so, the event became only the beginning of his airline establishment and hostile takeover strategies.

## Formation of the Big Apple Airline

Eight years later, he formed Texas Air Corporation, a holding company that owned Texas International, but he was hardly satisfied with its single concern. In fact, he was hungry to take a bigger bite—in this case, of the big apple.

“Using Texas Air, Lorenzo took the no-frills concept to the East Coast, to New York City, and started a new subsidiary airline called New York Air to compete with the Eastern shuttle between Washington and Boston,” according to Harry Lawrence in *Aviation and the Role of Government* (Kendall/Hunt, 2004, p. 191).

Taking advantage of deregulation’s newly-afforded freedoms, he sought to achieve profitability with lower fares, principally by acquiring used aircraft and employing a lower-wage, nonunion workforce. While limited takeoff and landing slots at New York’s LaGuardia Airport would have otherwise posed an obstacle, he had the political connections to circumvent the restriction.



New York Air McDonnell Douglas  
DC-9-31 at LaGuardia Airport.

The carrier was pieced together in record time. Founding President Neal F. Meehan, once a senior manager of Continental and Texas International, assembled his own team and within a 90-day period hired, trained, and uniformed the required cockpit crew, flight attendants, ground operations personnel, and reservations staff, using an antiquated American Airlines hangar at La Guardia as his administrative and maintenance headquarters. New York Air was approved, after being listed as an extension of Texas International’s operating certificate.

Acquiring former Swissair and Texas International DC-9-30s, it inaugurated service between New York and Washington National with nine daily rotations on December 19, 1980, expanding to Boston two months later, on February 15.

As the first deregulation carrier to challenge Eastern’s long-established air shuttle, it offered lower fares, reserved seating, five-abreast cabins (as opposed to the six-abreast ones on Eastern’s 727-200s), a continental breakfast, and drinks and peanuts the rest of the day. But Eastern guaranteed accommodation to every passenger who showed up at the gate with backup aircraft, even if it dispatched with only a single one onboard.

New York Air’s inaugural flight did so with fewer more than that, however. Only five, in fact, occupied the more than 100 seats on its DC-9 that day.

“New York Air was launched to great fanfare in New York, and the fare wars with the Eastern shuttle commenced, to the delight of the traveling public,” continues Lawrence (*ibid*, p. 191). “New York Air was the first in a long line of airlines that would come to be known as ‘Upstarts.’”

Because of the bright red paint schemes of its aircraft and the stylized apple logos on their vertical tails, it was sometimes referred to as “the big apple airline.” But not everyone viewed this shiny red apple in a positive light. Some found it rotten to the core.

Lorenzo’s concern for labor was less than overwhelming as he strove toward profitability by means of pitiful wages. Instead of investing Texas Air Corporation financial resources into union Texas International’s expansion, they were rechanneled into its lower-cost New York Air subsidiary, sparking the ire of soon-to-picket Texas International pilots. The Air Line Pilots Association (ALPA) similarly established a campaign to prevent the carrier’s growth. And the 1981 Professional Air Traffic Controllers Organization (PATCO) strike,

**Continued On Page 20**



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mandating slot restrictions to counter the manpower shortage, became the final obstacle to its early expansion. Eastern was able to substitute larger-capacity, wide-body Airbus A300 aircraft, which New York Air did not have. Nevertheless, its low-fare formula attracted passengers and it managed to chart a course of slow growth.

Its February 15, 1982 flight schedule advertised “Where smart money goes” and then pointed out that it went to the 11 cities of Baltimore, Boston, Buffalo, Cincinnati, Cleveland, Detroit, Louisville, Newark, New York-La Guardia, Orlando, and Washington-National.

It listed its executive class fares in black and pleasure class fares in red. Examples of these were, respectively, \$55.00 and \$35.00 between New York and Washington, and it noted that “New York Air utilizes DC-9 jets with seating for 120 passengers.”

It continued to emphasize its low-fare structure at the end of the year in its December 19, 1982 system timetable, in which it advertised, “Compare New York Air.”

## Strategy Change

While fares attracted leisure passengers, they were not always successful in doing so when it came to the business ones, and they failed to generate the financial lift that the wings on its airplanes did. New York Air lost \$11 million in 1981 and fared little better in 1982. Texas Air cash injections, revolving bank credit, and share sales kept it in the air, but deregulation-permitted low tariffs failed to consider the market it was trying to serve. What was needed was a strategy change.

That came from Michael E. Levine, who became the struggling carrier’s chairman after Meehan resigned in July of 1982. He targeted the business traveler with improved service and higher fares that still undercut those of the incumbents.

“New York Air: It’s a nice place to visit,” it advertised. “At New York Air, we think flying business shouldn’t be hard work. That’s why on every weekday flight, we give you lots of amenities you won’t find anywhere else, like coffee at the gate, a New York-style breakfast, and The New York Times and The Wall Street Journal on weekday mornings. Mixed drinks, New York-style snacks, and fine

wines all day. Not to mention seat selection, extra legroom, and 80% window and aisle seating on every flight.” With it, it introduced a new slogan, “New York Air: The airline that works for your business.”

Offering what was often referred to as “the flying nosh,” it featured orange juice, bagels and cream cheese, and coffee on morning flights, and selections such as croissants, rolls, breadsticks, assorted cheeses, and monthly “wine tastings” during the rest of the time, on apple-emblem cloths that covered the pull-down tray tables. It even introduced its own inflight publication, *Skylines*. That this was a competitive strategy aimed at the Eastern air shuttle was emphasized.

“New York Air gives you the strength to face the Eastern shuttle,” it proclaimed. “On every New York Air morning shuttle between La Guardia and Washington, you get a complimentary breakfast. On every Eastern morning shuttle, you get hunger pains.”

The strategy was successful. Passenger numbers steadily rose—from 1.5 million in 1981 to 1.7 million in 1982 to 2.1 million in 1983—the first year it recorded a small profit.

In an attempt to bypass the larger hubs in the southeast, such as Charlotte (a Piedmont stronghold) and Atlanta (controlled by Delta and Eastern) and facilitate quick, hassle-free transfers, it established its own in Raleigh/Durham, North Carolina, enabling passengers to connect to cities such as Greenville/Spartanburg, Knoxville, and Savannah from Boston, New York, and Orlando.

Operating 15 DC-9-30s and two 172-passenger MD-80s by March of 1984, it served the 12 destinations of Boston, Charlottesville, Detroit, Fayetteville, Greenville/Spartanburg, Knoxville, Lynchburg, Newark, New York-La Guardia, Orlando, Raleigh/Durham, Roanoke, Savannah, and Washington-National. Nonstops from Newark included those to Detroit, Orlando, Raleigh, and Washington, and from La Guardia to Boston, Raleigh, and Washington—the latter with 15 per day, every hour on the half-hour.

1985 was marked by two expansion strategies: it began taking delivery of eight of the 24 Boeing 737-300s that Texas Air Corporation had ordered for Texas International, and it established its second hub at Washington-Dulles International Airport in

July, after constructing a \$3.6 million concourse complete with an Apple Club restaurant. By the end of the year, it operated 35 daily departures from it, eventually offering nonstop flights to Boston, Charleston, Cleveland, Detroit, Ft. Lauderdale, Greenville/Spartanburg, Hartford, Islip, Jacksonville, Knoxville, Miami, Minneapolis, Newark, New York-JFK, New York-La Guardia, Orlando, Philadelphia, Raleigh/Durham, Rochester, Tampa, West Palm Beach, and White Plains.

From a third, or mini-hub, in Newark, it offered its hourly, and signature “super shuttle” flights to Boston and Washington, as well as those with reduced frequencies to Cleveland and Detroit.

## Consolidation

The shuttle operation, transferred from La Guardia, was part of the Texas Air Corporation plan implemented in 1986 to acquire Eastern Airlines—a goal it could not achieve with a monopoly in the Boston-New York-Washington corridor, as long as New York Air still served that Manhattan-proximity airport. As a result, Pan Am purchased the routes and its New York operations were shifted to Newark.

Echoing the Darwinian philosophy of “survival of the fittest,” Texas Air Corporation’s “survival of the largest” in deregulated skies was reflected by the initial coordination of its Continental, Texas International, and New York Air subsidies, and ultimate consolidation of them, along with Frontier and PEOPLE Express, into surviving Continental.

As a result, New York Air, which attempted to take a bite out of the Big Apple and compete with its Eastern-synonymous air shuttle, ceased to exist on February 1, 1987 after a half-decade challenge. ■



### ROBERT G. WALDVOGEL

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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# American Airlines Education Foundation Awards Nearly \$1 Million in Scholarships

340 students in eight countries received a scholarship from the American Airlines Education Foundation, 100 scholarship winners are first-generation college students.

As students prepare to return to the classroom this fall, the American Airlines Education Foundation is helping ease the cost of higher education by providing nearly \$1 million in scholarship funds to 340 students who are dependents of the airline's team members.

Scholarships fund full-time undergraduate study at any accredited college, university, or vocational program worldwide. Each recipient was awarded a \$2,500 scholarship, and 100 first-generation college students received an additional \$1,000 for the 2023–2024 school year.

“This year, our scholarship recipients continue to raise the bar — consistently establishing ambitious goals and striving to excel in their chosen fields of study,” said Ron DeFeo, American's Chief Marketing & Communications Officer and President of the Education Foundation. “We take great pride in supporting our team members and their families as they work toward reaching new heights



throughout life's journey.” Recipients of this year's scholarships live in eight countries: the United States, Canada, Mexico, Dominican Republic, England, Jamaica, Peru, and Spain.

They are dependents of team members employed by American and its wholly owned carriers Envoy, PSA, and Piedmont in 70 cities around the world. Approximately 1,375 students applied for an Education Foundation scholarship this year. Applicants are evaluated through a competitive application process based on academic achievement, community service, extracurricular activities, and financial need.

The 2024–2025 academic year application window will open in January. For more information about the Education Foundation scholarship, visit [aa.com/scholarships](https://aa.com/scholarships). To learn more about the ways American Airlines is giving back to the communities it serves, please visit [aa.com/letgoodtakeflight](https://aa.com/letgoodtakeflight). ■

## United Becomes First U.S. Airline to Add Braille to Aircraft Interiors

New tactile signage will help people with visual disabilities better identify row numbers, seat assignments, and lavatory locations.

United became the first U.S. airline to add Braille to aircraft interiors, helping millions of travelers with visual disabilities more easily navigate the cabin independently. According to the Department of Transportation, about 27 million people with disabilities traveled by air in 2019.

The airline currently has equipped about a dozen aircraft with Braille markings for individual rows and seat numbers as well as inside and outside the lavatories. United expects to outfit its entire mainline fleet with Braille by the end of 2026.

“Finding your seat on a plane or getting to the restroom is something most of us take for granted, but for millions of our customers, it can be a challenge to do independently,” said Linda Jojo, Executive Vice President, Chief Customer Officer for United. “By adding more tactile signage throughout our interiors, we're making the flying experience more inclusive and accessible, and that's good for everyone.”



In addition to adding Braille, United is working with the National Federation of the Blind (NFB), the American Council of the Blind (ACB) and other disability advocacy groups to explore the use of other tactile navigational aids throughout the cabin such as raised letters, numbers and arrows.

For the eighth-straight year, United was recognized as a Best Place to Work for Disability Inclusion and earned a top score on the Disability Equality Index benchmarking tool, a joint initiative of the American Association of People with Disabilities and Disability:IN, to advance the inclusion of people with disabilities.

The rollout of Braille to mainline aircraft over the next few years is the latest way United has worked to create accessible solutions for its customers and employees. ■



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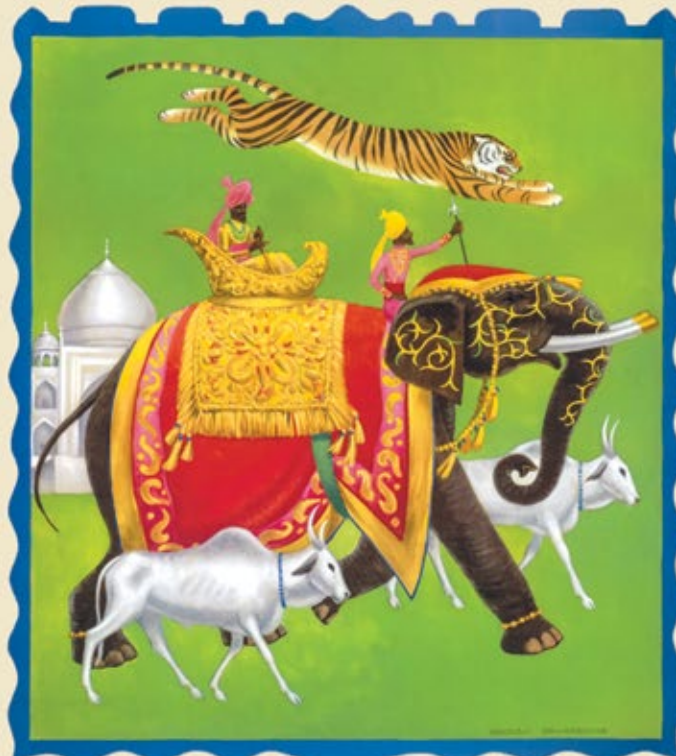
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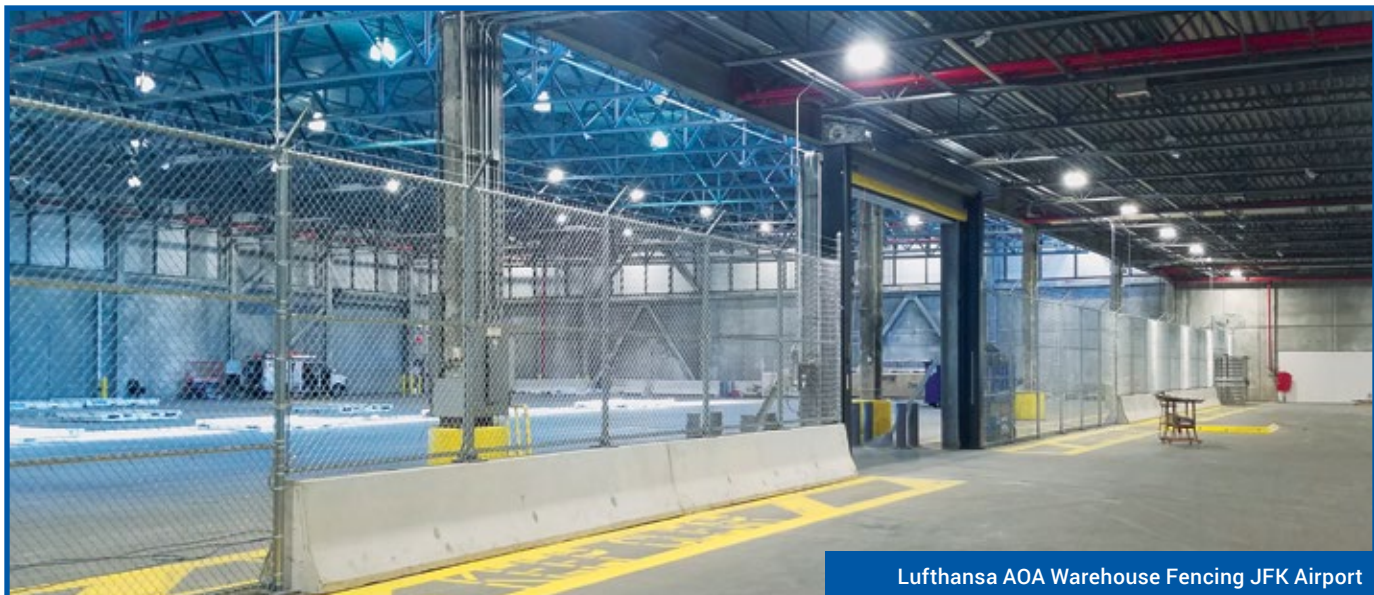
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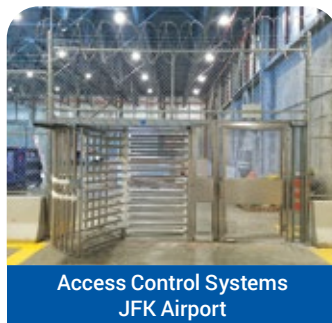
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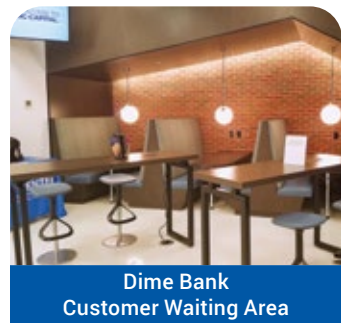
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# AIRPORT COMMUNITY

## 2023 JFK Rotary Ladies Golf & Spa Day

The JFK Airport Rotary Club held its annual Ladies Golf & Spa event at the Brookville Country Club. The ladies hit the links or settled in for some pampering back at the clubhouse. Both event programs delivered a much-needed day away from the office and the airport.

The event honored long-time Rotarian **Denise Erickson**, Vice President of the Airport Division at Duty Free Americas, for her contributions to the airport community and beyond. The event

proceeds will benefit the Tunnel to Towers Foundation, as selected by this year's event honoree.

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

View the photos from the event, sponsored by *Metropolitan Airport News* at [www.metroairportnews.com](http://www.metroairportnews.com). ■



# NON-REV TRAVELER

## Barcelona Revisited



BY MAUREEN KATZ

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**B**arcelona is a very unique tourist area in Spain. It is a major European city, along with being a lovely seaport town, and it has beautiful beaches and is elegant.

One of our favorite things is walking down the main tourist thoroughfare, La Rambla. This most famous street in Barcelona runs from the Plaça de Catalunya to the port, and it is packed with street cafes and statuesque performers. Along this

route is a wonderful place called Mercat de la Boqueria. This market has the freshest seafood, fruit, vegetables, meat, cheeses, nuts, wines, beer, and tapas; the displays are incredible. Proceeding down La Rambla, the Gothic Quarter consists of several plaças (European squares).

Continuing the walk to the Mediterranean, there are many beautiful beaches with cafes and restaurants overlooking the sea. This area of Barcelona is considered to be its seaport area. Also, it contains a casino, aerial trams (Transbordador Aeri del Port), and the city's cruise port.

Gaudí, the famous architect, has significantly influenced many of the structures in Barcelona. One of the most unique buildings visited is the Sagrada Família, The Unfinished Church. It is the world's largest unfinished Roman Catholic Church and a UNESCO World Heritage Site that famed architect Antoni Gaudí designed.

We have often stayed at the Renaissance Barcelona Fira Hotel. It is a unique hotel with a huge open breezeway that cuts through the hotel. There is a feeling that you could fall off of this hotel at any time. The rooms blend together, and once the door to your room closes, it may be challenging to find the door again. It has two pools, one 28 stories up on the roof, and a bar with beautiful views. The other pool is inside and more like a large jacuzzi. The hotel is located midway between the airport and the downtown area and is a quick metro subway ride from the airport.

We have stayed at other hotels in Barcelona, including the Hotel 1890, the Barcelona Meridien Hotel (both on La Rambla), the Grand Marina Hotel (at the Cruise Port), and the Novotel City Center (on the Diagonal).

The city of Sitges must be mentioned and is a short trip to a beautiful coastal town just 30 minutes from Barcelona via high-speed train. This town is perfect for lunch and strolling around for shopping.

What also must be mentioned is that Barcelona Airport–El Prat (BCN) is a very modern and beautiful place to arrive and depart from. The airport was modernized originally for the Olympics in 1992 and continues to be one of the best airports in Europe. ■





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# UPCOMING EVENTS

The most comprehensive listing of New York & New Jersey airport and aviation events available anywhere online. [www.metroairportnews.com/airport-events](http://www.metroairportnews.com/airport-events)

## **August 2** – 5:30pm

**Pan Am Museum Foundation  
Cruise to Croatia & Italy**  
A Fabulous Luxury Silversea Cruise:  
Venice to Venice!  
[www.thepanammuseum.org](http://www.thepanammuseum.org)

## **August 7**

**FDU Master of Public  
Administration Open House**  
JFK Airport, Building 14  
Jamaica, New York 11430  
[www.fdu.edu/mpa](http://www.fdu.edu/mpa)

## **August 7-11**

**2023 JFK Redevelopment Aviation  
Sustainability Mini-Camp**  
This camp will be a weeklong, in-person  
experience for 6-8th grade students.  
JFK Redevelopment Community  
Information Center  
144-33 & 35 Jamaica Avenue  
Jamaica, NY 11435  
[www.anewjfk.com](http://www.anewjfk.com)

## **August 8** – 9:00am

**LAAMCO Monthly Meeting**  
LaGuardia Airport-(LGA)  
3rd Floor, Hangar 7  
East Elmhurst, New York 11371  
[www.laamco.com](http://www.laamco.com)

## **August 9 & 10**

**FDU Master of Public  
Administration Open House**  
Newark Liberty International Airport  
Newark, New Jersey 07114  
[www.fdu.edu/mpa](http://www.fdu.edu/mpa)

## **August 9**

**KAAMCO Cargo  
2023 Annual Fishing Trip**  
Captain Pete Fishing Charters  
Freeport, New York 11520  
[www.kaamco.org](http://www.kaamco.org)

## **August 10** – 12:00pm

**LGA Kiwanis Club  
Monthly Meeting**  
LaGuardia Airport Marriott Hotel  
East Elmhurst, New York 11369  
[www.lgakiwanis.org](http://www.lgakiwanis.org)

## **August 10**

**Regional Alliance for  
Small Contractors Golf Classic**  
Pine Hollow Country Club  
East Norwich, NY 11732  
[www.regional-alliance.org](http://www.regional-alliance.org)

## **August 14 & 28** – 7:00pm

**Civil Air Patrol  
Falcon Squadron Meeting**  
JFK Airport, Building 14  
Jamaica, New York 11430  
[www.falconsquadron.cap.gov](http://www.falconsquadron.cap.gov)

## **August 17** – 12:00pm

**PANYNJ ACDBE Certification**  
Virtual Event  
[www.anewjfk.com](http://www.anewjfk.com)

## **August 17**

**2023 Dan Ferrante Golf Outing**  
Stonebridge Golf & Country Club  
Smithtown, New York 11787  
[www.dfgojfk.org](http://www.dfgojfk.org)

## **August 19**

**NATIONAL AVIATION DAY**

## **August 22**

**Republic Airport  
Commission Meeting**  
Republic Airport-(FRG)  
7150 Republic Airport  
East Farmingdale, New York 11735  
[www.republicairport.net](http://www.republicairport.net)

## **August 22**

**FDU Master of Public  
Administration Open House**  
JFK Airport, Building 14  
Jamaica, New York 11430  
[www.fdu.edu/mpa](http://www.fdu.edu/mpa)

## **August 24** – 12:00pm

**LGA Kiwanis Club  
Monthly Meeting**  
Virtual Event  
[www.lgakiwanis.org](http://www.lgakiwanis.org)

## **August 25** – 9:00am

**OTG LGA Hiring Event**  
LGA Community Outreach Office  
East Elmhurst, New York 11369  
[www.otgexp.com](http://www.otgexp.com)

## **August 30** – 9:30am

**OTG JFK Hiring Event**  
90-4 161st Street  
Jamaica, New York 11432  
[www.otgexp.com](http://www.otgexp.com)

## **September 11-13**

**2023 Fall NYAMA Conference**  
TWA Hotel  
Jamaica, New York 11430  
[www.nyama.aero](http://www.nyama.aero)

## **September 11** – 7:00pm

**JFK Airport Committee  
(JFKAC) Quarterly Meeting**  
VIRTUAL EVENT  
[aircraftnoise.panynj.gov/nycar](http://aircraftnoise.panynj.gov/nycar)

## **September 13**

**KAAMCO Members Meeting**  
John F. Kennedy International Airport  
Port Authority Building  
Jamaica, New York 11430  
[www.kaamco.org](http://www.kaamco.org)

## **September 18**

**Queens Chamber  
of Commerce Golf Outing**  
Garden City Country Club  
Garden City, New York 11530  
[www.queenschamber.org](http://www.queenschamber.org)

## **September 21** – 7:00pm

**The Wings Club  
September 2023 Luncheon**  
Speaker: Alan Joyce, CEO and Managing  
Director, Qantas Group  
The Yale Club  
New York, New York 10017  
[www.wingsclub.org](http://www.wingsclub.org)

## **September 21**

**Airport Community Golf Classic**  
Lawrence Yacht & Country Club  
101 Causeway  
Lawrence, New York 11559  
[www.acgolfclassic.com](http://www.acgolfclassic.com)

## **September 27** – 7:00pm

**LaGuardia Airport Committee  
(LGAAC) Quarterly Meeting**  
VIRTUAL EVENT  
[aircraftnoise.panynj.gov/nycar](http://aircraftnoise.panynj.gov/nycar)

## **September 28** – 7:00pm

**2023 The Semantics Golf Outing**  
Wind Watch Golf & Country Club  
Hauppauge, New York 11788  
[www.thesemantics.org](http://www.thesemantics.org)

## **October 20**

**2023 Wings Club  
Annual Awards Gala**  
New York Hilton Midtown  
New York, New York 10019  
[www.wingsclub.org](http://www.wingsclub.org)

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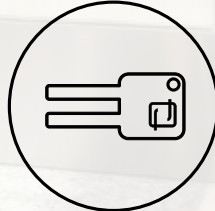




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