

METROPOLITAN Airport NewsTM

FEBRUARY 2023

The Journal of the Metropolitan New York Airport Community



Looking Up!

A Passion for Plane Spotting

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Global Airport Solutions Director at Arcadis

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Welcome to the February issue of the *Metropolitan Airport News*. Hopefully, you're staying warm and enjoying the winter season so far.

This month's feature article, "Looking Up!", focuses on the popular hobby of plane spotting. Plane spotting combines two passions, aviation and photography; it has grown wildly in popularity worldwide. The metropolitan New York area has a very active plane spotting community benefiting from the many vantage points at our airports. So check out the feature to find some great resources; you never know, maybe it will become a new hobby for you too!

January was full of events showcasing the good work provided by local companies and organizations that benefit the airport and local communities. **JFKIAT**, the Terminal 4 operators at JFK airport, had a wonderful event to ring in the new year, and thank all those who contribute to the terminal's success. **GatewayJFK** also had a grand affair for community stakeholders both on and off the airport. By bringing the two communities together, we can operate as a cohesive economic engine for one another's benefit. GatewayJFK aims to advocate for employment, training, business opportunities, community support, and safety for those who live and work off the airport in the surrounding areas.

There is so much going on at the airports for 2023; check the *Metropolitan Airport News* calendar for the most up-to-date airport events. Make sure to get involved with **A New JFK**; you will learn about all the current and upcoming airport projects and business opportunities.

Also, check **Council for Airport Opportunity** for available employment opportunities, and don't forget to register on the *Metropolitan Airport News* job board. Many airport companies are hiring for various levels of skill and experience. So whether you're looking for a new career or just entering the workforce, there is no shortage of positions available at our local airports.

I hope you enjoy the issue; I'll see you around the airports!

Katie Bliss

Katie Bliss, Publisher



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**ON THE COVER**

A 600mm shot of American Airlines 777 departing off Runway 31L past the John F. Kennedy International Airport Air Traffic Control Tower.

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Nick Hutchinson

Global Airport Solutions Director at Arcadis

Nick Hutchinson is Global Leader of Integrated Airport Solutions at Arcadis and has been with the company since March 2018. He was with Parsons Corporation for 20 years, rising to Executive Vice President. During his career, Nick has been directly involved in major airport programs around the world. Nick holds a Bachelor of Science degree in civil engineering from Ulster University in Northern Ireland, an MBA in economics from Heriot-Watt University in Edinburgh, Scotland, and continues to study digital transformation.

1 Can you tell us about your role in the completion of the Terminal 8 expansion?

Nick Hutchinson: I am the Global Airport Solutions Director at Arcadis, responsible for technical and management consultancy services provided to our airport developer and operator clients. I have 42 years of industry experience, including executive leadership on some of the world's most important airport capital development programs. My job involves recruiting, airport planning, design, and building expertise to support PANYNJ's management team. I work with the team to assess project designs for functional operation, technology adaptation, regulatory compliance, environmental and social impact, and compatibility with PANYNJ requirements. In addition, I advise on best practices for the oversight, administration, and permitting of multi-billion-dollar programs, as is the case with the JFK multi-terminal redevelopment.

2 How is Arcadis leading the charge in positioning JFK as a multi-modal hub?

Nick Hutchinson: Arcadis provides expertise in multi-modal and airport planning, design, construction, and program management. In addition, we support the PANYNJ with project oversight and, more specifically, environmentally aware construction delivery. PANYNJ has recognized that airports are evolving to become multi-modal hubs emphasizing the human experience. Future airports like JFK will be the nexus to interconnect urban populations throughout our world, reaching beyond the traditional airport drop-off by providing an integrated multi-modal transportation system, including a curated door-to-door experience. The PANYNJ and its ecosystem of aviation partners are pioneering this human-centric approach with the paying traveler at its core, but importantly they are also supporting the well-being of their dedicated and skilled workforce, which enables the whole system to operate.

3 What solutions will interconnect city to city and from airport to downtown, prioritizing airports as an anchor?

Nick Hutchinson: The human experience is continuously improving, which drives increasing demand for travel, especially intercity and international, which is projected to double over the next 20 years. Transport planners with a global perspective, like Arcadis, are innovating and prototyping new ways to improve the travelers' experience while simultaneously optimizing the resources needed

to enable the journey. A new realistic vision of future travel is that of humanistic urban centers interconnected by high-speed rail and air transport. Roadways, metro systems, and aerial drone networks will facilitate shorter sub-urban and inner-city distances. Major cities and their airports will evolve to enable the new multi-modal paradigm, while smaller towns and regional airports will transform to facilitate smaller autonomous aircraft.

4 How do you envision the impact of technology and sustainability on future airport design?

Nick Hutchinson: Technology and sustainability are interlinked, and their continual evolution depends on one another. For example, sustainability means that our transportation system is self-maintaining with, at minimum, no harm caused to our environment or society. But much more is expected; a sustainable system should add exponentially growing value to our world with benefits such as zero carbon, zero waste, and energy conservation. Technology is an exponential enabler and is required to facilitate a sustainable system. It empowers individualism placing the consumer at the center of decision-making and action; it automates and, in so doing, eliminates labor-intensive bureaucracy, dependency, cost, and delay. For example, the technologies now deployed in airports are seamlessly integrated with beautiful architecture and allow passengers and consumers to self-process through the myriad of points such as ticketing, check-in, bag-drop, security screening, border control, shopping, service providers, and finally, boarding at the aircraft.

5 What can small businesses do to prepare for opportunities in airport developments?

Nick Hutchinson: Small businesses can and will play a vital and value-added role in JFK's future. They are the eyes and ears of the local community. They understand the value to the New York economy, how the regional supply chain works, how to motivate political will, and ultimately what it takes to uplift the well-being of the people who live with the sight and sound of the airport. They must take the initiative, prepare business fundamentals such as registration, banking, and insurance, be entrepreneurial, attend JFK outreach events, and research by whom the major projects will be delivered. Ultimately, the major design and construction firms depend on small businesses with local knowledge and resources to build the projects. Seek out these major firms and ask them what you can do to support them. In return, they will guide you and transfer their "big-player" knowledge to your local organization. ■

ON DUTY

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



Lauren Woods

■ **Southwest Airlines** announced the promotion of Lauren Woods from Vice President of Technology to Senior Vice President and Chief Information Officer, and she will report to Chief Administration & Communications Officer Linda Rutherford. In her new role, Woods will play an important role in managing the airline's technology investments, upgrades and system maintenance, totaling approximately \$1.3 billion in 2023, alone. She is also heavily focused on the transformation of Southwest's enterprise data platforms that drive the Company's data science, analytics, optimization and system integrations. Woods graduated from Cornell University with a Bachelor of Science degree in Business Management & Marketing.



Tom Zheng

■ **Hawaiian Airlines** announced the appointment of Tom Zheng as vice president of technical operations, business planning, and services. In his new role, Zheng will lead a growing portfolio of technical operations initiatives, including expanded aircraft maintenance, dedicated freighter service for Amazon, and a new fleet of Boeing 787-9s. Zheng joined Hawaiian in 2009 as a senior project manager before becoming a director of strategic initiatives. He previously served as managing director of business planning and initiatives in technical operations. Prior to Hawaiian, Zheng was a management consultant for Deloitte, and also worked for American Savings Bank and AT&T where he was a distinguished member of the technical staff and principal engineer.



Alison Taylor

■ **American Airlines Group, Inc.** announced today that Chief Customer Officer Alison Taylor will retire from the airline. Taylor will remain in an advisory role and her day-to-day responsibilities will transition to Vasu Raja, Chief Commercial Officer, and Scott Laurence, Senior Vice President of Global Partnerships and International. Taylor's career has spanned more than 30 years and nine countries at two of the world's top travel organizations. She joined American in 2016 as Senior Vice President of Global Sales and Distribution and later was named Chief Customer Officer.



Lt. Gen. Scott Howell

■ **Joby Aviation, Inc.**, a company developing all-electric aircraft for commercial passenger service, today announced the appointment of Lt. Gen. (ret) Scott Howell, former Commander of the Joint Special Operations Command (JSOC), to the Company's Advisory Board. As JSOC Commander, Lt. Gen. Howell was responsible for the readiness and mission execution of highly-specialized

forces across the Army, Air Force, Navy, and Marines. Howell previously served as Vice Commander of U.S. Special Operations Command (USSOCOM), focused on organizing, training, and equipping more than 70,000 Special Operations personnel, as well as the organization's acquisitions and budgeting. Lt. Gen. Howell served in special operations for over two decades and deployed extensively.



Jean-Pierre Tabet

■ **Ferrovial**, through its Airports division, has appointed Jean-Pierre Tabet as the As-set Management Director in the North America region. Mr. Tabet, who has more than 25 years of aviation industry leadership experience, joins Ferrovial to focus on Ferrovial's aviation portfolio and drive value creation in this market. He will have near-term responsibility for operations, planning, and stakeholder engagement for the transformative New Terminal One (NTO) project at John F. Kennedy International Airport, for which Ferrovial has served as the lead consortium investor since 2022.



Lucie Guillemette

■ **Air Canada** announced the retirement of Lucie Guillemette, Executive Vice President, and Chief Commercial Officer. Ms. Guillemette, responsible for the airline's commercial strategies, will retire at the end of April 2023, ending a highly successful career touching five decades at Canada's flag carrier. Air Canada also announced a realigned senior management structure taking effect with Ms. Guillemette's departure. Mark Nasr, Senior Vice President, Products, Marketing, and eCommerce, will become Executive Vice President of Marketing and Digital and President of Aeroplan. Mark Galardo, Senior Vice President, Network Planning and Revenue Management, will become Executive Vice President, Revenue and Network Planning, responsible for Air Canada Vacations.

■ **At heyworld GmbH**, a subsidiary of Lufthansa Cargo for eCommerce transport solutions, there will be personnel changes on the management level. Boris Hueske and Nikola Todici will take over the company's management as joint Managing Directors. Both will succeed Timo Schamber, who has been Managing Director of heyworld since its foundation and has decided to devote himself to new tasks outside heyworld GmbH and Lufthansa Group. ■



Boris Hueske (left) and Nikola Todici (right)

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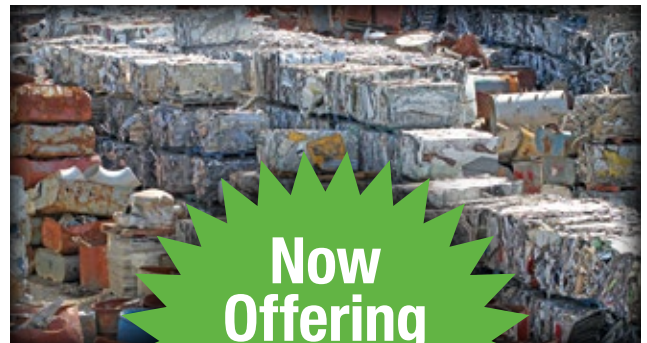
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Looking Up!

A Passion for
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JULIA LAURIA-BLUM
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An ITA Airways flagship A350
at John F. Kennedy International
Airport Terminal 1, photographed
from a helicopter.

VINCENZO PACE

"IF YOU'RE LOOKING FOR RAINBOWS, LOOK UP TO THE SKY; YOU'LL NEVER FIND RAINBOWS IF YOU'RE LOOKING DOWN." – Charlie Chaplin

In 1967, Charlie Chaplin composed these lyrics for the score of the new theatrical release of his 1928 silent film, 'The Circus'. This score accompanied the United Artists re-release of the film in 1969, with a recording of Chaplin singing the song's lyrics himself.

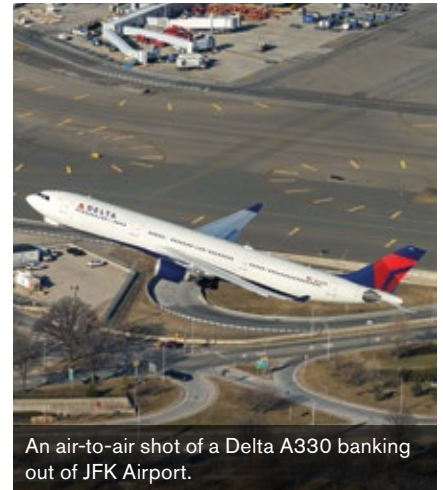
Rainbows, the multi-colored spectrum created by an arc of colors, and the refraction and dispersion of the sun's light by rain droplets, are a wonder to behold. French philosopher, Rene Descartes called wonderment the first passion of all. The colors of a rainbow bending over the horizon is a commonplace phenomenon, but the sight of one is almost always greeted with astonishment and joy. While a rainbow is an optical illusion that does not actually exist as a physical structure, there is an almost ethereal wonderment about it when viewing its magnitude and spectrum of colors from the ground.

The same may be said of this wonderment to the extensive community of plane spotters who must look skyward whenever they

hear flying engines in the distance or who earnestly await the sight of a vintage airplane at an airshow or an airliner's arrival or departure at an airport, so they can capture its image through a lens, or just enjoy the aircraft's design and colors of its livery.

Plane spotting is most often defined by viewing or tracking an aircraft's movement in all stages of flight, although primarily up close and usually at or near an airport. Watching airplanes has been a hobby of aviation enthusiasts since the very beginning of their invention. The term 'Plane Spotter' was first used during World War II, when several countries encouraged civilians to spot and document airplanes in observation corps for reasons of national security and public safety.

Plane spotters have a passion for aviation, and they range in age and hail from countries throughout the world. As a hobby, it can be as simple as going to a local airport to observe airplanes on the weekend or as extreme as traveling the world to view aircraft. It may include photographing and



An air-to-air shot of a Delta A330 banking out of JFK Airport.

documenting airplanes, their unique markings, or their livery. A livery is a paint scheme (most often seen on commercial airliners) that is comprised of color, graphics, and typographical identifiers or insignia, applied to an airplane's fuselage, tail fin, wings, nose, and even underbelly.

NYCAviation (www.nycaviation.com) is a worldwide news and resource organization for aviation enthusiasts and industry professionals alike. It specializes in publishing breaking news, insightful commentary, and stellar photography, covering all that happens in the world of commercial aviation and the entire aerospace sector, including general aviation, military aviation, and space. A comprehensive guide of plane spotting locations throughout the U.S. and the U.K. can be found at: www.nycaviation.com/spotting-guides

Brian Keene is an aviation professional and plane spotter, as well as a designer and builder of historically authentic airport dioramas. His 1:400 scale replica of JFK International Airport reminds him of a time in his life when he was first bitten by the aviation bug and began spotting airline liveries. When he first began to travel by air as a kid, he noticed the colors of the aircraft he flew on, the two-tone blue of Eastern Airlines, the orange sun of National, and the big blue globe of Pan Am. They appeared both

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Plane Spotters Are a Whole Community!

Once you start to study liveries, you begin to appreciate a few things. As we entered the Jet Age, countries began to realize this was how we could advertise our strength and expansiveness. Those new to the world stage were careful with how they designed their liveries, the names of their airlines, and what they meant. They started naming their planes after aviation pioneers, artists, rivers, and emperors. These liveries were not just somebody throwing paint on a plane. They spent a lot of time on them, and of course, liveries are constantly changing with the times. They're always trying to modernize it. One of the things we noticed in the 1970s is that most airlines had an unfinished aluminum underbelly. With grit and rocks coming up on the plane, they wanted to keep them free of paint. In the late '70s, everybody wanted to have a clean white plane called Euro White and just had the airline's name on the side and tail. It added a lot of weight to the plane, so some airlines didn't go that route and just polished their planes' aluminum (like American Airlines). Everybody took a different tact. With the advent of graphic design and digital decals, you can get even more granular and beautiful with shapes, pictures, and photographs. **Brian Keene**

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whimsical and sophisticated to him.

Living in West Islip on Long Island, along the approach path of JFK Airport, Brian began spotting airplanes from the roof of his house with binoculars and a simple air-to-ground radio. He wrote down the airline and aircraft type of every arrival that rumbled overhead, noticing that each one had a different look. He started to wonder, “Who were they, where were they coming from, why did they have call signs like ‘Clipper’ and ‘Speedbird’? He was curious to see them up close, as they were still up about 4,000 feet.

He couldn’t wait to get to JFK Airport, so when he did, he was like a kid in a candy store, running around to find an elevated vantage point where he could best see the aircraft. When he discovered the Pan Am Worldport parking deck, he knew he had found heaven on earth. It was the ideal spot to view all the runways, taxiways, approaches, and acres of airplanes. He learned that the Official Airline Guide (OAG) was a great source of information for a plane

spotter, giving up-to-the-minute schedules, destinations, and equipment, and it became essential if you wanted to spot a specific aircraft. Today, plane spotters have FlightRadar24 (www.flightradar24.com), which is a further advanced web-based method to follow airlines and aircraft.

For Keene, liveries often reflect the excitement of travel, as well as a country’s national identity. TWA’s iconic Twin Globe and red ribbon cheatline (a decorative horizontal stripe applied to the sides of an aircraft fuselage) of the 70s and 80s conveyed a sense of speed and worldwide exploration. “Liveries are also a source of national pride, often reflecting the colors and history of the country they represent. A good example was Alitalia with a heavy dark green cheatline on a white background with accents of red, all the colors that embodied the Italian flag,” said Keene, adding, “an example of a great livery design for a large carrier is American Airlines. They boldly reflect the American flag’s red, white, and blue along with the iconic Eagle symbolizing strength, power, and flight.”

Plane spotting helped to inspire Keene’s JFK diorama and the aircraft displayed within it because it allowed him to create images on film or video that he translated to the building of its actual layout.

Aviation historian **Shea Oakley** cannot recall when he was not a plane spotter and commercial aviation enthusiast. He thinks his interest probably started when he was old enough to lift his head and look at an airplane flying over his family’s home.

“There are few things better than watching a three-quarter of a million-pound product of a 120-year development in human flight than just about anything! Airlines in motion can be sheer poetry, and even if they are parked at a gate surrounded by ground equipment, they still catch my eye,” said Oakley. A classic livery buff, he favors the color schemes of the 1960s and ’70s, both of which he grew up with, and if the old livery has window-lines, a bare metal belly, and a black-painted radome, he usually either likes it or loves it. His top-five favorite liveries of that era are Eastern, National, BOAC (now British Airways), Pan Am, and TWA.

“The late 1960s was an incredibly exciting time in commercial aviation. Annual traffic growth was still in the double digits. A huge variety of airliners were in use, unlike today, and spotters assumed that large numbers of Supersonic Transports (SSTs) like Concorde and the ultimately canceled Boeing SST were coming soon. Then there was also the prospect of the new ‘Jumbo Jets’ entering the scene. Huge aircraft such as the Boeing 747, Lockheed L-1011, and the McDonnell Douglas DC-10 were just around the corner then. So, the feeling was likely that there were already great things to see and great things to look forward to,” related Oakley.

In the 1960s, the public enjoyed spotting planes at what was once the largest observation deck at JFK International Airport for over a decade. It encompassed the International Arrivals Building (IAB) and its East and West Wing. In the days preceding the threats of terrorism, both the Eastern Terminal (the site of the current Terminal 1), and the BOAC Unit Terminal (Terminal 7) had open-air decks. There was also an enclosed viewing area just beneath the cab

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An air-to-air shot taken from a helicopter of a UPS 747-8 departing from Anchorage, Alaska.

VINCENZO PACE



Commercial Kitchen Industrial Floor Coating JFKIA

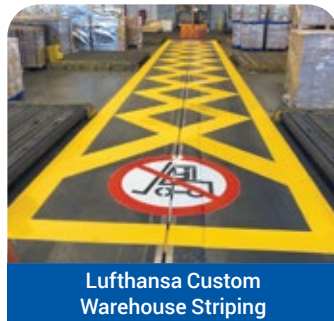


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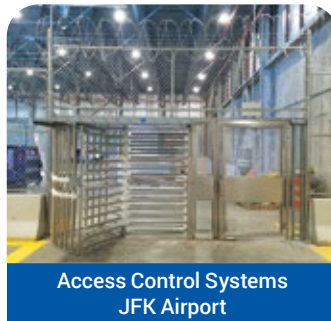
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Continued From Page 12

of the original control tower, open to the public until the early 1970s.

In the post-9/11 age, there are no dedicated viewing areas remaining at JFK International; however, you can still watch jets take off from the TWA Hotel's rooftop Infinity Pool and observation deck for a fee as both guest or non-guest. In addition, there is an open-air section of the Delta Terminal 4 extension, but it is located post-security and only open to Delta Sky Club members.

As airline spotting and photography were already discouraged at airport facilities even before the horrific crime of September 11, since that day, the atmosphere toward airline spotters at large metropolitan airports has become increasingly limited. Hence, locations away from airport property are often the best for plane spotting, and there are several online resources to locate the best places to plane spot.

Vincenzo Pace is a lifelong aviation enthusiast, plane spotter, and a published professional aviation and aerial photographer. While growing up around JFK Airport, aviation was always a part of his life. Airplanes



Plane spotter Vincenzo Pace during an air-to-air photoshoot over JFK Airport.

on the Canarsie visual approach flew by his house in Howard Beach and soon became part of his 'extended family.' As a child, his parents would bring him to the observation deck of the old IAB on weekends.

Vincenzo's father got him into photography at a young age, and in 2005, when

online aviation social media was in its infancy, he connected with local plane spotters via Airliners.net (www.airliners.net). After career priorities took him away from aviation photography, he returned to it five years ago and has since worked hard to improve his photography skills. As a result, his work has been published in numerous print and online aviation media outlets.

With the encouragement and mentoring of close aviation photography friends, Pace has developed as an aerial photographer taking air-to-air and air-to-ground photos of aircraft over airports across the United States. Over the years, Pace has become known for 'banking shots' of aircraft departing from JFK on the Canarsie departure. He and his fellow spotters shoot from a location in Broad Channel, Queens, near the North Channel Bridge, which he says is an excellent location on Jamaica Bay, offering a tranquil setting to take pictures.

Today, as a longtime member of the plane spotting community, Vincenzo enjoys mentoring the next generation of spotters and hopes to serve as a role model for them to thrive and enjoy their passion for aviation and plane spotting. ■



An air-to-air shot taken from a helicopter of a jetBlue A321neo banking out of JFK Airport.

VINCENZO PACE



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Atlas Air Takes Delivery of Boeing's Final 747 Production Aircraft

Unique Livery Celebrates Queen of the Skies' Iconic Legacy

Atlas Air, Inc., a subsidiary of Atlas Air Worldwide Holdings, Inc., announced it had taken delivery of the final 747 ever to be produced by Boeing. The delivery of this aircraft is the last of four new Boeing 747-8 Freighters Atlas ordered in January 2021. Atlas Air will operate this aircraft for Apex Logistics, a Kuehne+Nagel company, under a long-term agreement.

"Our company's history and success are directly linked to the 747 platforms, and we are honored to continue our long history of flying this iconic aircraft for our customers around the world," said John Dietrich, President and Chief Executive Officer, Atlas Air Worldwide. "Atlas Air was founded over 30 years ago with a single 747-200 converted freighter. Since then, we have spanned the globe operating the 747 into well over 800 airports in over 170 countries with nearly every series of the aircraft, including Boeing's 747 Large Cargo Freighter for the transport of 787 Dreamliner parts."

Mr. Dietrich added: "We've carried everything on the 747 from race cars to racehorses, from rocket parts to satellites, electronics, overnight express shipments – and various forms of perishables like fresh flowers, vegetables, and fish. The 747 has also been critical to carrying life-saving goods like medicine, vaccines, and personal protective equipment during the pandemic and other times of need. And we are proud to serve the U.S. military as the largest provider of their airlift – carrying both troops and cargo – and the 747 is the backbone of this critical work."

"We are pleased to operate this aircraft on behalf of Apex Logistics, a Kuehne+Nagel company. This is the second 747-8F delivery as part of our long-term strategic partnership with Kuehne+Nagel, which is reflective of our deep commitment to provide additional capacity for the expansion of their air cargo network."

Mr. Dietrich concluded: "As the world's largest operator of 747 freighters, Atlas is especially proud to take the last 747 ever to



be built. We are grateful to Boeing for their shared commitment to safety, quality, innovation, and the environment, and for their partnership to ensure the continued success of the 747 programs as we operate the aircraft for decades to come."

Atlas' investment in these new aircraft supports the Company's longstanding commitment to environmental stewardship. The 747-8 platform features an advanced design and engines, offering a 16% improvement in fuel use and CO₂ emissions per tonne and a 30% smaller noise footprint compared to the previous generation of aircraft. The 747-8 is well renowned for its tremendous payload capacity and range and its unique nose-loading capability.

Atlas designed a custom split livery for this special aircraft, with the Atlas Air logo on the right side and tail of the aircraft and the Apex Logistics logo on the left side. To honor the legacy of the "Queen of the Skies," a special decal is included to the right of the nose featuring Joe Sutter, considered by Boeing to be the "Father of the 747."

"The names we chose for the last two iconic aircraft fit their legacy – 'Inspire' and 'Empower,'" said Yngve Ruud, Member of the Management Board of Kuehne+Nagel, responsible for Air Logistics. "We are

looking forward to see the last 747-8F aircraft taking off to fulfill the versatile needs of our customers around the world with unmatched capability."

"In 2001 when Apex was founded, our guiding principle was to empower employees with the common goal of offering customers flexible and reliable solutions to their logistics needs," said Tony Song, Group Chief Executive Officer. "Twenty years later, as part of Kuehne+Nagel Group, we are proud to introduce 'Empower,' the newest and most exciting addition to Apex Logistics. This aircraft will reinforce our ability to provide strategic solutions and unique alternatives, with passion. Together with our Apex Logistics colleagues, we are delighted to celebrate this very special occasion with Kuehne+Nagel, Atlas Air and Boeing."

"This monumental day is a testament to the generations of Boeing employees who brought to life the airplane that 'shrank the world,' and revolutionized travel and air cargo as the first widebody," said Stan Deal, President and Chief Executive Officer of Boeing Commercial Airplanes. "It is fitting to deliver this final 747-8 Freighter to the largest operator of the 747, Atlas Air, where the 'Queen' will continue to inspire and empower innovation in air cargo." ■



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Grumman's Amphibious Passenger Haulers

BY ROBERT G. WALDVOGEL

robert077@optimum.net

Although Grumman never designed a bonafide “airliner,” it built three amphibious aircraft that found limited passenger-carrying applications.

Founded by Leroy Randle Grumman, who was once plant manager of the Loening Aircraft and Engineering Corporation, on January 2, 1930, the Grumman Aircraft and Engineering Corporation itself planted its initial – although hardly sedentary – roots in Baldwin, moving to progressively larger facilities, first to Valley Stream eight miles away, then to the Fairchild Flying Field 16 miles away in Farmingdale, and finally to the sprawling Bethpage plant with which it was, for the most part, synonymous, on April 8, 1937. The need for even more space prompted its secondary location at the United States Naval Air Facility designated its “Peconic River” plant in 1953.

Principally a supplier to the Navy, Marines, and Coast Guard, it produced its famous F2F, F3F, F4F Wildcat, F6F Hellcat, F7F Tigercat, F8F Bearcat, F9F Panther and Cougar, F11F Tiger, TBF Avenger, and F-14 Tomcat series, which were instrumental in the victorious conclusion of several wars.

Grumman G-21 Goose

Grumman's first amphibious aircraft, the G-21 Goose, was also its first monoplane.

“In 1936, the Grumman Aircraft Corporation of Bethpage was approached by several wealthy Long Island residents who needed a small plane for personal transportation,” according to Joshua Stoff in *Historic Aircraft and Spacecraft in the Cradle of Aviation Museum* (Heart of the Lakes Publishing, 1991, p. 29). “They wanted an aircraft large enough to carry their families and baggage on trips, luxurious enough to fit their business needs, and flexible enough to take off and land either from the land or the sea.”

Their selection of Grumman was the result of a referral. The initial request was to



Grumman G-21 Goose painted in Pan Am colors at the Cradle of Aviation Museum.

Loening for a successor to its Air Yacht and Commuter amphibians. Since it did not possess the facilities to undertake the project, Loening, who himself was a Grumman consultant, recommended them. Work on Design 21 began in 1936.

Representing transitional technology, it featured a riveted aluminum structure with a 38.3-foot overall length; a high-mounted wing, which had a 49-foot span and 375-square-foot area but incorporated aft, fabric-covered sections, and control surfaces; two outboard wing floats; two nine-cylinder, 450-hp Pratt and Whitney Junior radials attached to the leading edge; a two-step hull for aquatic surface operations; a conventional tail; two single-wheel, upward-retracting main wheels for nesting in the fuselage sides; and a tail wheel.

The enclosed cabin, located behind the two-person cockpit, accommodated up to six and was entered by an aft port door. Convenience was provided by a small galley and a lavatory. Baggage compartments were in the nose and behind the cabin.

When it flew on May 29, 1935, it became Grumman's first twin-engine, land and

water design and the first with significant civil and commercial application.

The 65-minute inaugural flight from Bethpage, with a Manhasset Bay landing for demonstration purposes to Leroy Grumman, led to type certification four months later, on September 29. Its gross weight was 7,500 pounds. Its cruise speed was 175 mph, and its payload- and fuel-determined range varied from 795 to 1,150 miles.

“The ease of handling, good stability, and satisfactory performance demonstrated during the trials soon made the Goose a very popular aircraft with civil and military customers alike,” according to Rene J. Francillon in *Grumman Aircraft since 1929* (Putnam Aeronautical Books, 1989, pp 96-97). “Moreover, it proved to have a very strong airframe, thus endowing many of the 345 aircraft built by Grumman between May 1937 and October 1945 with a long service life.”

Its \$60,000 price tag did not deter orders. Aside from providing, as intended, comfortable transportation from water-fronting Long Island mansions to Wall Street and

Continued On Page 22



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Continued From Page 20

being used for similar, private purposes in the rest of the country, Canada, and the UK, this forerunner of the modern turboprop and jet executive transport had commercial application, as indicated by KNILM's, KLM's East Indian subsidiary, operation of it in March of 1940.

Bob Reeve, who amassed experience connecting Anchorage and Cold Bay during World War II, began regularly scheduled service to the Aleutian Islands in April of 1948 as Reeve Airways with a motley fleet of Long Island-originating aircraft, including the G-21 Goose and the Fairchild 71, along with Douglas DC-3s and Sikorsky S-43s.

In the Caribbean, St. Croix-based Antilles Air Boats operated 18 G-21s, linking several islands as of February 1964, and Mackey Airlines connected Miami with the Bahamas with its own G-21As until Eastern acquired it in 1967.

Two carriers used the type for the short, 21-mile hop from the California coast to Catalina Island—Avalon Air Transport from Long Beach and Catalina Seaplanes from San Pedro Harbor.

Grumman G-44 Widgeon



Of the 13 G-21s Alaska Coastal Airlines operated, one was turboprop-retrofitted.

Grumman G-44 Widgeon

Although the G-21 Goose sold well and even contributed to Grumman's profitability in 1937 and 1938, it was associated with two negative aspects – namely, it was too large and too expensive for its intended market,

prompting the company to consider a smaller, lighter, less-costly counterpart. The result was the G-44 Widgeon.

Resembling a scaled-down Goose with high wings, two six-cylinder, two-bladed, air-cooled, 200-hp Ranger engines, a hull-fuselage, and outrigger floats, it first flew from Bethpage on June 28, 1940. It could accommodate three to four passengers, cruised



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at 138 mph, and cover 800-mile distances.

Operated, as intended, by the US Army Air Services, the Navy, and the Coast Guard, along with the air arms of several other countries, it had limited commercial application. But prior to and during World War II, Pan American used three to train seaplane pilots. Mount Cook Airlines of New Zealand offered passenger service between Invercargill and Stewart Island with re-engined G-44As.

Closer to home, Long Island Airlines, which acquired Montauk Caribbean in 1985 and operated a fleet of Widgeons, offered five daily round-trip flights, entailing 55-minute flying times, from East Hampton to New York, with westbound departures at 08:25, 10:20, 12:30, 15:00, and 17:15, and eastbound returns at 08:55, 11:05, 13:20, 15:50, and 18:00.

"Now you can fly to New York in twin-engine Grumman Widgeons," it advertised. "All-metal construction, twin Ranger engines, and a quiet, spacious, well-ventilated



Grumman HU-16 Albatross

Grumman G-64 Albatross

Another, but larger amphibian, which retained the Goose and the Widgeon configurations, was the Model 64 Albatross, which found even less commercial application.

Sparked by the Navy's 1944 need for an amphibious, all-weather utility aircraft, it featured a 60.8-foot length, an 80-foot span, an 833-square-foot wing area, a

PBY-5 Catalinas with three converted, 15-passenger Albatrosses in the fall of 1955, connecting the Carolinas, Marianas, and Marshall Trust Territory Pacific Islands with them. After Transocean's bankruptcy less than five years later, Pan American took over the routes and the aircraft. When more suitably-sized runways were ultimately built, the Albatross operation was discontinued and the route authority was given to Air Micronesia in 1968.

Supplementing its twin-engine G-21s and quad-engine Sikorsky VS-44 flying boats, Chalk's International operated Grumman-converted Albatrosses designated G-111s, the first of which flew on February 13, 1979. Powered by 1,475-hp Wright Standard radials with automatically-feathering propellers, they featured modernized cockpits and 28 non-reclining seats and were inaugurated into service two years later, in July of 1981, between Ft. Lauderdale and Paradise Island, the Bahamas.

Although Grumman reacquired some 50 surplus, ex-military HU-16s for this commercial conversion purpose, the market never materialized, only leaving the 13 G-111s. ■

cabin make it the ultimate in present-day medium-size aircraft. You fly in the Widgeon with the same complete confidence and peace of mind that you ride in your deluxe motor car. You lounge in relaxation as distance shrinks swiftly under your wing tips. You can chat, read, or work as easily as in your home or office. The Widgeon's rugged Grumman construction is your assurance of dependable air transportation. Flown by thoroughly trained pilots, with many hours of flight time on land and water, the time-pressed businessman will find this service the answer to his transportation problem."

wider-track tricycle undercarriage, a 29,500-pound maximum takeoff weight, a 1,150-mile range, and a 150-mph cruise speed as the military SU-16A.

After it first flew from Bethpage on October 1, three years later, it was primarily ordered by the Air Force and the Coast Guard, which equipped their rescue squadrons with it, accounting for the 466 built between 1947 and 1961.

Nevertheless, it found limited passenger-carrying applications. Transocean Airlines, under contract from the Department of the Interior, replaced its Consolidated



ROBERT G. WALDVOGEL

has spent thirty years working at LaGuardia and JFK International 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.

U.S. Mint Begins Shipping 2023 Bessie Coleman Quarters



The United States Mint has begun shipping the first coin in the 2023 American Women Quarters Program. The Mint facilities at Philadelphia and Denver manufacture these quarters honoring Bessie Coleman.

Bessie Coleman was a pilot, advocate, and pioneer who flew to great heights as the first African American and first Native American woman pilot and the first African American to earn an international pilot's license.

"The first coin of the 2023 American Women's Quarters Program honors the life and legacy of Bessie Coleman," said Mint Director Ventris C. Gibson. "The woman known as 'Brave Bessie' defied the odds

and became an aviator. Her tenacious drive and fearless personality helped pave the way for future generations."

The reverse (tails) depicts Bessie Coleman as she suits up in preparation for the flight. Her expression reflects her determination to take to the skies, the only place she experienced freedom she did not have on the ground. The inscription contains "6.15.1921," the date Coleman received her pilot's license. The reverse was designed by United States Mint Artistic Infusion Program Designer Chris Costello and sculpted by the United States Mint Medallic Artist Eric David Custer.

"As I researched Bessie Coleman's life, I

discovered that the existing photographs and illustrations of her were posed and very familiar," said Costello. "I challenged myself to create an original, never-before-seen portrait that was not based on any known photo. My wife and young daughter, who is of African and Native American heritage, modeled for my drawing that depicts her in a more active posture—readying her goggles as she takes to the skies. In the background, her Curtiss "Jenny" biplane is seen soaring through the clouds."

Costello further provides a deeper insight into the image of Bessie Coleman. "This new portrait of Bessie Coleman depicts her fierce determination and unyielding resolve to become a licensed pilot during a time of stiff opposition to ambitious women of color," said Costello.

The obverse (heads) depicts a portrait of George Washington originally composed and sculpted by Laura Gardin Fraser. Though her work was a recommended design for the 1932 quarter, then-Treasury Secretary Mellon ultimately selected the familiar John Flanagan design. Of Fraser, Director Gibson said, "I am proud that the new obverse design of George Washington is by one of the most prolific women sculptors of the early 20th century. Laura Gardin Fraser's work is lauded in both numismatic and artistic circles. Ninety years after she intended for it to do so, her obverse design has fittingly taken its place on the quarter." ■

The New Terminal One Creates the Largest Rooftop Airport Terminal Solar Array in the U.S.

The 11.34 megawatt microgrid will transform the New Terminal One at John F. Kennedy International Airport into the first fully resilient airport transit hub in the New York region that can function off-grid during power disruptions. The microgrid will provide NTO with sustainable, resilient, locally generated, and cost-predictable energy.

It will deliver immediate greenhouse gas emission reductions of 38% over grid-sourced energy and lead to cleaner air for the surrounding communities by eliminating the emission of criteria pollutants. The electricity generated by the microgrid is enough to power 3,570 average U.S. homes for one year. The project will feature the largest rooftop solar array in New York City and any airport terminal in the United

States, with all available and viable rooftop areas being used for solar. The 2.4 million square foot terminal will serve as a global gateway to the New York metropolitan area and is estimated to generate over 10,000 jobs. The first gates are expected to be open in 2026, with full completion anticipated by 2030.

Upon project completion, New Terminal One at John F. Kennedy International Airport will be the first resilient airport transit hub in the New York region that can function independently of the power grid, to maintain 100 percent of airport operations during power disruptions across the 23 gates and more than 177,000 square feet of dining, retail, lounges, and recreational space. ■



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New York Native Tuskegee Airman Turns 100

Documented original Tuskegee Airman, 2nd Lieutenant Herbert C. Thorpe, is not your average male in America. He is a living legend, and he has surpassed many averages. Born in New York 100 years ago on January 9, 1923, Thorpe has exceeded the average life expectancy, and he and his younger brother Richard both have a place in history for their military careers as Tuskegee Airmen.



Herbert C. Thorpe received the Claude B. Govan Tri-State Chapter TAI Legacy Award.

Herbert Thorpe attended Brooklyn Public Schools and received his bachelor's degree in Electrical Engineering from New York University. Thorpe had his basic military training at Fort Dix in New Jersey. He then traveled throughout the United States to receive advanced military training in

New York, Texas, Utah, Florida, Alabama, Maryland, and Mississippi. Training included gunnery and primary flight training, multi-engine aircraft training in the B-25, and navigator and bombardier training.

Herbert and his brother Richard were both alumni of the esteemed Tuskegee Airmen. Richard trained at the Tuskegee Institute before Herbert, and they flew together stateside.

Trained as a pilot, navigator, and bombardier, Herbert did not go into combat. After the war, he retired with the rank of 2nd Lieutenant Col. and returned to New York. He is one of the forefathers of the Air Traffic Control system in use today. He worked at

the Brooklyn Navy Yards as a Radar Systems Engineer and then as a Radar Research Engineer at the Rome Air Development Center, Griffiss AFB. He retired from the military in 1982.

Thorpe was a counselor at a New York community college until 1997. He worked with and was a past president of an NAACP chapter and has proudly served his church home for over 50 years. Thorpe also continues to give back to his local community, participating in all functions focusing on the youth of all races. He is active in the Claude B. Govan chapter of Tuskegee Airmen Inc.

The Tuskegee Airmen flew and protected their fellow airmen during the Second World War. They were awarded the Congressional Gold Medal for their vital contributions during World War II.

Recent years had shown that in 1949 when the first Air Force Top Gun competition took place, Tuskegee Airmen Capt. Alva Temple, 1st Lt. Col. Harry Stewart, 1st Lt. James H. Harvey III, and alternate Halbert Alexander were the first to win it.

TANYA AUSTIN

SSP America Opens Hunt & Fish Grill at LaGuardia Airport's Terminal B

SSP America adds Hunt & Fish Grill to its growing portfolio at LaGuardia Airport's new Terminal B. SSP America operates 12 restaurants at the terminal with two more in development.

In addition to Hunt & Fish Grill, brand highlights include the Shelly Fireman's Brooklyn Diner, Eli's Essentials inspired by the legendary delicatessen Eli Zabar, and Mulberry Street, a concept created in

partnership with the accomplished Chef Marc Forgione.

Located in Terminal B's Western Concourse, the Grill's namesake is the iconic Hunt & Fish Club located near Times Square and Wall Street. The warm and inviting Hunt & Fish Grill serves an appealing menu inspired by the Club's culinary program. Menu highlights include a Lobster Bisque accompanied by sherry cream and smoked paprika, a 12-ounce New York Strip Steak served with Garlic Confit, and a Brooklyn-style Pork Chop with hot vinegar peppers. Hunt & Fish Club serves Terminal B passengers across all day parts and includes a variety of dishes appropriate for diverse dietary requirements.

"SSP has been a valued partner and we are excited to expand our ongoing collaboration. We're thrilled that Terminal B guests can now enjoy this unparalleled premium dining experience, complete with a warm and contemporary atmosphere and an expansive menu from a New York classic," said Frank Scremin, Chief Executive Officer of LaGuardia Gateway Partners, the developer and manager of Terminal B. ■



JFK SHREDDING DAY!

The **JFK Rotary Club** in partnership with **Royal Waste Services** and **The Port Authority of NY and NJ** presents a community Shredding Day.

- **WHEN:** WEDNESDAY, MARCH 8, 2023
- **TIME:** 10:00 AM - 1:00 PM
- **WHERE:** PORT AUTHORITY BUILDING 14 JFK

ANY QUESTIONS PLEASE CONTACT NANCY VARGAS AT
NANCY@JFKROTARYCLUB.ORG

START YOUR SPRING CLEANING ON MARCH 8TH!



NON-REV TRAVELER



Winter Is a Great Time to Go to Australia

Ok, let's face it, if you want to go to Australia, it's going to be a long trip (15 hours going south and 14 hours on the return) no matter what city you leave from in the United States. So is it worth the trip? Without a doubt, yes! This was our second trip to Australia. Our first trip to Australia was to Sydney, then up to Brisbane, Noosa Heads, and Surfers Paradise. And by the way, the US Dollar currency conversion rate is an excellent 33% benefit in Australia, a steal.

The concept of this trip was to experience being there, walking the cities, going to the beaches, and relaxing. And why not base this trip on beaches in that it is January in New York, the worst of the winter season, and January in Sydney, the best of the summer season. So we began the trip by flying from New York's JFK International Airport to Los Angeles and then onto Sydney.

Sydney is a beautiful city on the ocean and a delight to walk through. The downtown area is modern and centered around

the Circular Quay (pronounced KEY). On the first day of our trip, we took an Uber roundtrip to Sydney's famous Bondi Beach. (We could have just as easily taken an excellent bus system to Bondi, but we worried about jet lag and just wanted the easiest and quickest way.) Bondi Beach was beautiful but mobbed with beachgoers. As crowded as it was, there was no problem finding plenty of room on the beach and enjoying the crystal-clear water. This area of Sydney is quaint and a great beach town, reminding us of Venice, California.

On the second day, we took a ferry from Circular Quay to the first of many potential beaches. Next, we took the Watson Bay Ferry to Camp Cove and Lady Bay beaches. The port area and beaches of Watson Bay were terrific, relaxed, and not crowded.

The last two days of our trip in Sydney were to the beaches of South Mosa via ferry from Circular Quay. These towns, we were told, are some of the most expensive real

estates in Sydney. So here we were on the beaches of Cobblers and Oberlisk; both beaches are clothing optional.

Originally, we were going to remain in Sydney for two days and then drive 100 miles north to Newcastle for great beaches; unfortunately, we experienced three days of bad weather coming into Sydney and, thus, with our interline benefits, we changed our plans and flew to Melbourne and rescued the days of bad weather.

Melbourne was, surprisingly, an extremely modern city with an excellent tram system that went everywhere in the downtown area, free of charge. As a result, walking around Melbourne was a pleasure, highlighted by a considerable walking area on the river, complete with restaurants, stores, and river cruises called Southgate.

We went to two beaches a short distance from downtown, the well-known Brighton Beach and St. Kilda Beach. Brighton Beach seemingly had better water to swim in; however, we really enjoyed the beach town of St. Kilda. This area also had a beautiful beach; unfortunately, the water quality was not as nice as Brighton's; fortunately, the town was very charming, with restaurants, bars, and a Coney Island-style amusement park. Both beaches are connected easily and inexpensively by train.

In Sydney, we stayed at the elegant Sheraton Grand Hyde Park Hotel, right on beautiful Hyde Park, which was complete with an indoor pool and excellent Sheraton Club on the 21st floor overlooking the city, the park, and the port. The Seafood Feast should not be missed and is open four days a week at the hotel.

We stayed in Melbourne at the extremely modern Marriott Docklands Hotel in the brand-new Docklands Harbor Area. This hotel had an excellent 'M Club' along with an infinity pool on the top of the hotel. This hotel is just a few minutes from the center of the city and ideally connected to the city via three separate tram lines, free of charge.

The airports in both Sydney and Melbourne are very close to each city (within 5 miles). In Sydney, the airport is connected to the city via a train (costs \$20.40 Australian Dollars, \$13.50 US Dollars), and in Melbourne, the airport is connected to the city via a direct non-stop bus at the same cost.

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

February 8 – 10:00am

KAAMCO Members Meeting

John F. Kennedy International Airport
Port Authority Building
Queens, New York 11430
www.kaamco.org

February 8 – 5:30pm

JFK Rotary Club Monthly Dinner Meeting

Vetro Restaurant & Lounge
164-49 Cross Bay Blvd
Howard Beach, New York 11414
www.jfkrotaryclub.org

February 9 – 12:00pm

LGA Kiwanis Club Monthly Meeting

LaGuardia Airport Marriott Hotel
102-05 Ditmars Blvd.
East Elmhurst, New York 11369
www.lgakiwanis.org

February 12 – 5:30pm

AirCargo 2023

Omni Nashville
250 Rep. John Lewis Way S
Nashville, Tennessee 37203
www.aircargoonference.com

February 13 – 11:00am

FDU Master of Public Administration Open House

JFK Airport, Building 14
Jamaica, New York 11430
www.fdu.edu/mpa

February 13 & 27 – 7:00pm

Civil Air Patrol Falcon Squadron Meeting

JFK Airport, Building 14
Jamaica, New York 11430
www.falconsquadron.cap.gov

February 14 – 1:30pm

Opportunities at Terminal 6

JFK Redevelopment Center
144-33 Jamaica Avenue
Jamaica, New York 11435
www.jkasolutions.com

February 15 – 6:00pm

ADDAPT Dinner Group

The Heritage Club
Farmindeale, New York 1173
www.addaptny.org

February 16 – 11:00am

FDU Master of Public Administration Open House

Newark Liberty International Airport
Port Authority Building One
Newark, New Jersey 07114
www.fdu.edu/mpa

February 16 – 12:00pm

PANYNJ ACDBE Certification

Learn how to obtain your "Airport
Concession Disadvantaged Business
Enterprise (ACDBE) certification."
VIRTUAL EVENT
www.panynj.gov

February 21 – 7:00pm

PAPD Emerald Society General Membership Meeting

Hendrickson's Corner
Bayonne, New Jersey 07002
www.papdemeraldsociety.com

February 23 – 12:00pm

LGA Kiwanis Club Monthly Meeting

LaGuardia Airport
Marriott Hotel
102-05 Ditmars Blvd.
East Elmhurst, New York 11369
www.lgakiwanis.org

February 23 – 11:30am

Wings Club February Luncheon

Speaker: Scot Struminger, FedEx
The Yale Club
50 Vanderbilt Avenue
New York, New York 10017
www.wingsclub.org

February 28 – 12:00pm

MWBE Certification

Getting certified as a Minority &
Woman-Owned Business Enterprise
can help grow your business!
VIRTUAL EVENT
www.panynj.gov

March 1

LAAMCO Monthly Meeting

Virtual Meeting
www.laamco.com

March 6

JFK Airport Committee (JFKAC) Quarterly Meeting

Virtual Meeting
JFKAirportCommittee@gmail.com

March 8

JFK Shredding Day!

JFK Airport
Port Authority Building
Jamaica, New York 11430
www.jfkrotaryclub.org

March 14

NYAMA 2023 Advocacy Day

Renaissance Albany Hotel
144 State St, Albany
Albany, New York 12207
www.nyama.aero

March 15

JFK Rotary Club Community Wellness Event

JFK Airport
Port Authority Building
Jamaica, New York 11430
www.jfkrotaryclub.org

March 18

Vaughn College Spring Open House

Vaughn College
86-01 23rd Avenue
New York 11369
www.vaughn.edu

March 30

JFK Air Cargo Association EXPO

Russo's On the Bay
Howard Beach, New York 11414
www.jfkaircargo.aero

April 20

2023 KAAMCO Convention

Sugar Bay Resort, Barbados
www.kaamco.org

Email info@metroairportnews.com to have your event included in our print & online calendars.



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