

METROPOLITAN Airport NewsTM

MAY 2022

The Journal of the Metropolitan New York Airport Community

Finding Charlie

The Charles Taylor Master Mechanic Award
and The Portal of the Folded Wings



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The ARK at JFK*

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Welcome to the May issue of the *Metropolitan Airport News*. Spring is definitely in the air as people come together again as a sign of resilience and renewal. The JFK Rotary Club's Run the Runway 5K took place in late April after taking a two-year break from large in-person gatherings. By the success of the event, I would say that people are ready to get back out there and enjoy the airport and one another. It was a great way to wrap up April's National Volunteer Months activities.

This month's issue features Charles Taylor and his legacy. Many won't know who he is, but I encourage you to learn about the man who was the mechanic for the Wright Brothers. We honor him because May 24th, his birthday, has been recognized by Congress as National Aviation Maintenance Technician (AMT) Day. As a pioneer, he has blazed the way for an industry full of technological advancements that Mr. Taylor could have never conceived. Many after him have made lasting legacies to the industry, but he was the first.

As the daughter of a TWA mechanic who graduated from Aviation High School when it was still in Manhattan, I can tell you that the men and women that maintain the aircraft and equipment that we use in the aviation industry are smart, talented, and dedicated to their trade. It's an industry that needs help recruiting the next generation of AMTs, but through emerging programs at several New York-based schools, it seems the future will be bright for many local students that choose this as their career path.

In honor of Mr. Charles Taylor, AMTs of distinction can be awarded a Charles Taylor 'Master Mechanic' award issued by the Department of Transportation Federal Aviation Administration, which would likely be the highlight of their careers. There have been many in our area that have been recipients of the awards over the years. Some of whom work teaching local students, ensuring the next generation learns from the best.

I hope you enjoy the issue and will learn something new, as I certainly have, in reviewing the articles. Take care, and I'll see you around the airports!

Katie Bliss

Katie Bliss, Publisher

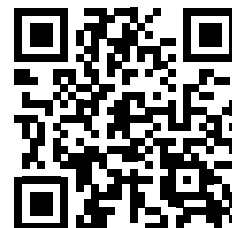


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ON THE COVER

Charles E. Taylor was an American mechanic and machinist. He built the first aircraft engine used by the Wright Brothers and was a vital contributor of mechanical skills in the building and maintaining of early Wright engines and aircraft.



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Kiera Mejia

Director of Sales & Marketing, The ARK at JFK

Kiera Mejia joined The ARK as an Equine Attendant, working alongside a team in the Export Barn to provide basic care for horses, prepare and clean stalls for horses coming and going, and maintain a bio-secure environment. Kiera created outreach and marketing content for every division within The ARK at JFK, such as ARK Pet Oasis, Equine Export, Equine Import, and the Aviary/In-Transit facility. Kiera can be seen wearing many hats at The ARK at JFK and is always quick to lend a helping hand wherever it is needed. Since receiving a certificate for "Animal Care and Passion" in Kindergarten, Kiera finds that being able to work with animals daily is a luxury.

1 Can you tell us about the ARK at JFK and why a dedicated terminal for animals is necessary?

The ARK at JFK provides pre-and post-travel animal care and veterinary services for pets, horses, birds, non-domesticated mammals, and exotic animals in an efficient, safe, and low-stress environment for our human and animal clients. Having a dedicated animal reception center makes a huge difference in the process and experience for traveling pets and their families. Although not all pets are required to pass through ARK Pet Oasis, it puts many families at ease knowing that there are resources available if they need them. Pet owners who set up a reservation in advance know precisely where to go, when to arrive, and what to do, making traveling with their pet a lot less stressful. In addition, agents who work with us feel comfortable knowing that their client's pets are cared for at the soonest possible time after arrival or before departure.

Having an animal reception center on airport property with airside access is important because it decreases the time a pet remains in its travel crate. It also provides airlines and ground handling agents with a convenient location to transport pets to and from. In addition, ARK Pet Oasis is a customs bonded facility; we are authorized to provide care and other services for pets that have not yet cleared customs.

2 Are there any animals not permitted entry at The ARK at JFK?

The ARK can provide services for any animal transiting through JFK airport. However, we can only physically care for pets and other domesticated animals. Non-domesticated and exotic animals such as sloths, honeybadgers, capybaras, or eagles, will remain in their enclosure in one of The ARK's temperature-controlled rooms and be provided with food and water. Other types of specialized exotics such as sharks, elephants, lions, tigers, or bears would not pass through The ARK at JFK unless special arrangements are made.

Horses are one of our most frequent flyers, aside from dogs and cats, at ARK Pet Oasis. For exports, horses get to lounge in The ARK's state-of-the-art Equine Export facility, which has 23 individual 12x12' stalls that include a bed of shavings, plenty of hay, and unlimited water throughout the horse's stay with us. The ARK is also home to JFK airport's USDA-approved private Equine Import and Quarantine center, where horses walk right off the jet-stall and into their stall to begin their quarantine period, typically 3-days.

3 What is the most challenging animal The Ark at JFK has hosted?

Birds are the most involved types of shipments we work with due to the high level of biosecurity from when they land until they are loaded onto the next plane or vehicle. The aircraft must be properly disinfected, and the individuals handling the birds must wear Personal Protective Equipment (PPE). If the birds are housed at The ARK's Avian In-Transit facility, it must be disinfected after their stay, and any vehicle used to transport the birds must also be disinfected.

Horses can also be very challenging during transport. They prefer to travel in groups, may refuse to load onto their trailer or jet-stall, and may even require a sedative. Managing a 2,000-pound unruly animal can be challenging, even for professional horse handlers.

4 Are illegally transported animals a big problem in the United States?

Prior to the Centers for Disease Control and Prevention (CDC) temporary suspension of dogs entering the US from countries classified as high-risk for dog rabies, there were many cases of dogs being imported without proper or potentially fraudulent documentation.

This is a significant problem in the efforts to keep rabies eradicated from the USA, which led the CDC to require eligible individuals to obtain an import permit before entry to the United States from countries with a high risk for dog-rabies. We often see animals traveling in non-compliant crates – either the crates will be too small for the animals, or the crate may not have proper ventilation.

5 What is your advice for people traveling with their pets?

Plan ahead! Every country has its own set of rules, so it's essential to make sure that your pet qualifies to travel to that specific country. In many cases, some requirements need to be met months in advance, making last-minute travel impossible.

Allow your pet plenty of time to acclimate to their travel crate in order to be more comfortable and less stressed on the day of travel.

It can make a big difference working with a professional Pet Shipper who has plenty of experience and understands airline and government regulations to ensure a seamless experience for you and your pet. Even though the Pet Shipper is doing the work on your behalf, you should take the time to understand each step of the process to best prepare your companion for their journey. ■

AIRPORT INTEL

Travelers Flying Out of NY and NJ Will Soon Need a REAL ID to Board An Airplane

Travelers who want to board an airplane will soon need a star on their driver's license, indicating that it is a REAL ID-compliant credential, or they will need another form of approved identification to board their flight or enter a secure federal facility.

New Jersey's REAL ID-compliant driver's licenses and identification cards have a small star in the upper right corner to indicate that it meets new federal regulations that establish minimum security standards, and New York's REAL ID-compliant driver's licenses and ID cards have a star inside a black circle, also in the upper right corner. Additionally, New York state enhanced IDs have a flag in the upper right corner, and they also are valid for boarding a flight.

The upgraded REAL IDs will be required starting May of 2023, and the one-year count-down has begun.

PANYNJ Board Meeting March 17th Recap

The April board meeting for the Port Authority of New York and New Jersey was held in Jersey City for the first time since December 2019, signaling a return to normal for the agency. Another sign is that employees that have been working remotely have all returned to their offices; they count for 1/3 of the staff. The other 2/3 staff are front-line workers and remained at their posts throughout the pandemic.

The agency has received two awards that highlighted its hard work and its commitment to creating a more equitable and diverse workplace. The awards were given by the American Society for Public Administration and the Journal of Commerce. The cornerstone of their achievement was the PANYNJ 25 Points of Diversity Action

Plan delivered by the Leadership Steering Committee on Race in June of 2020. **Chairman O'Toole** has touted that the plan is so well received that other agencies across the country have asked to meet with PANYNJ to discuss the methodology.

The agency was honored with a third award from the Government Finance Officers Association. This award recognized the budget presentation for the PANYNJ on their 2021 Annual Budget. Noted was their handling of the budget during the pandemic as a testament to the expertise of the leadership of the Finance Organization during a time of crisis.

It was announced that the Director of Seaports, **Sam Ruda**, would be retiring. Mr. Ruda was appointed in 2019 and is credited with stabilizing the seaport operations during the pandemic and beyond. Chairman O'Toole commented, "It was under his leadership that we developed critical projects that will serve the agency for decades." The newly appointed Director of Ports is Beth Rooney, a 31-year PANYNJ maritime industry veteran and most recently the Deputy Director of Ports with PANYNJ.

Rick Cotton highlighted the activity, noting that the Q1 results came in at \$11MM or 2% better than plan, another signal that the traveling public is back.

From the week of 4/18-4/24 2022, compared with the same timeframe 2019:

- Airports are at 88% of their re-COVID levels.
- Bridges and Tunnels are at 102% of pre-COVID levels
- Path ridership is holding at 50% of pre-COVID levels
- Seaport has had their highest levels in history once again, at 150% of pre-COVID levels

In recognition of the Ports climate stabilization initiatives, it was announced that EWR had started their Solar Facility construction that will be 4X the size of the Solar Arrays just unveiled at LGA. The LGA array has 3500 panels. ■

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AIRPORT BRIEFS

PANYNJ Unveils New Solar Rooftop at LaGuardia Airport

The Port Authority of New York and New Jersey announced the completion of a new solar energy project at LaGuardia Airport. The solar installation on the rooftop of the newly built parking garage on the western side of the airport includes over 3,500 solar panels that will produce more than 1.7 million kilowatt-hours of clean, renewable energy annually as part of the agency's net-zero emissions targets announced in 2021.

The new LaGuardia solar project – the Port Authority's largest to date – joins six other Port Authority solar projects that now total more than 1,381 kilowatts of installed solar capacity and equate to an estimated 1.8 million kilowatt-hours of electrical energy, annually. And other projects are in the

works, including a new 4-megawatt solar canopy at Newark Liberty and a 12-megawatt solar parking canopy project at John F. Kennedy International Airport.

The Port Authority was the first U.S. transportation agency to adopt the Biden administration's ambitious climate goals, which set new net-zero targets for all emissions by 2050. The agency also committed to cutting direct greenhouse gas emissions in half by 2030 through facility-wide sustainability initiatives in the areas of electrification, renewable energy, and sustainable buildings/energy efficiency.

The new solar energy project at LaGuardia in partnership with ForeFront Power is the Port Authority's largest completed



solar project to date. It will reduce energy consumption by 5% and generate more than 1.7 million kilowatt-hours of solar energy per year – enough to power 164 homes annually. This measure will offset nearly 400 metric tons of CO₂ emissions annually, equivalent to 434,000 pounds of coal burned in one year. ■



Aviation High School & SUNY Empire State College Partner to Provide Graduates College Credits

Aviation High School and SUNY Empire State College representatives formally signed a new partnership that will credit Aviation High School graduates who earn their Federal Aviation Administration airframe or powerplant license with 28-29 college credits towards a bachelor's degree in transportation management or labor studies, roughly the equivalent of one year of college before enrolling in courses at SUNY Empire State College. This new partnership was brought together with the help and support of the International Association of Machinists and Aerospace Workers, the United Federation of Teachers, and the American Federation of Teachers. ■

Breeze Airways Expands to Westchester County Airport

Breeze Airways is adding eight routes from Westchester this year, including nonstop service to Los Angeles, CA, San Francisco, CA, Las Vegas, NV, Charleston, SC, Norfolk, VA, Jacksonville, FL, and Savannah, GA – and one-stop, same plane service to New Orleans, LA.

Current commercial air service from Westchester only serves as far west as Chicago. With this latest announcement, the top two destinations from the New York metro area, Los Angeles and San Francisco, will now feature daily nonstop service from the heart of Westchester County. Breeze will add 6 of the 15 biggest markets currently not served nonstop from Westchester: Los Angeles (#1), Jacksonville (#3), Charleston (#8), San Francisco (#10), Las Vegas (#12) and Savannah (#13).

Separately, Breeze is also announcing new services between New Orleans to Savannah, plus Hartford's Bradley International to Las Vegas, the airline's 8th new route from Hartford announced this year now for a total of 11 nonstop destinations.

Westchester County Department of Public Works and Transportation Commissioner Hugh Greechan said: "This is exciting news for Westchester County residents who are eager to have convenient flights to the West Coast. We look forward to our residents flying with ease in a 'nice' environment." ■



James Bond, the Concorde, and the Pan Am Podcast

Since Thomas Betti began hosting the Pan Am Podcast in August 2021, it has been downloaded 34,000 times in 111 countries.



Tom Betti, Pan Am Foundation Director of Special Projects & Grants and podcast host.

In 1985, Thomas Betti's father took him to the Cleveland Airshow. At five years old, Tom was fascinated with two things, aviation and James Bond. That day at the airshow, as the little boy looked up, he saw the Concorde and was captured by it. "Aviation has always been in my blood," said Tom during a recent interview, "and I always wanted to be a pilot, but at five, I had an eye injury, and that put that dream to rest." But as he grew up, Tom's pull toward aviation would resurface during many 'chance encounters' which arose over the years, and in time, these encounters felt less like chance to him and more like deliberate good fortune.

In 1991, when Eastern Airlines went out of business, Tom's uncle Vince lost his job. Having always been in the aviation business,

Vince was very friendly with the Pan Am staff at Cleveland Hopkins Airport, and there he sought new work. One of the station managers told Vince that Pan Am was going through bankruptcy and hoping to emerge from it, but at that time, they were not hiring. Needing help at the station, the manager told Vince that he could pay him through travel vouchers and that with the vouchers, he could fly anywhere in the world.

That summer, Tom's uncle Vince got six Pan Am travel vouchers. Since Tom's uncle, mother and grandmother were originally from Southern Italy; they decided to spend the summer there. At the time, Tom, who loved James Bond (and still does), thought, "Oh, I'm going to fly on James Bond's airline!"

Since international flights departed in the evening, the family's connecting flight from Cleveland left very early in the morning for JFK Airport. At the time, iconic airline Pan Am had a very strict dress code, and traveling as a non-rev (revenue) passenger, Tom's parents made sure that he was all ready to go in his suit and clip-on tie. After their arrival at JFK, the entire day would be spent awaiting their evening departure. Tom was bored and went exploring inside the saucer-shaped Pan Am WorldPort. Suddenly he stopped and froze in place because the surroundings looked so familiar. "That's it," he remembered, "I saw this in 'Live and Let Die', when Roger Moore walks through the terminal with his baggage... I'm walking in James Bond's footsteps! So Cool!"

That evening when Tom and his family boarded the plane for Rome, the flight was full, and so they were all scattered throughout the main cabin. Tom sat on the right side in the very last seat of the smoking section, where everyone would come to light up. Before dinner, a nice gentleman sitting next to Tom asked the boy if he was feeling okay from all the smoke. Neither of them were, so the man started chatting Tom up and asked him what he wanted to be when he grew up? With James Bond on his mind, Tom thought, since he could not be in the British Secret Service, he would say that he wanted to be in the U.S. Secret Service. After revealing his choice, the man looked at Tom for a second, and with a twinkle in his eye, he reached into his pocket and pulled out his badge, saying, "I'm in the U.S. Secret Service." Trying to keep his cool, Tom thought, "I'm on Pan Am, and I'm sitting next to a secret agent... just like a movie!" As they spoke the entire way to Rome, Tom learned from the man that the first President he protected was Lyndon Johnson and later, Nixon. That day, though, he was going to Italy because George H.W. Bush would be coming there in the next few weeks, and he was on the advance team. As they spoke, Pan Am flight attendants walked by, winking at the boy, knowing who the special passenger he was seated next to was.

After the airplane landed, non-rev travelers had to wait for all paying passengers to get off the aircraft first, and as always, Pan

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Continued From Page 9

Am would play their commercial jingle, 'You Can't Beat the Experience.' Hearing the song repeat for 30-40 minutes, the song was seared in Tom's mind and has remained there ever since.

Following the summer spent in Italy, Tom boarded a Pan Am jumbo jet home and was told that the flight was wide open and that he could sit anywhere he wanted. A ticket agent asked him if he wanted to sit 'upstairs' in the huge 747-200 series aircraft, so of course he did. There he was treated like a prince for the entire flight home. Recalling the experience, Tom said, "That is where my love affair with Pan Am began."

In the years to follow, Tom collected Pan Am memorabilia, and later, as a historian and author, his friends would ask him, "What's with all this Pan Am stuff?" After telling his friends his story, they suggested that he share it. So, one day he posted his recollections on his Facebook page, and when the Pan American Foundation members read it, they reached out to him and told him how much they loved his story.

Upon learning of Tom's career in the non-profit sector and as a historian, they said they could use his help at the Pan Am Museum, located inside the Cradle of Aviation Museum in Garden City, New York. Tom was invited to volunteer for their organization and was later asked to be on the board of the Pan Am Foundation in 2021, 30 years to the day of his return flight to JFK in 1991.

At one of his first meetings with the board, members of the Pan Am Foundation's museum referred to it as an aviation museum. Tom immediately corrected them and said, 'No, you're not. You are the Pan Am Museum, and Pan Am history encompasses so much more than just aviation. The airline encompasses so many different subjects and stories rich in history and pop culture.'

To capture these rich stories and oral histories, Tom came up with an idea for a Pan Am Podcast...a virtual radio show interviewing people from many walks of life who both had and didn't necessarily have a direct connection with Pan Am. Tom did not propose the idea with the thought of hosting it, but the board loved the idea and wanted him to do it.

Sitting in his living room with only a



Pan Am Museum Board Members Deborah Gaudioso and Tom Betti, host of *The Pan Am Podcast* with, Mathew Palmer, Host of *In Air with Palmer*.

microphone, Tom speaks to his interviewees over the telephone. "The beauty of this podcast platform," Tom says, "is that it is easy to put together, as long as you have excellent quality and tell a good story." Although his title with the Foundation is as historian, he likes to think of himself as a storyteller, making history interesting and entertaining. With all the work entailed in putting together each podcast as a volunteer, Tom said, "If I can get one kid interested in history, it's all worth it."

Tom believes that Pan Am's iconic status as an airline and its prevalence in pop culture, movies, shows, and images largely resonates to younger people and that many are aware of it, even decades after its last flight on December 4, 1991. He relates how one 16-year-old listener recently commented on social media that the Pan Am Podcast is one of his favorites and that Pan Am is his favorite airline.

For Tom, working on the Pan Am Podcast and on the board of the Pan Am Museum is a dream come true. As of April 2022, he has hosted 19 episodes of the Pan Am Podcast, such as, 'The First Presidential Flight and the Last Pan Am Flight,' 'The Evacuation of Saigon,' 'A Lifetime of Romantic Adventure, From Flying Boats to Jumbo Jets,' 'Pan Am in the Movies,' 'Lockerbie and Flight 103 Remembrance,' and more. In a recent episode, 'Concorde,' Tom spoke to Captain Mike Bannister, chief pilot of British Airways from 1995 to

2003. Bannister spoke of his love of taking the Concorde to airshows, and as chance would have it, Captain Bannister was at the Cleveland Airshow that Tom attended with his father when he was a little boy, 37 years prior. Future topics will center on 'Operation Baby Lift', a humanities award to the Pan Am Museum focusing on Pan Am's diversity in flight, civil rights, racism and gender equality, and the often-overlooked ground and behind the scenes staff who are at the heart of the airline... maintenance crews, handlers, ticket agents, air traffic control staff and others.

This year the Pan Am Podcast received the 2022 Silver Muse Creative Award. But Tom asserts that he does not take sole credit for its success and that none of it would have come to fruition were it not for the support of the Pan Am Foundation and the continued hard work of the board and its volunteer members.

"I have spoken to so many amazing people and have been adopted into the Pan Am Family," Tom says, "and when you're adopted into the Pan Am family, you ARE part of that family, no strings attached." Speaking at Pan Am events and doing the podcast, he adds, "I'm like a kid in a candy store. I feel like that five-year-old boy looking up at the Concorde and the 11-year-old sitting in the upper deck of the Pan Am 747 flying into JFK!"

The Pan Am podcast can be found online at: podcast.thepanammuseum.org ■



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COMPANY SPOTLIGHT

The ARK at JFK

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When most people think of The Ark, they think of the biblical story of Noah protecting the animals on the ark he built. At JFK International Airport, there really is an ark!

The ARK at JFK is an animal handling terminal dedicated to the safe passage of all creatures, great and small and like Noah's Ark, they are the first of their kind. They have been serving the JFK community since 2017 with 24/7 direct access to the airside, ensuring the smooth transition for all animals arriving and departing at JFK airport.

To provide such a critical service, they work very closely with their federal and local partners at the USDA, CDC, USFWS, CBP, and the PANYNJ. There are many moving parts with passenger travel, and animal travel is definitely more complicated. Animals that arrive from outside of the United States must quarantine. When they arrive at The ARK, they get a world-class reception and rest in state-of-the-art accommodations developed for their specific needs.

The ARK has recently completed its IATA CEIV certification after going through an exhaustive application and auditing process to ensure they provide best-in-class services to the animals they are handling. They have USDA accredited veterinarians onsite to provide travel certifications and assist with any animals and

pets that may need support. Their veterinarians also assist the working animals at JFK Airport with the Transportation Security Administration and U.S. Customs and Border Protection K-9 teams.

There are several divisions all working well together to deliver the best experience for the animals, Pet Parents, stakeholders, airlines and staff. There is the ARK Pet Oasis, Equine Export, Equine Import, and the Aviary/In-Transit segments.

The ARK at JFK is the vision of **Elizabeth Schuette**, President and CEO. Since the inception and development, she has overseen the day-to-day operations as the managing director of Racebrook Capital, the developers of The ARK at JFK.

A talented team supports Ms. Schuette in the facility's operations. **Mike Falacara**, COO, joined the team in 2020 with more than 30-years of experience and knowledge in operations, ground handling, and cargo at JFK airport.

"I am excited to be a part of this entrepreneurial company," says Mike. "This is an opportunity to bring a niche business line to the forefront of the aviation community here at JFK airport and beyond. I look forward to the challenge of moving the company to the next level and providing the array of services that The ARK operation offers to customers and airlines alike."

Kiera Mejia has been at The ARK since the beginning. She started as an equine attendant taking care of the thousands of horses that come through the doors each year. Ms. Mejia is currently the Director of Sales and Marketing. She manages the Pet Shipping team, updates social media outlets, manages The ARK and ARK Pet Oasis websites, and searches for outreach opportunities and content marketing.

Kiera is the focus of this month's *Fast Five* interview found on page 5.

The ARK's director of Operations and Logistics is **Alyssa Burke**. Ms. Burke is responsible for the daily operations at The ARK; from overseeing the completion of the daily equine import and export operations, coordinating all ground movement, ensuring compliance with the rules and regulations for the Port Authority of New York and New Jersey, U.S. Customs Border and Protection, and all Federal partners. Alyssa comes to The ARK with several years of Human Resource and business administration experience from one of JFK's largest ground handling companies.

Pet Parents need a little support in the travel plans of their beloved companion animals. That's where **Chris Lapkowski** comes in. Chris started as an animal attendant and has worked his way up to Customer Experience Manager. Things can get complicated with regulations, certifications, scheduling, international policies, quarantines, airlines, and compliance with the federal partners. Pet Parents can rest easy knowing that Chris has them covered during a potentially stressful time.

Sara Ovadia is the Supervisory Animal Attendant at the ARK Pet Oasis. She takes care of Fluffy and Fido as if they were her own. Her love of animals started at a young age through her volunteerism at local animal shelters and her dog walking and pet sitting business in High School. Sara is the perfect leader to ensure the animals traveling through JFK are stress-free and safe.

So when you think of the ark in biblical terms, it is certainly a nod to what is happening at The ARK at JFK.

If you have any questions about traveling with your pet or having your pet travel alone, contact The ARK, they are standing by waiting to deliver you and your pet a fantastic experience. ■



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Finding Charlie

The Charles Taylor Master Mechanic Award & The Portal of the Folded Wings

JULIA LAURIA-BLUM

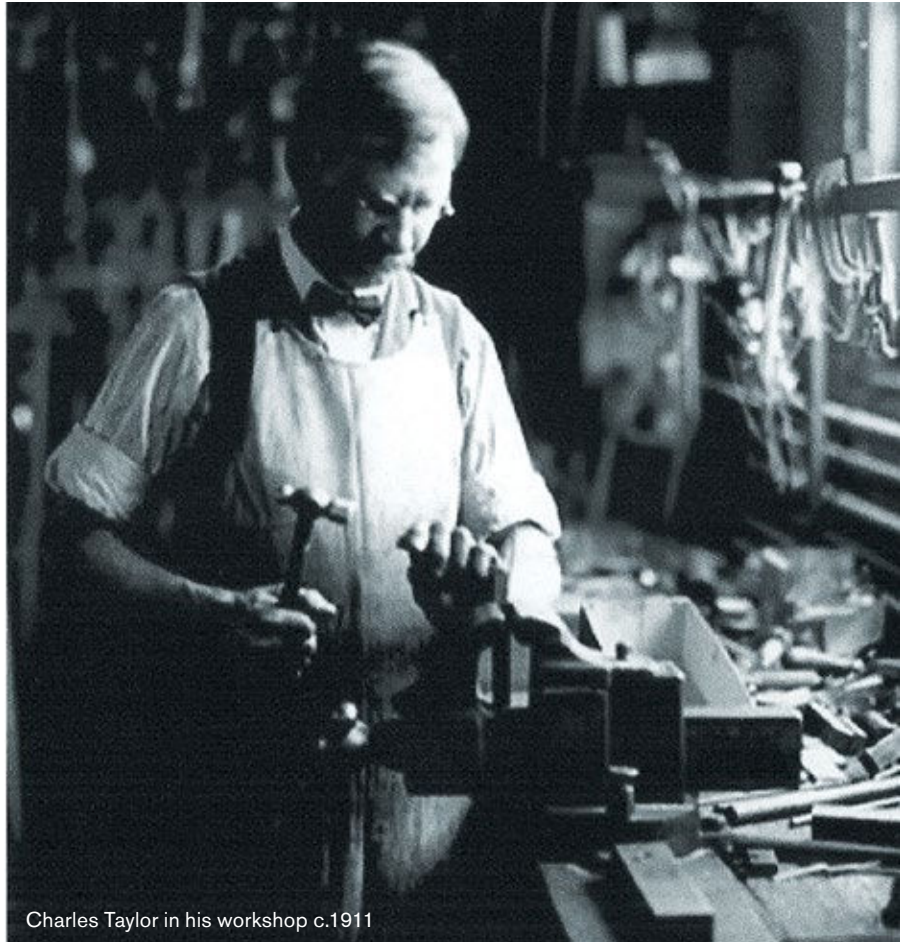
jblum@metroairportnews.com

On the final approach into Burbank Airport (BUR), California, I gazed down at the ground from the window seat of the Airbus A321 that I had flown in on from New York earlier that afternoon. From the air, I wanted to catch a glimpse of the beautiful domed rotunda that encircles The Portal of the Folded Wings, located at Pierce Brothers Valhalla Memorial Park, a mile away from the airport.

Only two years earlier, The Portal would have been an unlikely destination for my travels, but it was there that I now would attend a delayed gathering for the unveiling of a bronze marker placed at The Portal in memory of a friend, aviation historian, and author, Giacinta Bradley Koontz, or simply 'Gia.'

Designed by Kenneth MacDonald Jr. and sculptor Federico Giorgi, the Valhalla Memorial Rotunda, now known as the Portal of the Folded Wings Shrine to Aviation, was built on the eastern edge of Valhalla Cemetery in 1924 as the entrance to Valhalla Memorial Park. The shrine is a 75-foot-tall structure made of marble and mosaic, adorned with sculpted figures, and it is an example of Southern California's distinctive Mission/Spanish/Colonial Revival architecture and Chumgueresque decorative styles. The Portal's four facades are aligned with the major compass directions- north, south, east, and west. Its mosaic dome has a bursting star as the center motif and is surrounded by geometric, repeating designs emanating from the top. The interior domed ceiling is graced with a mural 40 feet in diameter, with its original background color of light-toned blue paint over the mortar and small gold stars.

After the opening of Burbank Airport in 1930 (then called United Airport), aircraft noise over the rotunda prompted cemetery management to close the east entrance. In 1937, aviation enthusiast James Gillette



Charles Taylor in his workshop c.1911

was struck by the proximity of the new airport and the region's growing aviation industry to the Memorial Rotunda (which included Lockheed Aircraft), so Gillette began a movement to create a shrine to aviation at the site, which he worked toward accomplishing over the next two decades.

On December 17, 1953, the rotunda was re-dedicated as the Portal of the Folded Wings Shrine to Aviation in a ceremony presided over by Lt. Gen. Ira Eaker and aviation devotees who wanted a final resting place for pilots, mechanics, and other pioneers of aviation. Today, beneath its starry dome rests the cremated remains of the men and women who contributed so much to the history and development of aviation. Each grave is covered with a rectangular

bronze marker, engraved with symbols of propellers and wings, and the shrine stands as a permanent tribute to them.

Over the next four decades, the building and graves within it deteriorated due to neglect. In 1994, a 6.8 magnitude earthquake in Northridge caused severe damage to the exterior of the structure and it was almost torn down. Convinced that the architecture was valuable enough to restore, the earthquake ironically led to the restoration of the Portal's place in American aviation history.

In 1995, while researching the lives of early aviation pioneers, Giacinta Koontz' explorations led her to the Portal of the Folded Wings in an attempt to locate the grave of aviator John Moisant, who was

killed in 1910 while attempting a world altitude record in New Orleans. After a trip to New Orleans, she learned that his remains had been moved to the Portal in the 1960s.

Upon her first visit to the Portal, the structure was shrouded in scaffolding 100 feet tall. Gia wore a hard hat as she entered the area piled high with cement and tile debris. Plywood covered the floor and the graves that she wished to visit. As she lifted the planks over one of the markers, she saw Moissant's name, barely legible beneath years of oxidized patina. While struggling to replace the plywood, she glimpsed the letters 'T-A-Y-L-O-' and held her breath as she read the next marker,

CHARLES E. TAYLOR

*ASSISTANT TO WRIGHT BROTHERS
IN BUILDING FIRST ENGINE AND
FLYING MACHINE*

MAY 24, 1868 - JANUARY 30, 1956

This would be the beginning of Gia's chronicling of the achievements of pioneer aircraft mechanics that began with Charles Taylor, a man whose contributions to aviation were largely unrecognized and who was known as the man aviation history almost forgot. Gia later wrote in her book, 'Pioneer Mechanics in Aviation' published in 2011, "I realized that the current owners of the cemetery had no idea who these famous flyers were." Above her head an airliner took off from Burbank Airport's Runway 15 and the roar of the engines vibrated within the dome. "At that moment," she said, "I vowed to find out everything I could about the history of this remarkable building and the aviation pioneers buried beneath the dome."

In 1996, Giacinta, a California resident, was hired as Director of the Portal to oversee the re-dedication of the structure that honors the pioneering aviators who are interred beneath the dome, and on May 27, 1996, The Portal of the Folded Wings Shrine to Aviation and Museum was officially re-dedicated in a public ceremony attended by more than 50 family members of the pioneers buried there, including Charles Taylor's step-daughter, Izella Shafter. Nearly two years later Gia was responsible for having the Portal of the Folded Wings Shrine to Aviation placed on the National Register of Historic Places by the U.S. Department of the Interior, DOI # 98000246, March 18, 1998.



As the Portal director, Gia posted many public events and tours, which included a special exhibit honoring Charles Taylor, highlighting the important role of aircraft designers and mechanics.

"Aircraft and Power Plant mechanics (A&Ps) often refer to themselves as 'the unsung heroes of aviation,' and my goal is to honor them by telling their story one mechanic at a time," she wrote.

While the Wright Brothers are famously known for the first powered aircraft flight carrying a man at Kitty Hawk on December 17, 1903, it is little known that the Wright Flyer would never have lifted off the ground were it not for the Wright's mechanic, Charles E. Taylor, the first Aviation Maintenance Technician (AMT) and the man who built the first aircraft engine.

AMT Day

When John Goglia, a National Transportation Safety Board member and former airline mechanic, visited the Portal and met Gia, he inspired her to help spearhead a movement to create state and national recognition for Charles Taylor, who today is considered the 'Father of Aviation Maintenance'. By 2002 she assisted A & Ps, Ken MacTiernan, and Richard Dilbeck in writing the first state legislative Resolution for AMT (Aircraft Maintenance Technician) Day - The State of California.

AMT Day is celebrated each year on May 24th and honors Charles Taylor on the date of his birth and all Aviation Maintenance Technicians. Like Taylor, AMTs are the unsung heroes of air travelers and some of the

Continued On Page 16

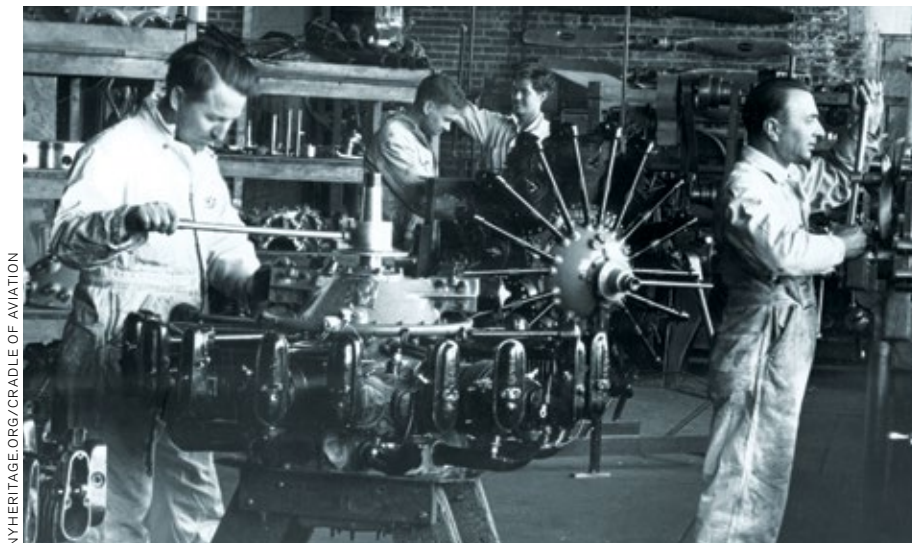
Continued From Page 15

hardest working men and women in the aviation industry. It is they who ensure every day the safety and security of civil and military aircraft. In 2008 Congress passed a resolution supporting the goals and ideals of National AMT Day. After several years of tireless effort, Senate Resolution #SRES335 passed in December 2016, joining Congressional Resolution #RES#444, recognizing May 24 as AMT Day, which is now observed in 45 states in the U.S.A.

The Charles Taylor Master Mechanic Awards

"If you have ever owned a toolbox containing a wrench with which you serviced an aircraft, this month's recognition is for you. And May 24th is your day because it is the birth date of Charles Edward Taylor." – Giacinta Koontz, *CAMP InSight*, May 2017

In her monthly column for *CAMP InSight* magazine, Gia wrote, "Many dozens of people helped push for Aircraft Maintenance Technician Day, but three key advocates are John Goglia, Ken MacTiernan, and Richard Dilbeck. Since 2002 Goglia, MacTiernan and Dilbeck have relentlessly gained state Proclamations and now, Resolutions in both the U.S. House of Representatives and the Senate. Goglia has been an aircraft mechanic and former NTSB official; MacTiernan is President of the Aircraft Maintenance Technicians Association and a long-term maintenance



NYHERITAGE.ORG/CRADLE OF AVIATION

Roosevelt School Students in engine servicing class. c.1935.

technician for American Airlines. FAA Flight Standards Office employee Dilbeck has gone beyond his job description to keep the Charles Taylor Master Mechanic Award program on track."

The Charles Taylor Master Mechanic Award is an honor presented by the U.S. Federal Aviation Administration (FAA) and recognizes the lifetime accomplishments of senior aviation mechanics. It is the most prestigious award the FAA issues to persons certified under Title 14 of the Code of Federal Regulations (14CFR). The award recognizes individuals who have exhibited professionalism, skill, and aviation expertise for at least 50 years in the aircraft maintenance profession as "master

mechanics." A distinctive certificate and lapel pin is issued after application review, and eligibility requirements have been met. Upon request, a stickpin similar in design to the lapel pin is also provided to the award recipient's spouse in recognition of his or her support to the recipient's aviation maintenance career.

Once the award has been issued, the recipient's name, city, and state are added to a published "Roll of Honor," located at www.faasafety.gov.

As of this year, 359 AMTs from New York, New Jersey, and Connecticut have received the award, and their names are listed on the Roll.

On the first Sunday of May, I stood inside the Portal of the Folded Wings and looked down upon the bronze marker that is placed over Charles Taylor's final resting place. Above my head, the roar of an airliner's engines that had taken off from Burbank vibrated within the dome. Looking around at the surrounding markers, I read the names of people who had made my five-hour flight across the country possible. Then looking toward Gia's, I thought about how she had saved the beautiful building surrounding me; how instrumental she was in preserving the memory of those who were interred there for future generations. As the passionate, insightful historian and writer that she was, she unearthed their legacies alongside Charlie Taylor's, and she helped bring them to the forefront. Then I said, quietly, "This is your legacy, Gia...here for posterity." ■



Wilbur Wright examining canoe attachment to aeroplane before 1st flight over water.



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Run the Runway 5K Returns to JFK

The 2022 JFK Run the Runway 5K was once again held live after a 2-year hiatus. The JFK Rotary Club and the Port Authority of New York and New Jersey were delighted to welcome runners, walkers, aviation enthusiasts, colleagues, friends, and family to experience an iconic moment out on the runway at JFK International Airport.

Every year since 1972, a worthy organization benefits from the proceeds, this year the beneficiary is General Needs LTD. They provide assistance to local homeless Veterans as they transition back to work and into homes. The remainder of the proceeds allows the JFK Rotary Club to continue their support for many other local organizations throughout the year, including the Saratoga Inn Family Shelter, Aviation High School, USO of Metro NY, School Sisters of Notre Dame, and local elementary schools.

This year's 5k was attended by more than 1,300 participants from every age group and ability. It was indeed a wonderful sight to see all the smiling faces and the people of the airport community getting together to share in this thrilling event. None of it is possible without the the JFK-based PANYNJ team and Federal partners.

So many things happen behind the scenes to ensure the event is fun and safe for everyone involved, including volunteers from the JFK Rotary Club, CUNY York College, Aviation High School, Farmingdale State College, and Vaughn College, arriving at 6:00 AM on race day to get set up to welcome the runners.

This years sponsors included: Unity Electric, API, LaGuardia Gateway Partners, WFS, ASAK Solutions, HNTB, DutyFree Americas, DH2 Chauffeured Transportation, VRH Construction, Atlas Air, ABM, Russo's on the Bay, and Aqueous Solutions. Other corporate contributors to the event include *Metropolitan Airport News*, Snowlift, Vinny's Panini, JFKIAT, Wingtips Lounge, TNT Construction, CLPA, Work N Wear, KAAMCO, Ship My Bike, Delta Air Lines, and JetBlue.

It takes a lot of coordination, participation, and love for the event to make it a success. And all those things came together to ensure the JFK Rotary Club can continue its mission to help those in need within the airport and aviation community. ■



View the
race results



View the official
race photos.





Bacardi Sues American Airlines for Lost Liquor

Bacardi, one of the largest privately held spirits companies in the world is suing American Airlines for the disappearance of over \$65,000 worth of French brandy last year.

Bacardi USA, the American division of the Spanish liquor manufacturer, stated in its lawsuit that twenty-four pallets containing 1,680 cases of cognac, a type of brandy from the Cognac region of France, were loaded onto an American Airlines flight in Paris and that when the shipment arrived at Los Angeles International Airport, six pallets and three cases were missing.

While not directly accusing American Airlines of stealing the French cognac, it contends that the airline carrier is responsible for the cargo which was in its possession. The lawsuit, filed in U.S. District Court in Pasadena, California states, "While in the possession, custody, and control of

[American Airlines], six pallets and three cases were lost or stolen."

Each of the six pallets had about 70 cases of liquor, which equates to over 400 missing cases. In the lawsuit, Bacardi said that the missing alcohol is worth \$65,820.

Bacardi owns three brands of cognac under the Otard, D'ussé Cognac and Gaston De LaGrange labels. Since the onset of the COVID-19 pandemic, cargo such as the Bacardi shipment has become a bigger business for American Airlines and other air carriers, bringing in an estimated \$1.3 billion in revenue in 2021. That figure is over double that of 2019, prior to COVID.

Due to reduced flights over the last two years, particularly international flights, airplanes have been less full and that left more room for cargo.

In 2020, when wide-body airplanes were



not being used, American Airlines initiated 'cargo-only' flights. International flights took off between Dallas Ft. Worth and European destinations such as Frankfurt, Madrid, and Paris, all without passengers.

American Airlines, based in Ft. Worth, Texas, and Bacardi, whose U.S. headquarters is in Coral Gables, Fla., did not respond to a request for comment. ■

OTG Announces Agreements With Four New York Based Start-ups

Products Will Be Available at Restaurants and Bars Inside OTG Terminals At New York Area Airports

Airport hospitality leader OTG announced that it has reached agreements with four companies that began as entrepreneurial start-ups that will now offer products at restaurants and bars inside OTG terminals in New York area airports.

OTG operates hundreds of dining and retail locations in airports across the country including Newark, LaGuardia, JFK, Philadelphia, Minneapolis-Saint Paul International Airport, and George Bush Intercontinental Airport in Houston.

OTG has reached agreements with the following companies:

■ **Hella Cocktail Co.:** Since 2012, Hella Cocktail Co. (A local minority Airport Disadvantaged Business Enterprise Program certified company), has poured an expanding array of delicious options for cocktail consumers, both those desiring bold flavors to mix with traditional spirits and those who prefer a non-alcoholic way to sip and



socialize. During the pandemic, Hella hired out-of-work bartenders to teach virtual classes on how to make drinks. Hella co-CEO Jomaree Pinkard is actively mentoring minority entrepreneurs so they can learn from Hella's success. Hella products will be offered in locations at six OTG airports.

■ **St. Agrestis** (Greenpoint, Brooklyn): The Catizone Brothers and their Brooklyn-born partner Steve DeAngelo touch every

part of St. Agrestis – a producer of natural spirits and cocktails. Their products are made from organic herbs, spices, and citrus, and their products are all produced in their facility in Greenpoint, Brooklyn.

■ **Five Boroughs Brewing Co.:** The origin of the company started while crafting beer in a college dorm room, now the founders of Five Boroughs Brewing Co. make their hyper-local product in an old warehouse in Brooklyn that boasts high ceilings, fresh beer, and a massive 2,500 square foot taproom.

■ **SingleCut Beersmiths:** SingleCut was founded by a Queens native who loved all things music and beer. Now, all its award-winning lagers and IPAs are named after music and all are made back home.

"We are thrilled to partner with these entrepreneurs and their companies that began as local start-ups, and we are excited to offer their products at our airport locations," said Rick Blatstein, CEO and Founder of OTG. "It is one of our top priorities to find and highlight local businesses so their products can be featured at our locations in the terminals. It allows us to give travelers wonderful choices to make the airport experience that much better." ■

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The Intrepid Sea, Air, and Space Museum

BY ROBERT G. WALDVOGEL

Berthed at Manhattan's Pier 86 in the Hudson River is a superstructure that floated, moved, and accommodated the population of a sizable town. It was integral in the Second, Cold, and Vietnam wars; served as the base of many air groups operating both piston and pure-jet aircraft; became the target of torpedo and kamikaze strikes; and survived as a testimonial to its tenacity and contribution to victory as an air, sea, and space museum.

Featuring a 912-foot overall length and 103-foot breadth, the ship, displacing 41,434 tons and capable of a 33-knot speed, accommodated 100 airplanes and almost 4,000 crew members. It was commissioned as CV-11 on August 16, 1943.

World War II

Thudding on to its deck two months later, on October 16, and snatching one of 16 arresting cables with its tail hook, a Grumman F6F-3 Hellcat belonging to Air Group 8 marked its initial landing and was soon joined by Curtiss SB2C-1 Helldiver dive bombers and Avenger TBF Torpedo bombers that completed its fleet.

After orientation forays in the Caribbean



The U.S. Navy aircraft carrier USS Intrepid underway in the South China Sea en route to Yankee Station off the coast of Vietnam in 1968.

and up to Maine, the ship, having been subjected to provisioning and carrier operation testing, embarked on its first tour on December 3, by way of the Panama Canal, joining Admiral Marc Mitscher's Pacific Fifth Fleet.

Re-equipped with Air Group 6 in Pearl Harbor, it departed on January 16 as part of the new Task Force 58, comprised of carriers Cabot and Essex, now bound for the Marshall Islands.

It engaged in its first combat exchange, during which its Avengers, Dauntlesses, and Hellcats were tasked with the disabling or destruction of the Roi and Namur islands located 42 miles north of Kwajalein. It aided in killing 8,500 Japanese by the second day, demonstrating that Japan's island fortresses were unable to defend themselves against the US Navy's carrier force. Aerial retaliation with its Zero fighters was nonexistent.

One of Intrepid's major engagements was the Battle of Leyte Gulf, taking place in October of 1944 and intended to strip Japan of its control of the Philippines and the sea lane to its oil supplying colonies in the south.

During its three and a half years of duty, the Intrepid destroyed 301 Japanese aircraft and sank, or helped sink, 122 ships, including the two super prizes, Musashi and Yamato.

The Intrepid was decommissioned on March 22, 1947.



Intrepid off Hunters Point Naval Shipyard in San Francisco in June 1944, her deck loaded with aircraft to be transported to the Pacific Theater.

Continued On Page 24



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Post-War Operations

While the Intrepid languished as part of the Pacific Reserve Fleet—a holding pattern between being resurrected back to life or cleared to the afterlife as scrap—war's flames, once again erupting on July 25, 1950, raged—in this case in Korea.

Although a new generation of aircraft carriers, capable of launching tactical jet fighters, was authorized for these operations, the required time and cost to construct them was prohibitive, leaving the Navy little choice but to modernize and recommission its now outdated Ticonderoga and Essex class ships, of which Intrepid was one.

Its own modernization program, entailing the installation of a reinforced flight deck, steam catapults to handle pure-jet aircraft, relocated aircraft elevators, and state-of-the-art radar and electronics, required a two-year, two-month period and culminated in its recommissioned status on June 18, 1954.

Aside from accommodating some vintage World War II piston types, it was now able to launch McDonnell F2H-4 Banshees,



Today Intrepid is berthed on the Hudson River in NYC as the centerpiece of the Intrepid Sea, Air and Space Museum.

North America FJ-3 Fury's, and North American AJ Savages, the Navy's nuclear bomber, while air-sea rescues were facilitated by helicopters.

While it was deployed to the Mediterranean in support of the Cold War, missions for this multi-role ship were hardly restricted to atmospheric ones. It was also instrumental in the space program, serving as a recovery vessel for the Mercury and Gemini capsules.

From Aircraft Carrier to Museum

The initial value of the once proud and victorious Intrepid was literally seen as the sum of its parts—or the amount of money it could earn if reduced to sold scrap metal. But a new lease on life hovered on the horizon in the mid-1970s when the Odysseys in Flight Group was established to acquire and transform an aircraft carrier into a museum. Perhaps viewing the opportunity



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as a long-delayed one when denied military acceptance himself during World War II because of a leg injury, Zachary Fisher, one of its members, saw it as a purpose to be fulfilled.

His interest was summed up in five short words. "I will save the Intrepid," he said.

With it came the secondary project of revitalizing New York's West Side, which in the early-1980s was plighted and seedy, with the attraction his moored museum would provide.

Departing Philadelphia for the first time in eight years, it was repositioned to New Jersey's Hoboken Bethlehem Shipyard for its almost \$22 million restoration and transformation into a public project and then, with 1,300 Navy personnel, former Intrepid crew members, donors, and supporters on board, sailed into its new Pier 86 home on June 13, 1982.

Officially opening as the Intrepid Sea, Air, and Space Museum two months later, on August 4, it was intended as "an educational and cultural nonprofit institution created on the aircraft carrier Intrepid—a National Historic Landmark (since 1986). The mission of the Intrepid Sea, Air, and Space Museum is to promote the awareness and understanding of history, science, and service through its collections, exhibitions, and programming in order to honor its heroes, educate the public, and inspire youth."

Today, it offers the opportunity to inspect numerous historic aircraft on its flight, gallery, hangar, and third decks.

Fixed-wing airplanes include famous designs from Grumman, such as the E-1 Tracer, the S-2 Tracker, the TF-1 Trader, the F9F-8 Cougar, the F9F-5 Panther, and the F11F Tiger; from North American like the FJ-3 Fury and the F-86 Sabre; and from Vought, such as the F-8 Crusader. Rotary-wing types include the UH-1 Iroquois and AH-1J Sea Cobra from Bell and the HH-52 Sea Guardian from Sikorsky.

Speed and Space

Perhaps not necessarily synonymous with an aircraft carrier are three unique designs that attained supersonic speed and straddled space.

The Lockheed A-12, constructed of titanium, featured a delta, fuselage-blended wing with razor sharp leading edges and a



View of military airplanes on the deck of the USS Intrepid Sea, Air & Space Museum, with the Manhattan New York skyline in the background.

lift-augmenting chine—or slender, upward-curving leading edge extension that ran from the nose along the fuselage sides to either wing.

"The Lockheed A-12," according to Tom D. Crouch in his book, *Wings: A History of Aviation from Kites to the Space Age* (W. W. Norton and Company, 2003, p. 582), "a Mach 3 replacement for the U-2, was coated with radar-absorbing materials, featured structures that 'trapped' radar signals, and burned a fuel designed to reduce infrared visibility."

Operating at velocities higher than rifle bullets and able to outrun missiles, it was powered by two 34,000 thrust-pound, afterburner-equipped, Mach 3 sustainable Pratt and Whitney J58 turbojets burning low volatility JP-7 fuel at an 8,000-gph rate and emitting 3,400-degree exhaust gas temperatures.

Visible from the ship's fantail, on Pier 86, is another supreme speed representation, an Aerospatiale-British Aerospace Concorde, registered G-BOAD and sporting serial number 100-010, in British Airways livery.

First flying on August 26, 1976, it earned the world's speed record for airlines 20 years later, on February 7, when it flew from New York to London in two hours, 52 minutes, 59 seconds, and it remained in service with that carrier until it was retired in November of 2003.

Finally, the Space Shuttle OV-101 Enterprise test vehicle blended airplane and rocket technology. While it evokes the image of the ultimate speed its non-atmospheric successors offered, it was itself an engineless aircraft that can be considered the world's largest glider.

Intended to test the aerodynamic capabilities of its full-production versions during the approach and landing phases of flight, it was first rolled out at Rockwell's Air Force Plant 42, Site 1, assembly facility in Palmdale, California, on September 17, 1976. Mated to a modified Boeing 747 designated the Shuttle Carrier Aircraft (SCA), it was first used to determine ground handling, structural loads, and control at speeds up to those of actual rotation.

A visit to the Intrepid offers an opportunity to sample a technological sea, sky, and space merge that was instrumental in victory during its operational period. ■



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



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NON-REV TRAVELER

Quick Shot to Sintra, Portugal



This trip was our fourth to Portugal, and as mentioned in previous articles, we were late to appreciate the beauty of Portugal. Still, we have caught up and have experienced and traveled to quite a bit of the country, both pre-pandemic and currently.

This trip began as most European trips usually do, with the worry about applying for the Landing Card and the COVID Test for the European country we are visiting. However, this time filling out the Landing Card for Portugal was easier because we've learned two secrets from our last trip. First, when filling in your seat number on the

plane, you need to capitalize the letter in the seat number (example 16A). Second, even though the Landing Card shows a USA flag, you must include the USA country code of 01 with your phone number.

As per the COVID Test within 24-hours of entering Portugal, we are old hats at efficiently completing this test at JFK Terminal 8 and getting the results within 20-minutes at no additional charge. Note that the COVID testing center has moved to a DocGo registry, and quite a bit of time can be saved if this can be filled out ahead of time.

My wife Maureen and I are getting used to the awful two-hour immigration wait

upon arrival in Portugal. There is no excuse for this extended wait; there are usually only 2-4 immigration officers on duty. There is no problem with immigration when leaving Portugal. We can't wait to see what will happen during the summer months.

The city of Lisbon is beautiful and easy to get around, and the airport is within the city limits, so taking a taxi or Uber from the airport to a downtown hotel is inexpensive and quick. As we have in on past visits to Portugal, we have stayed at the Lisbon Marriott Hotel in the city's center and about a half-mile from the Lisbon Zoo.

Several wonderful day trips can be taken from Lisbon, including Cascais (as mentioned in a previous article) and also Sintra are two worth mentioning. Travelers to Sintra can use conveniently located train stations throughout Lisbon. Trains to Sintra depart every half hour, and the trip takes a scant 40-minutes at the cost of €2.50 per person each way, a real bargain.

Sintra was gorgeous, like Greenwich Village or Montmartre in the mountains. An absolute walking town with lots of restaurants, bars, and shopping. We walked from the train station through the city, ending up at the Quinta Da Regaleira Palace and Gardens, a beautiful walking tour of the town. In good weather, Sintra is not to be missed.

Just a note, concerning the negative COVID test within one day (not 24-hours) before taking a flight back to the USA, we have been using the new Zoom-based Abbott Labs COVID Test for traveling sold by eMed.com. This test is conveniently taken in your hotel room using Zoom and eliminates the nerve-racking issue of not only finding a COVID Test Site and making a reservation for the test, but the high cost of the test in Europe. **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

May 4 – 10:00am

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

May 9 & 23 – 7:00pm

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

May 11 – 10:00am

KAAMCO Members Meeting
TWA Hotel
Jamaica, New York 11430
www.kaamco.org

May 11 – 11:00am

JFK Airport Security Hiring Event
JFK Airport, Building 14,
Jamaica, New York 11430
www.caonynj.com

May 12 & 26 – 12:00pm

**LGA Kiwanis Club
Monthly Meetings**
LaGuardia Airport Marriott Hotel
East Elmhurst, New York 11369
www.lgakiwanis.org

May 17 – 5:00pm

**JFK Chamber of Commerce
Dinner Meeting**
Vetro Restaurant & Lounge
Howard Beach, NY 11414
www.jfkcoc.org

May 18

**Global Foundation for
1st Responders Golf Outing**
Stonebridge Golf & Country Club
Smithtown, NY 11787
www.globalfirstresponders.org

May 19 – 6:00pm

**JFK Air Cargo Association
Monthly Meeting**
VIRTUAL EVENT
www.jfkaircargo.aero

May 20 – 12:00pm

Hunts Point Spring Mingle
The Point Campus for Arts & the

Environment
Bronx, New York 10474
www.ghpedc.org

May 25 – 5:30pm

**JFK Airport Rotary Club
Dinner Meeting**
RSVP to admin@jfkrotaryclub.org
Vetro Restaurant & Lounge
Howard Beach, NY 11414
www.jfkrotaryclub.org

May 26 – 11:45am

**The Wings Club Foundation
April Luncheon**
Speaker: Conor McCarthy,
Founder & CEO Emerald Airlines
Yale Club of New York City
New York, 10017
www.wingsclub.org

May 26 – 9:00am

**33rd Annual Equipment
& Vehicle Show**
Flushing Meadow Corona Park
Corona, New York 11354
www1.nyc.gov

May 28 - 29

Jones Beach Air Show
Jones Beach
Wantagh, New York 11793
airshow.jonesbeach.com

June 2

Casino Night at Vaughn College
Benefitting The Thomas A. Broschart
Memorial Scholarship
TWA Hotel
New York, New York 11430
www.vaughn.edu/casinonight

June 8

LIBAA 18th Annual Golf Outing
Rock Hill Country Club
Manorville, New York 11949
www.libaa.org

June 8

Queens Business Expo 2022
Citi Field, Queens, New York 11368
www.queenschamber.org

June 10

LGA Kiwanis Club Annual Gala
Leonard's Palazzo
Great Neck, NY 11021
www.lgakiwanis.org

June 15

**IEEE Entrepreneurship
at Vaughn College**
Vaughn College
East Elmhurst, New York 11369
www.vaughn.edu

June 17 – 11:00am

Sally Ride Sculpture Unveiling
Cradle of Aviation Museum
Garden City, New York 11530
www.cradleofaviation.org

June 20

2022 KAAMCO Golf Tournament
Garden City Country Club
Garden City, NY 11530
www.kaamco.org

June 25

**The Semantics
36th Annual Fishing Trip**
Sailing out of Freeport, NY
www.thesemantics.org

August 1

JFK Rotary Club Golf Outing
Brookville Country Club
Glen Head, NY 11545
www.jfkrotaryclub.org

August 18

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

September 10

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

September 12

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

September 12

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

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



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