

METROPOLITAN Airport NewsTM

OCTOBER 2022

The Journal of the Metropolitan New York Airport Community

Seaplanes & Skyports

New York Metropolitan Seaplane Bases



Also Inside:

First Across the Atlantic

Non-Rev Traveler:

Two-Night Trip to Nice and Monaco

Fast Five: Vincenzo Pace

Senior Project Manager – Aviation, Unity Electric & Professional Photographer

Airport News & Events



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PUBLISHER'S MESSAGE

Welcome to the October issue of the Metropolitan Airport News. I hope all the kids got back to school OK and that you are all adjusting to the increased traffic around the airports! It is obvious that people are back on the move, both on the road and in the air. While I wish we could have held onto summer a little longer, there is something very comforting about the cool mornings of the season and the beautiful changes that are all around.

This month we bring a feature focused on the aviation and maritime industries coming together to make our area seaports. While it's a rich history we have for sure, some are still in operation. It makes total sense considering we are not only a coastal region but a series of islands that make up our geography.

Enjoy the change of season, get out, and soak in all our area has to offer. The NY Metropolitan Area never ceases to amaze me. There is always something to learn, new people to connect with, and places to discover.

Check out the calendar page at the back of the issue and check with us online to get up-to-date event information www.metroairportnews.com/airport-events. There is always something going on within the airport community, from meetings to charity events to social evenings out on the town.

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

Katie Bliss

Katie Bliss, Publisher

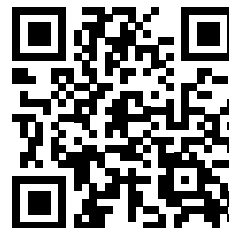


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ON THE COVER

Flights to the Hamptons and Nantucket along with chartered flights to Atlantic City and other destinations are available from BLADE Aqua Lounge on East 23rd Street in NYC.

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Vincenzo Pace

Senior Project Manager – Aviation, Unity Electric & Professional Photographer

Vincenzo is currently an Airport Focused Senior Project Director for Unity Electric, a subsidiary of Equans, a multinational construction consortium headquartered in France. He is based at John F. Kennedy International Airport and handles projects at LaGuardia & Newark Airports. Vincenzo also serves as a member of Equans' Airport Business Group. Prior to his role in airport construction, he had more than a decade of construction-development experience, managing several signature NYC construction projects, including portions of the World Trade Center Redevelopment. Vincenzo is a published professional aviation & aerial photographer and a lifelong aviation enthusiast. His photography has been published in various print and online publications, and he was a finalist in the "Best Aviation Photo Category" for the 2021 Aerospace Media Awards.

1 What are the most exciting things coming up in the industry?

Vincenzo: I am most excited about seeing my home airport finally being redeveloped into the 21st Century Airport it deserves to be. JFK is literally New York's Gateway to the world, and I am proud to be one of the thousands of devoted construction professionals playing a role in this decade-long effort. As a result, airport infrastructure in the United States is finally starting to get the attention it deserves, and new emerging technologies will help our airports become a benchmark for the rest of the world to follow.

2 How did your love of aviation start?

Vincenzo: Growing up around JFK airport, aviation was always a part of my life. Airplanes on the famous Canarsie visual approach would fly by my house in Howard Beach, and soon become part of my "extended family." My parents used to bring me as a young kid to the observation deck of the old IAB on the weekends, and I started flying when I was five years old on an Alitalia 747 to Italy.

3 Alongside your airport job, you are also a well-known plane spotter. Tell us about that and how you got started.

Vincenzo: My Dad got me into photography at a young age. As a kid, my family used to go to NY Cosmos Soccer Games at Giants Stadium, and my Dad had field access where he would take pictures of the games. In 2005, when online aviation social media was in its infancy, I connected with local plane spotters via Airliners.net. I have met some great photographers who are friends to this day, including plane spotting legend Joe Pries, whose photography best practices still influence my work.

Career priorities took me away from aviation photography; however, I returned five years ago and have since invested in new camera gear and have worked hard to improve my photography skills. As a result, my work has been published in numerous print and online aviation media outlets. With the encouragement and mentoring of some close aviation photography friends, I have developed as an aerial photographer, taking air-to-air and air-to-ground photos of aircraft over airports across the United States. But, more importantly, as an older member of the community, I enjoy mentoring the next generation of plane spotters and hopefully serving as a role model for them to thrive and enjoy their enthusiasm for aviation and plane spotting.

4 Where is your favorite photo spot (unless that is divulging secrets), and what are your favorite aircraft liveries?

Vincenzo: I have become known for "banking shots" of aircraft departing from JFK's Runway 31L on the Canarsie departure. This particular photography angle is world-renowned in the plane spotting community. My fellow spotters and I shoot from a location in Broad Channel, Queens, near the North Channel Bridge; this is an excellent location on Jamaica Bay, offering a tranquil setting to take pictures.

While I love many airline liveries, my favorites are ITA Airways, Delta Air Lines, and Virgin Atlantic. Before Alitalia ceased operations, it was my absolute favorite to photograph, not only for its beautiful livery but as a proud Italian-American. I have been eager to catch NASA's cargo plane called the Super Guppy. So I'll be heading out west to catch this fun plane sometime this winter, hopefully.

5 Community involvement is essential to connect where we work to those who live here. In what ways are you involved in supporting the local community?

Vincenzo: Service to the community has always been very important to me. I have volunteered and served on numerous community-based groups over the years. During my college years, I was a member of Queens Community Board 10. More recently, I served as an ACE Mentor, helping to attract high school students into pursuing careers in architecture, construction, and engineering.

I was recently elected to serve as Secretary of the JFK Airport Rotary Club and to chair the committee organizing the Rotary's 2023 JFK Runway 5K. I also enjoy being a member of the JFK Chamber and meeting many outstanding members of our diverse airport community. In the photography world, I enjoy helping others improve their photography skills, whether a plane spotter new to the hobby or a fellow JFK Team Member looking to capture special aviation moments while at work. ■

To learn more about Vincenzo Pace and to see his incredible photographs, visit his website at www.aerovincenzo.com, or become one of his more than 185k followers on Instagram.

ON DUTY

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



Ken Allen

■ Global 'Next Flight Out' B2B logistics specialists **Courier Network Inc. (CNW)** has announced the appointment of former DHL Express and DHL eCommerce Solutions CEO **Ken Allen** as Chairman of the Board with immediate effect.

One of the most experienced logistics executives in the industry, Allen previously served 36 years with the Deutsche Post DHL Group in various roles and capacities, including 13 years as a member of the board and three years as the CEO of DHL eCommerce solutions. Best known for leading the global transformation of DHL Express for a decade, he brings extensive experience in leadership in the Express and eCommerce segments. He is also a published author on how simplicity and focus in business can transform a company into a world-class performer.



Daniel Bärlocher

■ After more than 11 years in the function as Head of Corporate Communications of **Swiss International Air Lines (SWISS)**, **Daniel Bärlocher** is to leave the company to take a new path outside the airline sector. Among his numerous achievements during his SWISS tenure, Daniel Bärlocher has realigned the company's Corporate Communications unit and adopted a newsroom approach to its communications planning and steering.



Stephanie Tully

■ **The Qantas Group** has appointed **Stephanie Tully** as the new Chief Executive Officer of Jetstar Airways. This follows the announcement in June that current Jetstar CEO, Gareth Evans, will leave his role by the end of calendar 2022.

Stephanie Tully joined the national carrier in 2004 and has worked across operational, commercial, marketing, and customer loyalty functions in progressively more senior roles. She has been a Group Executive and Chief Customer Officer since 2019.

As a result of this appointment, **Markus Svensson** will be promoted to the Chief Customer Officer role and become a member of the Group Executive Committee reporting to the Group CEO. Mr. Svensson is currently the Executive Manager of Network, Revenue Management, and Alliances, responsible for overseeing a large part of the commercial strategy for Qantas International and Qantas Domestic.

■ **Crane Worldwide Logistics** strengthens its focus on Industrial clients with the appointment of **Janet Ang** as Global Vice President Industrial. Ang will drive the strategic direction of the Industrial sector, supporting the development of additional integrated supply chain solutions for Crane Worldwide's growing portfolio of B2B international clients.



Janet Ang

With a broad range of experience from international operations to global account management and solution design, her in-depth knowledge of the supply chain industry will bring added value to Crane Worldwide Logistics growing Industrial sector.

■ **Paul Wiedefeld** has joined **HDR** as director of the firm's transportation practice in the Northeast U.S. Wiedefeld brings four decades of transportation industry experience, with half of those years as the CEO of major aviation and transit agencies. As HDR's Northeast transportation director, he will provide leadership across 14 states from Virginia to Maine, plus the District of Columbia.



Paul Wiedefeld

Wiedefeld will help set HDR's transportation strategy in the region and expand the firm's diverse service lines throughout the Northeast. His responsibilities will also include overseeing the planning and delivery of major regional initiatives and projects for HDR's transit, aviation, highways, bridges, freight rail, and maritime clients.



Kevin Day

■ **AFS Logistics** announced **Kevin Day** as President of Less-Than-Truckload (LTL). Day has over 25 years of logistics industry experience, including more than 11 years in executive leadership roles. As president of LTL for AFS, Day serves in both a client- and carrier-facing capacity, leading and managing the LTL business unit, team, and revenue streams for LTL service offerings. Day will lead and support an analytics and pricing team in Dallas that offers unmatched insights into the LTL market and a Shreveport, Louisiana-based operations group that primarily serves the claims and support and commercial teams, helping them find solutions to various customer needs.



Kevin Mathisonas

■ **JetBlue** announced the appointment of **Kevin Mathisonas** the airline's vice president, enterprise planning. In this role, Kevin will support the airline's efforts to deliver an efficient and reliable operation for its customers and crewmembers.

Mathisonas's career prior to JetBlue includes two decades at Delta, where he first joined as a line pilot and later held a number of leadership roles in operational performance and planning, network planning and crew resources. Mathisonas is also a retired naval officer and aviator, having proudly served in the U.S. Navy for two decades. ■



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COMPANY SPOTLIGHT

Vinny's Panini NYC

TWA Hotel, One Idlewild Drive, Queens, NY 11430
Tel: (212) 790-3625 • www.vinnyspanininy.com

Fratellini RG, which operates under the name Vinny's Panini NYC, provides several 'Grab n' Go' options and different concepts, from gourmet panini, to bagels, hot dogs, pasta, pizza, and more. Its food concession operates 24 hours a day/ 7 days a week at the TWA Hotel Food Hall at JFK International Airport and the company provides fast, casual dining, and catering options to the airport community, especially those in the TWA Hotel vicinity.

Vilson 'Vinny' Dautaj, is the owner of Fratellini RG, Inc. and has worked in the food service industry for over 20 years. Immigrating to the United States from Florence, Italy in 2011, he worked in the restaurant industry in New York before opening his own business. Vinny has been a part of the TWA Hotel Food Hall since its grand opening in spring 2019.

In late 2019, after a previous food & beverage service provider left, Fratellini RG began operating three kiosks at the TWA Food Hall and in 2020, during the COVID-19 pandemic, he extended operating hours to meet demand.

Charismatic and passionate about what he does, Vinny always looks for ways to improve his business by thinking outside of the box and being flexible, overseeing day-to-day operations, financials, legal and business relationships. With a strong belief in giving back to the community, he regularly provides food donations to a local food pantry.



Vilson "Vinny" Dautaj

Mirian 'Miri', Director of Operations, supports Mr. Dautaj by working onsite and oversees day-to-day operations, as well as employee training and quality control. The staff at Vinny's Panini NYC embody the same philosophy of customer service that Vinny prides himself on and some staff have been employed with Vinny's Panini for almost as long as he has been at the TWA Hotel Food Hall.

With carry-out and online ordering already in place before the pandemic, 'Grab n' Go dining allowed Vinny's Panini NYC to remain open during the pandemic and accelerated its use as fast-casual dining continued to adapt. "In the beginning of the pandemic, with its many unknowns, our ability to pivot and re-position ourself,



despite being a young business, was a great challenge. Fratellini RG successfully navigated these uncertain times by being flexible and quickly adapting. Online ordering options were added, as well as provided meal options for flight crews, first responders, and other groups (such as utility crews flown in to assist PSEG after Hurricane Henri) that were temporarily stationed at the hotel. "We also worked with an increasing number of wholesale food providers to ensure that we were fully stocked, despite the food and labor shortages that existed during the pandemic," said Vinny.

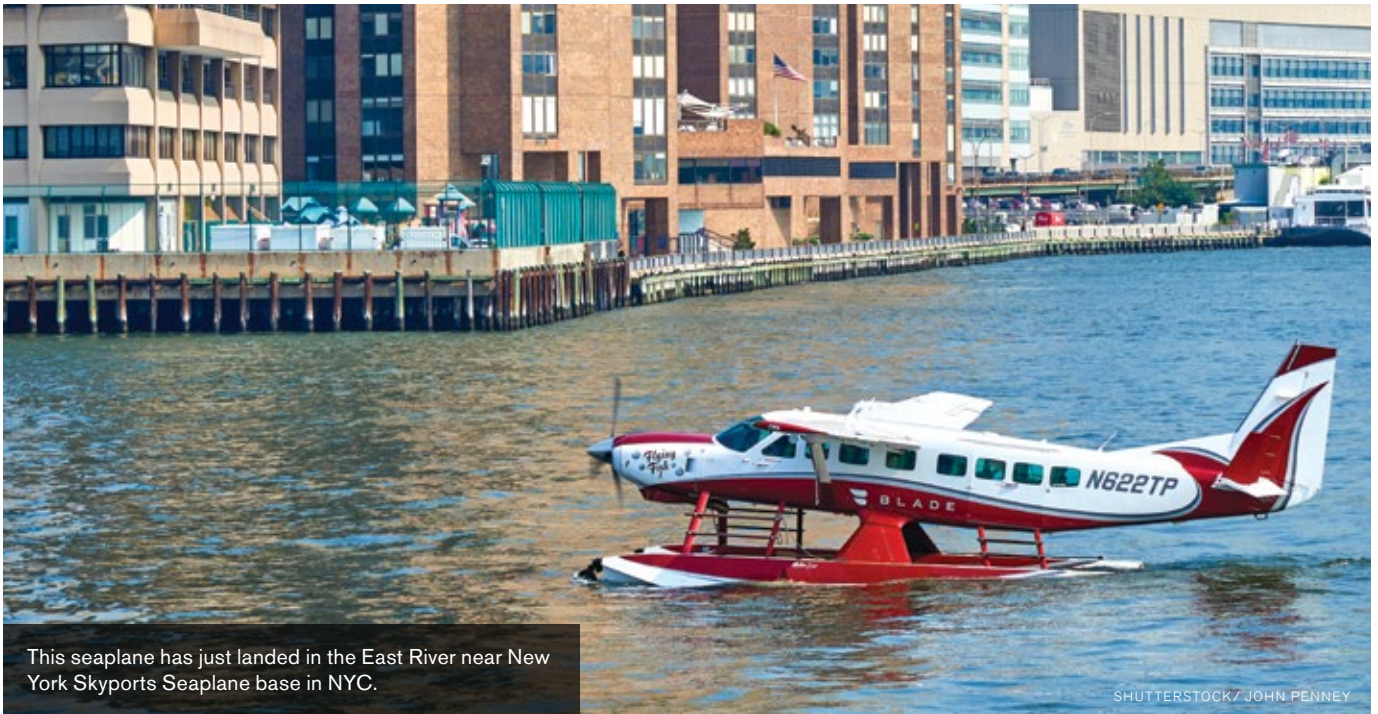
As COVID restrictions are rolled back, the quick-service industry is well-placed for the beginning of automation. Vinny added, "We are witnessing the beginning stages of the evolution of restaurant modernization with inventions like contactless payments and ordering kiosks, however, even with automation, Fratellini RG strives to maintain its sense of "family affair" and superior customer service as we keep growing and evolving."

Fratellini RG envisions expansion within JFK airport and the Tri-State area for their ambitious, yet grounded company, with controlled growth, so it can maintain its signature type of operation. ■



OMG! PHOTOGRAPHY





This seaplane has just landed in the East River near New York Skyports Seaplane base in NYC.

SHUTTERSTOCK/JOHN PENNEY

Seaplanes & Skyports

New York Metropolitan Seaplane Bases

JULIA LAURIA-BLUM

jblum@metroairportnews.com

Seaplanes are powered fixed-wing aircraft capable of taking off and landing on water. These aircraft are generally divided into two categories: float-planes, which have one or more narrow floats (or pontoons) mounted under the fuselage to provide buoyancy without the

fuselage contacting the water; and flying boats, which land using their fuselage (or hull) as its main source of buoyancy. Amphibious aircraft are in a sub-class of seaplanes that have retractable wheel gear that allows operation on both land and from the water via a ramp.

Air service in a seaplane is unique in that it provides passengers the speed of an airplane along with the utility of a marine

craft. It also allows pilots to access areas where a conventional landing infrastructure cannot be easily built or is inaccessible with any other type of craft. For these reasons, the seaplane has established itself as a valuable means of air transportation, recreation, and air transport utility.

The first successful seaplane flight took place at Marseilles, France on March 28, 1910 and is credited to the little known designer and engineer, Henri Fabre who's Hydroavion; Le Canard (The Duck) flew a distance of 500 meters.

In 1911, Glenn Curtiss received the Collier Trophy for his development of the hydroaeroplane, a land plane mounted on floats. He then went on to develop the first successful flying boat with a hull as its entire fuselage, rather than an aircraft's fuselage mounted on floats.

In the early days of aviation there were few developed airports. Water landings gave access to many locations and boat docks were typically used. As flying boats grew in popularity, they played a vital role



Blade seaplane prepares to load passengers at Skyport on the East River in New York.

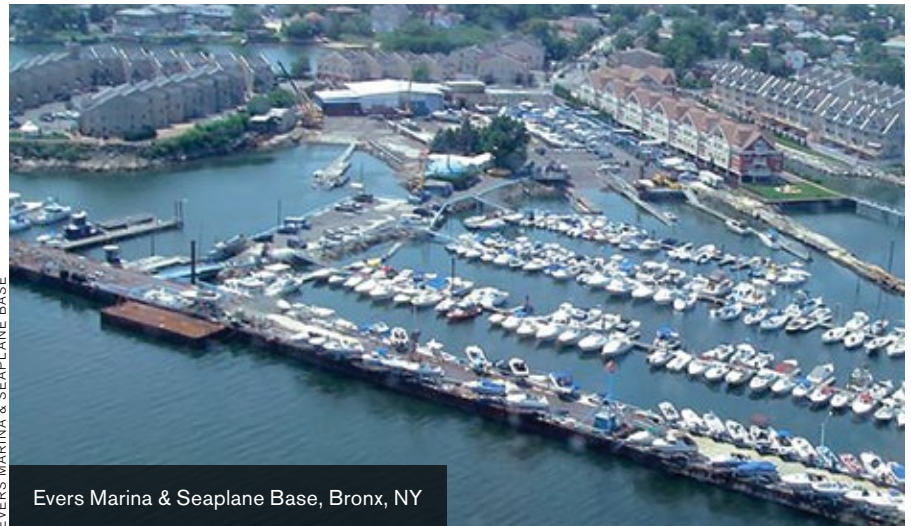
SHUTTERSTOCK

in the development of aviation, and the nation's economy and transportation network. Commercial seaplane operations became a financially viable business and companies and airlines, such as Pan American Airways, pressed for the construction of seaplane bases. Many of the new bases featured floating docks connected to land, ramps for amphibious airplanes, and terminals for both passengers and cargo.

Primarily used for commercial air travel, seaplane bases were heavily utilized for many years, but after World War II there was a gradual decline in use, and by the 1950s they were relegated to secondary service, as land-based aircraft capable of flying greater distances rose in prominence and became the 'go to' for air transport. Nevertheless, there are currently some 489 private and public use FAA seaplane bases in the United States.

A seaplane base is considered an airport that is situated in a body of water such as a harbor, lake, river, or inlet where seaplanes, including amphibious aircraft, can take-off and land. These bases provide the aviation, business, and tourism communities an operational base and support the community with economic, employment, and recreational opportunities. A seaplane's vital utilitarian use extends to disaster recovery, search and rescue, dropping water on forest fires, environmental monitoring, cargo and passenger operations, and many other special tasks.

While private-use seaplane bases may be publicly or privately owned, these bases are



EVERS MARINA & SEAPLANE BASE

Evers Marina & Seaplane Base, Bronx, NY

used for general and private aviation, but are not open or available for use by the public, or for scheduled airline travel.

Scheduled and non-scheduled intrastate passenger service has proven lucrative where ground transportation or water vessel service is time consuming, or simply does not exist. This is largely the case with public-use seaplane bases located on a city's waterfront.

One of the oldest airports in New York City was, in actuality, the East River, where the Downtown Skyport was built as a seaplane base in 1936. Located at the foot of Wall Street, between Piers 11 and 12, the Downtown Skyport pre-dated both LaGuardia (1939) and Idlewild-JFK airports (1948) and was primarily used to carry Wall Street executives for a time-saving and simple commute between home and office.

New York Metropolitan Public-Use Seaplane Bases

By the mid-1930s, a seaplane ramp was built at East 23rd Street in New York and the base became part of a marina that opened on April 18, 1962. The **New York Skyports Inc. Seaplane Base (6N7)**, which officially opened for business in 1946, is located on the waterside edge of the Skyport Marina on the East side, off 23rd Street and the FDR Drive.

This operational, public-use sky port is owned by New York City Bureau of Maritime and General Aviation, and is located in the Skyport Marina. It is Manhattan's only seaplane terminal. Its north/south (water) runway is 10,000 ft. in length x 1000 ft. in width. Pilots must complete a proving flight with an authorized member of the Northeast Seaplane Pilots Association prior to seaplane base use. A 3-bladed propeller is required on all seaplanes and pilots are required to taxi 1,000 ft. off-shore on the Manhattan side prior to beginning takeoff. In addition to general aviation use, New York Skyports Inc. serves as a commercial hub for Tailwind Air, Southern Airways Express and Tropic Ocean Airways who offer chartered, scheduled and seasonal service.

Twelve nautical miles northeast of New York City, overlooking Eastchester Bay, is the operational **Evers Seaplane Base (6N6)**, located at the Evers Marina and Seaplane Base in the Bronx. Founded in the 1930s by the late Carl Evers, the Evers Seaplane Base is a public-use seaplane base,

Continued On Page 12



Grumman G-21 Goose docked at the Downtown Skyport, NYC.

CRADLE OF AVIATION MUSEUM

Continued From Page 11

privately owned by Carl Evers son, Charles. Carrying on his father's business, Charles Evers was quoted in a 2014 *New York Times* article that his father was a barnstormer and aviator who flew with Howard Hughes and taught Katharine Hepburn how to fly, and that he also earned a good income by flying Wall Street financiers by seaplane from the Downtown Skyport to many vacation destinations.

The Evers Seaplane Base's all/way water runway is 5000 ft. in length x 400 ft in width and is 4.4 nautical miles from LaGuardia Airport. A busy seaplane base for general aviation, charter flights, and as a seaplane storage facility in its early days and through the 1950s, the base had five ramps and about 40 seaplanes. By the late 1960s, however, the Evers Marina has substantially shifted its operations to more of a harbor for fishing vessels, recreational boating and storage facility. Today's aviation maps show the marina as one of the last seaplane bases in the metropolitan region.

The Sands Point Seaplane Base (7N3) is a public-use seaplane base fronting Manhasset Bay and owned by SHM Capri LLC (at the Brewer Capri Marina) two miles northwest from Port Washington, Long Island. In the late 1930s the first regular commercial transatlantic airline service in the United States began in Port Washington with Pan American Airways Martin and Boeing flying boats alighting regularly at Manhasset Bay. A general aviation seaplane base, its two water runways, 1W/19W and 12W/30W, are both 6000 ft. in



Aerial view of Pan American Airways hangars & launching docks, Port Washington Manhasset Bay 1938.

length x 300 ft width. All landings are made at 2,000 ft. from shore, unless in an emergency.

New York Metropolitan Private-Use Seaplane Bases

The **EDO Seaplane Base (4NY2)** is a private-use seaplane base located in College Point, Queens and is owned by the EDO Corporation. The EDO Aircraft Corporation was formed in 1925 and named for its founder Earl Dodge Osborne. EDO was the principal producer of aircraft floats that were developed for a multitude of popular civilian aircraft, and after the outbreak of World War II, EDO products shifted to military aircraft with their leadership in the field continuing well into the 1970s.

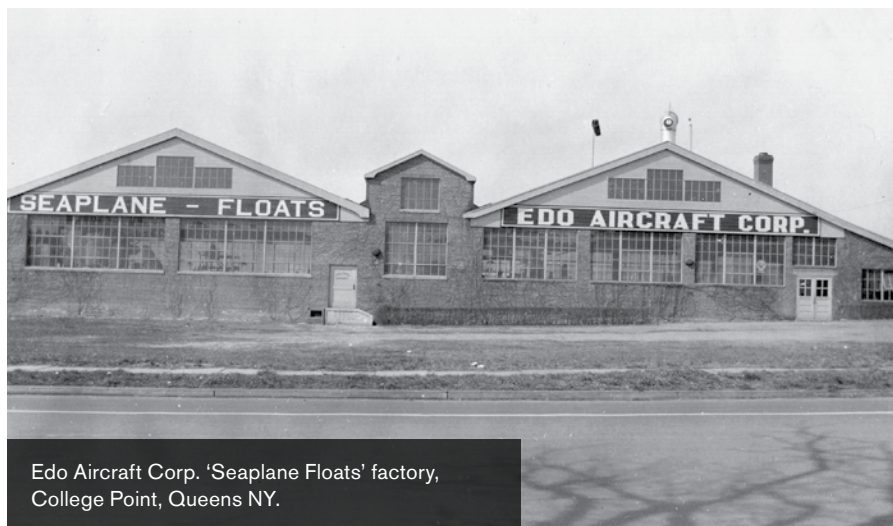
Less than a mile from LaGuardia Airport, its water runways in the Flushing Bay are NE/SW; NW/SE and N/S are 10000 x 500; 10000 x 500 and 5000 x 500 ft., respectively. This private facility is used to support EDO's seaplane base operations.

PVT SEALANES-JAMAICA BAY SEAPLANE BASE (NK30) is a privately owned seaplane base located along the Mill Basin Inlet, on a peninsula abutting Jamaica Bay in Brooklyn. In operation since 1980, NK30 is 6.2 nautical miles from John F. Kennedy International Airport.

This private-use only seaplane base utilizes two water runways 5000 ft. in length x 500 ft in width. Operations are conducted in accord with Visual Flight Rules, with permission required prior to landing

While there are only a few remaining seaplane bases in the immediate New York metropolitan area, the versatility of seaplane bases extends to all 489 public and private sea-based airports around the United States.

Whether for public, private or commercial use, seaplane bases are especially useful for private and charter transport, as these bases can increase the capacity of land-based airport operations by reducing congestion. This is especially relevant in the wake of the COVID-19 pandemic, where private flight operations have seen a substantial leap in popularity both during the pandemic and due to its fall-out in today's post-pandemic environment. ■



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First Across the Atlantic

BY ROBERT G. WALDVOGEL

robert077@optimum.net

As aircraft technology advanced, making greater payloads, higher altitudes, and increased distances possible, so, too, did the goals set for them—from crossing the country and surmounting mountains to connecting continents. One of the major ones during the 1920s was crossing the formidable obstacle between North America and Europe known as the Atlantic Ocean.

Catalyst to its aerial triumph was the \$25,000 prize offered in 1919 by Raymond Orteig, a French hotel operator living in New York, to the first person to fly between New York and Paris without stopping.

Although British aviators John Alcock and Arthur Brown made the first non-stop transatlantic flight in June of that year in a modified World War I Vickers Vimy bomber from St. John's, Newfoundland, to Clifden, County Galway, Ireland, the 1,800-mile distance they covered was only half that expected by the Orteig prize.

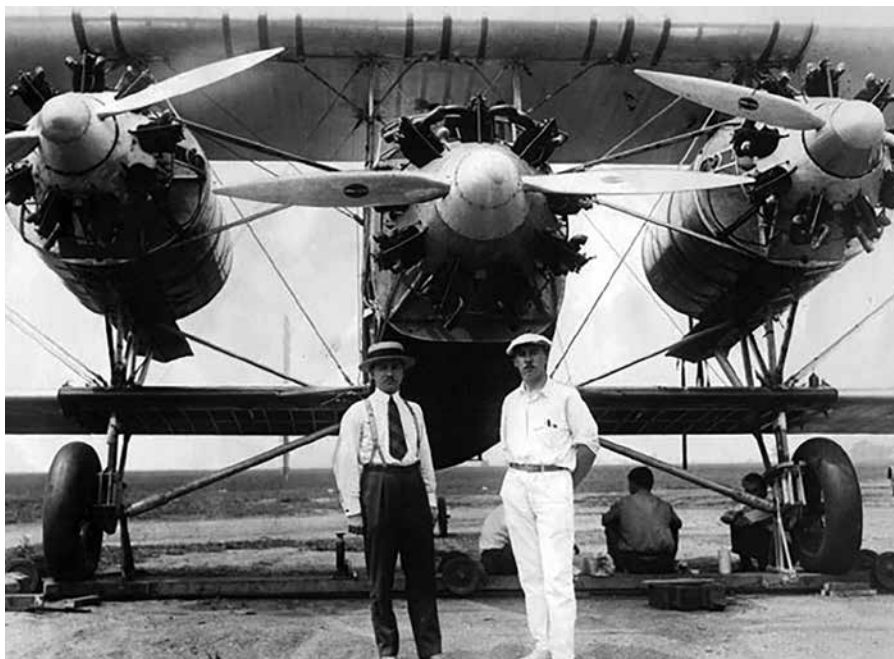
It was not until 1926 that airplane design had reached a level that could enable pilots to consider such a feat, and a year after that, Charles Lindbergh became the first to successfully do so. But were there others who tried? Who were they? And what happened to them?



René Fonck

First to attempt such a 3,600-mile oceanic crossing was Captain René Fonck, a French World War I flying ace, in a specifically-designed Sikorsky S-35 trimotor crewed by himself and three others.

A one-mile-long by 150-foot-wide swath



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Chief pilot and former French air ace, Rene Fonck, stands at left, with designer Igor Sikorsky, in front of the S-35.

horizontally traversed by three dirt roads for automobiles had been cut in the grass at Long Island's Roosevelt Field, and a dawn takeoff had been planned so that the full moon would provide some light at night over the Atlantic if it was not obscured by cloud.

At 06:00 on the morning of September 21, 1926, the engine was started and shattered the silence. Countless car headlights provided artificial light as spectators gathered to witness the historic event.

But jarred and jolted as the aircraft, heavily laden with 2,500 gallons of fuel, plowed over one of the cross roads, it sustained damage to one of its wheels, as evidenced by the dust trail now behind it. The drag only enabled it to attain a 65-mph ground speed—or 15 mph less than its needed takeoff rate—and the S-35 plunged into a 20-foot gully at the end of the makeshift runway, rupturing its fuel tank and sending a 50-foot-high fire plume into the air.

Although dazed, Fonck and his navigator emerged from the wreckage. The other two crew members were not that lucky.

Ironically, the failed attempt also ignited renewed determination in others who

made their own attempts the following spring after Roosevelt Field's snow covering had melted.

Nungesser and Coli

Like René Fonck, Captain Charles Nungesser and Captain Francois Coli, the next pair to try to connect the continents with wings, were French heroes who would respectively serve as pilot and navigator, but during a westbound crossing from Paris to New York. A French-designed Levasseur PL8 biplane, powered by a single 45-hp engine and named "White Bird," was their chosen vehicle.

Mirroring the previous year's event on the other side of the Atlantic, the current one entailed a dawn takeoff from Le Bourget Field in Paris on May 8, 1927, again witnessed by countless spectators.

Consuming most of the runway, it triumphantly rose skyward, morning's first rays highlighting its wing. As a hybrid design, it discarded its undercarriage to reduce inflight weight and drag, with the intention of alighting on the water in New

Continued On Page 16

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Continued From Page 14

York Harbor with its buoyant, semi-flying boat-shaped hull.

Departing the continent, it traced its aerial path across the English Channel, southern England, and Ireland, before commencing its Atlantic crossing. Despite subsequent false sightings and misleading newspaper headlines, such as “French flyers reach North America,” White Bird vanished and was never again seen, presumably ditched at sea for reasons never determined. Neither wreckage nor remains of the two crew members were ever found.

Grounded Promise

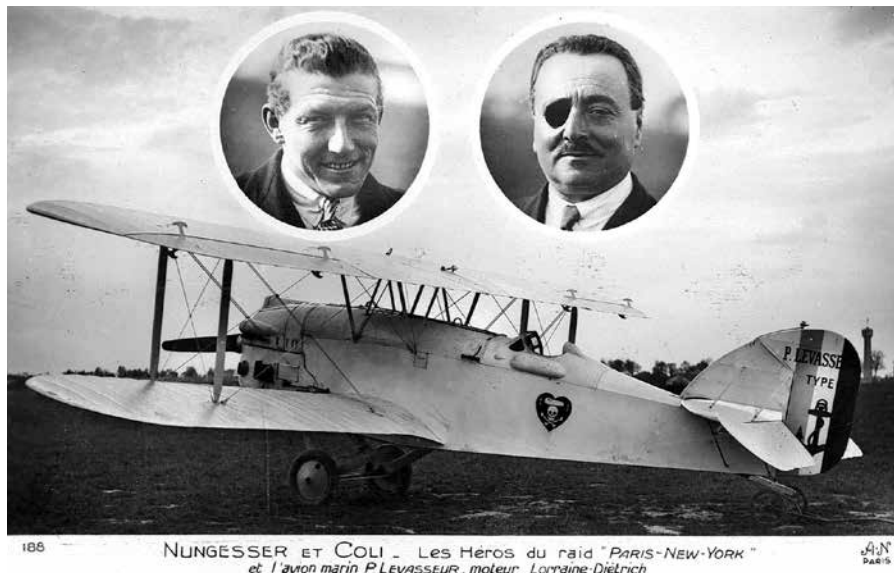
Hardly deterred by the latest event, promise of surmounting the Atlantic continued, especially because of the caliber of the pilots who would now make the attempt.

The first of these was Lieutenant Commander Richard E. Byrd, who had made the first successful flight over the North Pole the previous year. Because the financial reward did not constitute an incentive to him, he saw the oceanic crossing as an opportunity to further scientific research.

But before he could make his own takeoff from Roosevelt Field in a high-wing Fokker trimotor dubbed “America,” he experienced a mishap with it when it tipped over after a test flight in New Jersey, resulting in aircraft damage. He himself sustained a broken arm.



Charles Lindbergh poses with the Spirit of St. Louis.



1927 postcard showing L'Oiseau Blanc, with pictures of Nungesser (left) and Coli (right).

Charles Levine, another who set his sights on Paris after an envisioned crossing, sustained damage in the high-wing Bellanca WB-2 named “Miss Columbia” he had acquired for the flight. After his own test flight takeoff, piloted by Clarence Chamberlin, it shed one of its wheels and immediately relanded, but the wing, scraping along the ground, required weeks to repair.

By mid-May, both the Fokker trimotor and the Bellanca were nearing flight-worthy status and promise once again loomed high. But success would be achieved by the least likely of candidates, who had also

filled out an application for the Orteig prize. His name was Charles A. Lindbergh.

Transatlantic Triumph

Quiet, shy, and often called “the lone eagle,” Lindbergh had his own high-wing, single-engine Ryan NYP monoplane built, named “Spirit of St. Louis” to reflect the businessmen in that city who had financially backed the venture. Stripped of all nonessential equipment and even devoid of a windshield through which to attain forward vision, this flying fuel tank crossed the country from San Diego, where it took form, to St. Louis, and then quietly touched down on Long Island’s Curtiss Field on May 12, 1927 as the more promising Fokker and Bellanca contenders were being prepared for their flights. But eight days later, on May 20, the actual crossing would be undertaken and it involved neither.

Following its almost symbolic roll-out into the fog-shrouded dawn, Lindbergh’s silver Ryan monoplane was plunged into the darkness, doubt, and obscurity of consensus belief concerning the attempt, yet the tiny orange glow piercing the sky on the horizon somehow reflected promise and hope—a target for which to aim. From the present standpoint, however, France was just as infinitesimal in size.

Laden with 20 gallons of oil and 450 gallons of high-quality fuel specifically shipped from California to New York for the event, the overloaded Ryan NYP

airplane was towed to nearby Roosevelt Field so that it could use its longer runway.

Assaulting morning's silence with its vibrating engine and biting into the air with its blurred propeller, the high-winged aircraft, as if blinded by its lack of eyes, assumed a precarious, laboriously slow takeoff roll until sufficient ground speed enabled the onrushing air to exert its aerodynamic effects on its flight surfaces, permitting its two spinning wheels to disconnect from the saturated North American soil at 07:54. The crossing had, in earnest, begun.

At 01:22 New York time on May 21, with 1,800 miles behind him, Lindbergh reached the halfway point. Although weather, navigation, engine reliability, and range all constituted obstacles to still-undeveloped airplane technology during the 1920s, his greatest enemy was sleep—and he fought a constant battle to transcend it, while contending with instrument failure and ice buildup.

The coast of France, at Cape de la Hague, appeared in the distance “like an outstretched hand to meet me, glowing in the

light of sunset,” Lindbergh wrote in his Spirit of St. Louis account of the journey.

Paris, a three-dimensional jewel of lights, materialized in the distance, the aircraft tracing an invisible path above the Champs Elysees to the triumphantly rising, city-symbolic Eiffel Tower, which he circled before banking northeastward toward Le Bourget Airport at 21:52, Paris time.

Commencing a gradual, descending spiral at a half-throttle setting toward the multitude of floodlights below, he realized that they had been created by the countless number of cars attempting to drive to the airfield to intercept his arrival.

Assured that they marked the race's target, he initiated his last aerial maneuver. Opening the throttle and re-ascending to 1,000 feet, he flew a quarter-mile downwind leg before banking and making a gliding approach over the airport's hangar roofs. Its throttle pulled back a final time, the high-wing, single-engine Ryan NYP monoplane named “Spirit of St. Louis” flared, bouncing a few times until its wheels permanently adhered to French soil in the city of Paris.

Swinging around, the aircraft ceased to roll, inertia indicating its arrival. It was May 21, 1927, 22:22 local time, and it still carried 85 gallons of fuel—or enough for another 1,040 miles of flight. Ahead lay the thousands of cheering greeters, swarming it like a flurry of bees to a hive—human confirmation of Charles A. Lindbergh's achievement. Behind him lay 3,610 miles, 33.5 hours of flight, the consumption of 365 gallons of fuel and five gallons of oil, and the hitherto untamable Atlantic Ocean—and a triumph of mind, body, and soul. ■



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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AIRPORT COMMUNITY

■ **The LGA Kiwanis Club** got back out in person for the kids with their annual Kids Day. It's the most exciting time for the community to come out and get to touch and feel aircraft of all kinds and meet the leaders of the aviation industry, including law enforcement, military, and pilots.



■ **The LaGuardia Kiwanis Club** hosted its second annual employee car wash at LGA airport. The event welcomed more than 50 cars looking to get cleaned up, all for a great cause. The LGA Kiwanis Club serves the community through programs for kids and seniors throughout the LGA area. www.lgakiwanis.org

■ **The JFK Chamber of Commerce** hosted its Annual Golf Outing at the Brookville Country Club. This is a fun event that the entire airport community looks forward to every year.



■ **The JFK Chamber of Commerce** facilitated with PANYNJ the annual September 11th Memorial event. Clergy and representatives from PANYNJ, PAPD, United Airlines and American Airlines were there to read the names of those lost on that fateful day 21 years ago. www.jfkairportchamberofcommerce.org



■ **The Delta Golf Classic** benefitting the Mariano Rivera Foundation was held at the Muttontown Country Club. The sponsors and attendees raised funds for the foundation, which has its sights on building a Learning Center in New Rochelle, NY.

www.themarianoriverafoundation.org



■ **JFK Air Cargo Association** End of Summer Luncheon was held at the Bay House in Rosedale, Queens. The group gathered in person and was delighted with the amazing weather, great company, and good food and drink to round out the day. www.jfkaircargo.aero



To view more photos from these and past events visit our Flickr photo gallery.

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AIRPORT COMMUNITY

■ The JFK Airport Rotary Club End of Summer Delight was a well-attended night at Vetro by both Rotarians and friends of Rotary. This annual event is a light night of food, drink, and fellowship.

www.jfkrotaryclub.org



■ The Columbia Association of U.S. Customs and Affiliated Federal Agencies had their 25th Annual Italian Heritage Day held at Russo's on the Bay. The luncheon served excellent food, music, and shared culture. You didn't have to be Italian to fit in; the event reflects the camaraderie and brotherhood of the CBP and other agencies supporting the association in their charitable endeavors throughout the airport community. www.columbiaassnusc.org. ■



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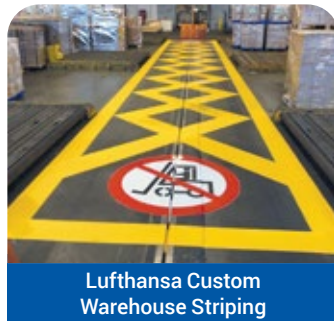


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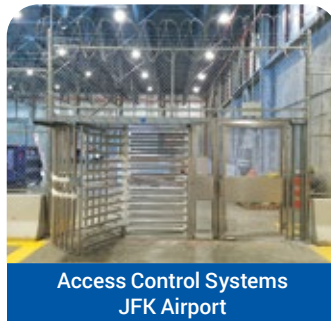
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American Airlines Raises Nearly \$2.5 Million for Cancer Research

American is donating almost \$2.5 million to SU2C after two-month fundraising campaign, thanks to the generosity of customers and team members.

Through its annual fundraising campaign with Stand Up To Cancer (SU2C), American Airlines raises nearly \$2.5 million for innovative and life-saving cancer research.

This donation is the largest single contribution the airline has made to SU2C since joining forces in 2016. Over its six-year collaboration, American has raised a total of \$13.5 million to benefit SU2C and its

mission to make every cancer patient a long-term survivor.

"The unfortunate truth is that cancer has touched so many of us and our loved ones, and we're all humbled to see the impact we can make together when uniting toward a common goal," said American Airlines Chief Communications Officer Ron DeFeo. "Thanks to the generosity of our customers and team members, our

contribution to Stand Up will fund research that has the potential to change the fight against cancer — and that gives us hope for the future."

This year, the airline decided to double the length of the fundraising campaign to two months. Throughout August and September, customers received 25 bonus American Airlines AAdvantage miles for every dollar on a donation of \$25 or more to SU2C. Additionally, anyone who used their American Airlines AAdvantage Mastercard credit card to contribute between \$25 and \$10,000 received 50 bonus AAdvantage miles per dollar until the campaign reached \$1 million in donations.

Stand Up To Cancer enables scientific breakthroughs by funding collaborative, multidisciplinary, multi-institutional scientific cancer research teams and investigators.

"Since 2016, SU2C research has contributed to six new FDA-approved treatments for cancer," said Rusty Robertson, Stand Up To Cancer Co-Founder. "These life-saving breakthroughs are made possible by the support of donors like American Airlines and its customers and team members. We remain incredibly grateful for American's continued support of our efforts to end this disease."

For more information about the ways American gives back to the community, visit aa.com/letgoodtakeflight. ■

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Our trip begins at JFK with Delta Airlines, in what used to be the only non-stop flight from JFK to Nice, France. For the first time in memory this summer, another airline (United Airlines) also flew the route, but from Newark to Nice.

Upon our arrival to Nice, as always, immigration delays were minimal, and in moments we were outside of the terminal at the Airport Terminal Bus Station. There has always been a non-stop, direct bus from the Nice Airport to downtown Monaco. The first stop on this bus is the Princess Stephanie Station. We begin our visit to Monaco with a short walk to the beautiful and conservatively priced Riviera Marriott Hotel in Cap D'Ail. This hotel overlooks what could be a copy of Marina Del Ray, with massive private boats docked next to the hotel. The helipad from the Nice Airport to Monaco is also located at the end of this marina.

Once settled into the hotel, there are two ways of beginning the first day. One way is to begin a 10-minute walk to the Harbor Area of Monaco using escalators up and over small mountains and then up a significant mountain (via a hidden elevator built within the mountain) to the main area of

Monaco. This area includes the Hotel De Paris, Hotel Hermitage, the famous Casino De Monte Carlo, and block after block of designer shops with shopping centers and a beautiful park in the center of downtown Monte Carlo.

Monaco is unique because you can walk across the country in an hour. The views of the ocean and the mountains are truly fantastic. You should remember that in the mountains of Monte Carlo are cleverly hidden shopping centers, elevators, and parking lots. Monte Carlo has an excellent bus system, and at 2 euros per ride (which just increased from 1 euro per ride), it is a steal. Monaco has been called a city paved in gold, which is easy to believe.

The second way of enjoying the day is to walk to the right of the Riviera Marriott Hotel to Plage Marquet (beach).

Here you can relax and soak in the waveless Mediterranean Sea. The restaurant at this beach, called Uvita, is excellent for lunch and is served right on the beach.

No question, dinner is a must at A'trego, a restaurant close to the Riviera Marriott Hotel that overlooks the ocean and the beach nearby. This restaurant is excellent and surprisingly very reasonable for the food quality and the ambiance. You genuinely feel that you are eating on a major cruise ship.

On the second day, we usually travel from Monaco to Central Nice via a very inexpensive train connecting both cities from Monaco's central train station (hidden in the mountains). The 15 to 20-minute train ride allows you to see views of the Mediterranean and famous beach cities, like Villefranche Sur Mer and Beaulieu Sur Mer. Once in Nice, it is a short walk to the beautiful Meridien Hotel Nice, right on the Promenade and the ocean, and blocks from Place Massena, the center of restaurants in Nice, and a pedestrian mall.

There are many hotels in Nice, and another one of our favorites is the brand new AC Hotel, just two stops from the central metro station, Jean Medecin, and also located on the Promenade Des Anglais and the ocean. Another hotel frequented by Delta Agents that is a little less costly is the Albert Hotel, across the park from the Meridien Hotel and on the Promenade. You can walk forever in Nice from the Downtown Area to the Promenade to Old Town. And when it comes to restaurants, you cannot eat better than in the Old Town, on the pedestrian mall at Place Massena, or even on the beach just below the Promenade. One restaurant we love on the beach is called Le Galet, right in front of the Meridien Nice.

Also not to be missed when touring Nice is the beautiful Parc Castel (Castle Hill), atop a mountain overlooking all of Nice. This park and its views are spectacular, and for many of us who do not want to walk up the mountain, there is a very old-world, but comfortable, elevator that will happily take you to the top. I certainly welcomed this!

The trip back to the airport has now been made simple and cost-efficient. The brand new Nice metro system (Tramway de Nice) will transport you effortlessly from the downtown area to Terminals 1 and 2 in about 25 minutes at the cost of 1.50 euros. I am so impressed with this new transportation system and how it eliminates the tedious bus or taxi ride to and from the airport.

Of course, I must add that there are so many side trips that can be taken from Nice to cities such as Antibes, Juan-Les-Pins, Grasse, Eze, Cannes, St. Tropez, and Menton. A longer trip would be to Aix en Provence. These cities are absolute gems of the Cote D'Azur, the French Riviera.

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

October 2 – 10:00am

Vintage Wings and Wheels

Bayport Aerodrome (23N)

Bayport, New York 11705

www.bayportaerodromesociety.org

October 5 – 10:00am

LAAMCO Monthly Meeting

LaGuardia Airport, Terminal B,

Queens, NY 11371

www.laamco.com

October 10 & 24 – 7:00pm

Civil Air Patrol

Falcon Squadron Meeting

JFK Airport, Building 14, Jamaica

Jamaica, New York 11430

www.falconsquadron.cap.gov

October 12 – 10:30am

KAAMCO Members Meeting

John F. Kennedy International Airport

Jamaica, New York 11430

www.kaamco.org

October 11

Republic Airport Commission

October Meeting

Republic Airport-(FRG)

Farmingdale, New York 11735

www.republicairport.net

October 13

Vaughn College's Fall 2022

Career & Internship Fair

Vaughn College of

Aeronautics and Technology

Queens, New York 11369

www.vaughn.edu

October 13 & 27 – 12:00pm

LGA Kiwanis Club Monthly Meeting

LaGuardia Airport Marriott Hotel

102-05 Ditmars Blvd.

East Elmhurst, New York 11369

www.lgakiwanis.org

October 13

Our Lady of the Skies

2022 Annual Luncheon

Crest Hollow Country Club

Woodbury, New York 11797

www.christfortheworldchapel.org

October 13 – 6:00pm

2022 Building Awards Gala

TWA Hotel

Jamaica, New York 11430

www.queenschamber.org

October 18 – 5:30pm

JFK Rotary Club

Monthly Dinner Meeting

Patrizia's of Massapequa Park

4913 Merrick Road

Massapequa Park, New York 11762

www.jfkrotaryclub.org

October 18 – 6:00pm

ADDAPT October Dinner Group

The Heritage Club

Bethpage State Park

99 Quaker Meeting House Rd

Farmindeale, New York 1173

www.addaptny.org

October 19 – 1:00pm

8th T4 Annual

Safety & Security Conference

www.jfkt4.nyc

October 21 – 9:00am

Logistics Recruitment Event

New York Career Center

Jamaica, New York 11432

www.caonynj.com

October 22 – 11:00am

The Business of Women

Entrepreneurs 2022

Entrepreneur Summit

TWA Hotel

John F. Kennedy International Airport,

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Queens, NY 11430

www.queenschamber.org

October 25 – 9:00am

LGA Airport Hiring Event

LaGuardia Airport-(LGA)

East Elmhurst, New York 11371

www.caonynj.com

October 27 – 6:00pm

19th Annual Cradle of Aviation

Museum Air & Space Gala

Cradle of Aviation Museum

Garden City, New York 11530

www.cradleofaviation.org

October 28 – 9:00am

EWR Airport Aircraft & Building

Cleaner Recruitment Event

Downtown Newark Career Center

Newark, New Jersey 07102

www.caonynj.com

October 28 – 6:30pm

The Wings Club

Annual Awards Gala

New York Hilton Midtown

New York, New York 10019

www.wingsclub.org

October 31 – 6:30pm

28th Annual Competitive Edge Conference

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Equity, and Inclusion" Award

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November 7 – 6:00pm

A Virtual Evening with

NASA Astronaut Dr. Ellen Ochoa

A virtual evening with veteran NASA

astronaut, and former Space Center

Director, Dr. Ellen Ochoa, the first Latina

in space.

Cradle of Aviation Museum

Garden City, New York 11530

www.cradleofaviation.org

November 8 – 2:00pm

The New Terminal One - M/W/LBE,

SDVOB Information Session

VIRTUAL EVENT

www.anewjfk.com

November 11 – 7:30pm

LGA Marine Air Terminal Dedication Commemoration

Marine Air Terminal

5 Marine Terminal Road

Queens, New York 11371

www.thepanamuseum.org

November 12 – 6:30pm

2022 Fundraising Gala of

the Pan Am Museum Foundation

Cradle of Aviation Museum

Garden City, New York 11530

www.thepanamuseum.org

November 18 – 10:00am

KAAMCO & KAAMCO Cargo

Black Tie Dinner Dance

Crest Hollow Country Club

8325 Jericho Turnpike

Woodbury, New York 11797

www.kaamco.org

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

19th Annual Cradle of Aviation Museum

Air & Space Gala

Commemorating the 50th Anniversary of the final Apollo missions

October 27, 2022



With Guests

Charlie Duke, Apollo 16, Fred Haise, Apollo 13
Gerry Griffin, Flight Director, Apollo 13, Walter Cunningham, Apollo 7
and Holly Ridings, DPM, Gateway NASA JSC

Honoring Aviation Legend

David Neeleman, Founder JetBlue, Breeze



Cradle of Aviation Museum 

Charles Lindbergh Blvd., Garden City, NY

Reserve online at www.cradleofaviation.org or call 516-572-4066 (Mon-Fri, 10-4)



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