

METROPOLITAN Airport NewsTM

SEPTEMBER 2022

The Journal of the Metropolitan New York Airport Community



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Long Island's Field of Dreams

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PUBLISHER

Kathryn Bliss
kbliss@metroairportnews.com

EDITOR-IN-CHIEF

Julia Lauria-Blum
jblum@metroairportnews.com

CREATIVE DIRECTOR

Raymond F. Ringston
rringston@metroairportnews.com

PHOTOGRAPHER

Douglas Kears
photoandvideo2010@yahoo.com

COMMUNITY RELATIONS

Roberta Dunn
rdunn@metroairportnews.com

ADVERTISING

Edward J. Garcia
egarcia@metroairportnews.com

EDITORIAL CONTRIBUTORS

Tanya Austin
tanya.austin@tai-ny.org

Michael Baldini
mbaldini@metroairportnews.com

Maureen Katz
jkatz@metroairportnews.com

Jonathan Katz
mjkatz@metroairportnews.com

Robert G. Waldvogel
robert077@optimum.net

**METROPOLITAN
AIRPORT NEWS**

JFK International Airport
PO Box 300877
Jamaica, NY 11430
Tel: (347) 396-0904
Fax: (347) 474-7331
info@metroairportnews.com

www.metroairportnews.com

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PUBLISHER'S MESSAGE

Welcome to the September issue of the *Metropolitan Airport News*. This month's issue brings us to Long Island and the Bayport Aerodrome; what an incredible place smack in the middle of a residential neighborhood! But it didn't start that way, the airfield came first, and then the neighborhood came after.

The history of Long Island's aviation roots is impressive. Thanks to the forethought of local aviators, the Bayport Aerodrome continues to tell the story of where we came from regarding our industry, which is still a substantial economic engine in the New York metropolitan area.

A more recent and more solemn part of aviation, American, and world history is the 21st anniversary of the September 11th attacks. We continue to mourn the lives that perished in the aviation industry, PAPD, FDNY, and NYPD, as well as innocent civilians and those who continue to suffer due to related illnesses. Whether you reflect on this day during a moment of silence, engage in a public service, or pray silently on your own, know that we stand solidly together in that vow to "never forget."

As the kids return to school and those summer vacations end, look around for ways to engage our community. The *Metropolitan Airport News* events page within this issue will give you a glimpse into what's happening around the airports; visit our website anytime for the most comprehensive and up-to-date event details.

Finally, if you aren't already one of our 16,000+ email newsletter subscribers, you can register online to receive weekly airport & aviation news headlines, job postings, events, and other airport community updates.

I hope you had a wonderful summer and are looking forward to the change of seasons already upon us.

Katie Bliss

Katie Bliss, *Publisher*

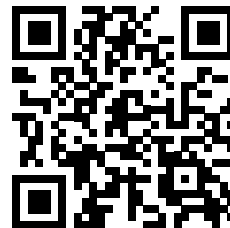


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ON THE COVER

A Boeing N2S-3 Stearman takes to the air at the Bayport Aerodrome.

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Jim Gillespie

Alstom: Head of Automated People Mover (APM) - Airports

James Gillespie is Alstom's Head of Automated People Mover (APM) - Airports. He started his career at Delta Airlines, where he spent a decade in several Engineering roles. He then held several ascending leadership roles with Zodiac Aerospace in his 14-year tenure with them, before finally moving to Bombardier Transportation in 2015, acquired by Alstom in 2021. Over the span of his 30+ year career, he has developed an expertise in operations leadership, supply chain management, and has a reputation for his singular focus on customer service.

1 Since the AirTrain at JFK International Airport began operations in 2003, what function has Alstom had in its 24-hour maintenance/operation and passenger assistance?

Jim Gillespie: Alstom and Bombardier Transportation (acquired by Alstom last year) have been the sole operations and maintenance service provider since the AirTrain opened in 2003. We provide the system operations control, maintain all the train equipment, the station elevators/escalators, and staff the customer service team who serves as liaisons with AirTrain passengers.

2 What is the approximate capacity of people per day, per direction on the AirTrain at JFK? Are there stats for users between paying fares out of the LIRR Jamaica Station and users within the airport and its employees?

Jim Gillespie: Prior to the COVID-19 health emergency, AirTrain ridership rose to approximately 65,000 passengers per day. The statistics only refer to overall ridership, not necessarily those at the Jamaica and Howard Beach Fare Gates.

3 Which air train system in the world is the most sophisticated and designed best for travelers?

Jim Gillespie: Over 30 of Alstom's Innovia automated people movers (APM) systems have been delivered around the world over the past 50-years and are in operation at 26 of the world's busiest airports. The technology Alstom has created has supported increased airport capacity and is an overwhelmingly reliable system.

Our turnkey operations include overseeing the design, build, operation maintenance and upgrades of each system as needed. The driverless Innovia APM is a transportation system specially designed to serve airports and dense urban areas. It offers quick, comfortable, and convenient service for commuters within cities, to and from airports, or between airport terminals. This service does not interfere with surrounding road or runway traffic.

4 What improvements in technology have developed since the original AirTrain was introduced at JFK that may help develop AirTrain service within the new JFK after the airport's re-development?

Jim Gillespie: The Port Authority of New York and New Jersey (PANYNJ) has aggressively updated multiple features at AirTrain, including the closed-circuit TV system within airport terminals and recently on-board the AirTrain cars themselves. Passenger information display monitors provide customers with real-time arrival information and wayfinding guidance through the airports.

5 What are some of the other Automated People Mover (APM) systems in place in the New York metropolitan region, and are there any plans in place to implement an APM at other airports in the U.S.?

Jim Gillespie: Alstom also partners with the Port Authority of New York and New Jersey (PANYNJ) at the Newark Airport and is looking forward to the possible installation of a new people mover system at the LaGuardia airport. We are exploring other opportunities in the US, including within the New York Metro region. Currently under construction, the people mover being built at the LAX airport in Los Angeles, California, will revolutionize the passenger experience connecting all terminals to the new long-term parking and rental car facilities. ■

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ON DUTY

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

■ **Alliance Ground International (AGI)** has reached an agreement with **Olivier Bijaoui** to act as an advisor to help with the next phase of its expansion strategy to add passenger and cargo ground handling operations outside North America. Bijaoui has been a prominent figure in the ground-handling industry for 35 years and brings extensive experience to AGI's already well-established senior management team. Over the previous ten months, AGI has announced the acquisitions of North American ground handling companies Airport Terminal Services (ATS), Total Airport Services (TAS), and MIC Cargo (Maestro), as well as significant investments in personnel, technology, and new facilities at Chicago and Newark airports.

■ **Swissport** has appointed **Dave Lynch** as Group Chief Information Officer and member of the Executive Leadership Team. He will assume his duties shortly, with the exact starting date still to be agreed upon between him and his current employer. Dave Lynch will join Swissport International AG as Group Chief Information Officer (CIO) and become a member of the Executive Leadership Team. He succeeds Giuseppe Genovesi, who stepped down from his position in July. Dave joins Swissport from FirstGroup, a leading private-sector provider of public transport in the UK. He will report to Warwick Brady, President & CEO of Swissport.

■ **Delta** has appointed **Alex Antilla** as Vice President, Latin America. Based in Santiago, Chile, he will oversee Delta's business and customer experience strategy throughout Mexico, Central America, South America and the Caribbean, as well as the airline's partnerships with the LATAM Group and Aeromexico.

Antilla has worked with Delta for 16 years in the trans-Pacific, trans-Atlantic and Latin American regions, and in this new role he will focus exclusively on Latin America. Before this new position, he served as Managing Director, Latin America Pricing and Revenue Management, leading a team of professionals focused on optimizing and maximizing revenue and profit for Delta's Latin America portfolio. He has also held roles in Network Planning, Sales and Alliances, and has worked extensively on several of Delta's joint ventures.

■ **JetBlue** announced the appointment of **Steve Olson** as the airline's new vice president, system operations. He will report to Joanna Geraghty, JetBlue's president and chief operating officer.

Olson joins JetBlue from American Airlines where he currently serves as managing director of the carrier's integrated operation

center with oversight of nearly 6,000 daily American and American Eagle flights across the globe. He has spent nearly two decades with American – and its predecessors US Airways and America West – leading the carrier's integrated operations center as well as its Phoenix hub. Olson began in commercial aviation as a frontline customer service representative with America West.



Steve Olson

■ **American Airlines** announced that **Ganesh Jayaram** has been named Executive Vice President and Chief Digital and Information Officer (CDIO), effective Sept. 1. Jayaram will report to American's CEO Robert Isom. In his role as CDIO, Jayaram will provide leadership, vision, and direction for American's technology organization, supporting both technical and business strategic objectives. This includes leading and shaping the roadmap for defining the role technology will play in driving customer and team member experiences. Jayaram joins the airline from Deere & Company, where he has led the information technology organization since 2016 and served as its Chief Information Officer. He spent more than 15 years at Deere, holding several key leadership roles, including Vice President of Information Technology and Vice President of Corporate Strategy & Business Development.



Ganesh Jayaram

the information technology organization since 2016 and served as its Chief Information Officer. He spent more than 15 years at Deere, holding several key leadership roles, including Vice President of Information Technology and Vice President of Corporate Strategy & Business Development.

■ **JetBlue** announced the promotion of **Renée Anckneras** the airline's vice president, associate general counsel. In this role, Renée will serve as the company's principal compliance and privacy officer. She will continue to report to Brandon Nelson, JetBlue's general counsel and corporate secretary, and will remain primary counsel for the commercial and infrastructure departments at JetBlue with respect to transactional, corporate and contractual matters. She will also support JetBlue and its board of directors as assistant secretary.



Renée Anckneras



Vicente Reynal

■ **American Airlines Group Inc.** announced the election of **Vicente Reynal** to its board of directors. Reynal currently serves as chairman, president and CEO of Ingersoll Rand, a global provider of mission-critical flow creation and industrial solutions. Vicente has served as president and CEO of Ingersoll Rand since March 2020, when he led the transformational merger between Gardner Denver and the Industrials Segment of Ingersoll Rand. ■

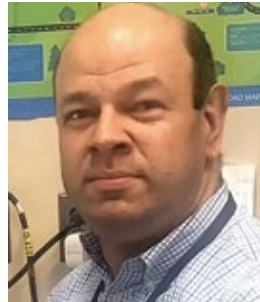
WE SOAR HIGHER EWR Q2 Rewards & Recognition Ceremony



The Port Authority held its 2022 WE SOAR HIGHER Rewards & Recognition program for the second quarter on September 2, celebrating two exemplary employees at EWR for their outstanding customer service. The virtual event was organized by Renner Rachel (Supervisor, Customer Experience at Newark Liberty International Airport), who kicked off the ceremony by welcoming attendees from the EWR community and announced the Q2 winners, Juan Alsina of Hudson News and Auguste Noel of ERM.

In meeting the WE SOAR mission statement of 'Delivering exceptional experiences together, we will soar to new heights and proudly become the global standard for seamless air travel', two exceptional stories were shared by passengers who took the time to convey how selfless acts by Mr. Alsina and Mr. Noel changed a customer's difficult situation around for the better, and how each of them provided excellent customer service during the course of their travels through EWR.

Juan Alsina received the Above and Beyond Award at Newark Liberty International Airport as an employee



Juan Alsina



Auguste Noel

who exemplified WE SOAR standards and surpassed expectations to provide passengers and fellow employees with exceptional experiences.

Auguste Noel received the Consistency in Service Award as an employee at Newark Liberty International Airport who received the most nominations through the WE SOAR HIGHER portal by passengers and fellow employees.

The awards were followed by management thank-yous, a photo op, a congratulations to the 182 employees who received nominations in Q2, and to all past quarterly winners. The ceremony concluded with an inspiring Employee Sky Club video. ■



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TNT Industries, Inc. is a Queens-based full-service construction company. TNT Industries was founded in 1989 by **Donna A. Jabbour, MBA**, and has since been a closely held commercial construction company serving airports, government, corporate and private clientele. TNT Industries is celebrating more than 33 years of serving the unique needs of the metropolitan area airports and airline industry. With mergers, consolidations, and expansions occurring at record rates, TNT has consistently delivered “hassle-free” projects while offering the best values for new construction, renovation, and procurement services.

TNT Industries is a full-service general contracting company knowledgeable in all matters relating to building construction, office, and warehouse renovations and alterations. TNT’s in-house staff heads up a team of exceptionally



Donna A. Jabbour, MBA



Tony Quinn

skilled subcontractors specially selected over the years.

Donna Jabbour is the primary contact for owner/client, lender, and governmental participants in the construction project.

Since 1995, Donna has maintained M/WBE Certification from the Port Authority of NY & NJ, NYC, Nassau County, an Suffolk County, along with membership in the JFK International Airport Chamber of Commerce. In addition, with her background in Regulatory Compliance, Donna works with local, state, and federal officials to ensure compliance on all projects, along with monitoring compliance with codes, health and safety requirements, and insurance.

Tony Quinn, operations manager, has been in the construction industry for over 40 years. He oversees the supervision of field employees, subcontractors, and vendors while

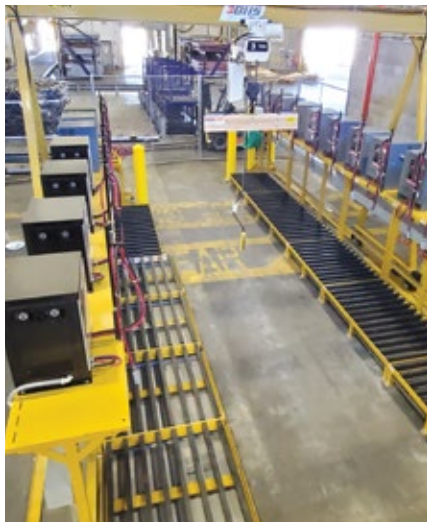
managing all technical and field operations. Tony bids and negotiates on work contracts, including purchasing capital equipment and raw materials. Tony’s expertise in resource management enables TNT to complete all projects on time and within budget.

TNT has steadfastly supported American troops and veterans through the company’s contributions to numerous Army Ranger “Lead The Way” Fund events. Donna’s two sons are currently in the U.S. Army. Her eldest, Anthony, recently left active duty after serving nearly eight years with 1st Bn., 75th Ranger Regiment in Savannah, GA. While on active duty, Anthony completed six combat deployments to Afghanistan, Iraq, and Africa, and he is currently continuing his service in the Georgia Army National Guard. Her younger son, Michael, recently joined the California National Guard and will be reporting to basic training by the end of the year.

TNT Industries has been active with the JFK Rotary Club for nearly 30 years and has participated in various airport community events, including the annual JFK Airport “Race on the Runway.”

TNT Industries supports The School Sisters of Notre Dame’s efforts in women’s education and job-readiness training, The Guild of St. Francis Hospital, and various other causes.

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Bayport Aerodrome: 23N

Long Island's Field of Dreams

JULIA LAURIA-BLUM

jblum@metroairportnews.com

The 1,401 square mile expanse of Long Island, stretching 118 miles from New York City to Montauk Point is the largest island in the continental U.S.A. Today this densely populated land-mass located in the southeastern corner of New York State is home to some 7.6 million people.

But at the dawn of the aviation age, with its proximity to Manhattan and its native grasslands and flat, wide-open landscape, Long Island was a natural airfield, providing the best platform for daring aviators from the world over, to begin or conclude their experimental flights.

In 1909, one such aviator, Glenn Curtiss, arrived on the Island, and here he flew his 'Golden Flyer' biplane a total of 15 miles winning the second stage of the Scientific American Trophy. In the years to follow, Long Island became the epicenter of aviation. During the 'Golden Age' of aviation (1920s-1930s) and over the course of the 20th Century, over 80 airfields were located here with the majority of them being small, simply structured fields. Large airfields, such as Floyd Bennett in Brooklyn, Municipal Airport (LaGuardia), Idlewild (JFK International) in Queens, and Mitchel and Roosevelt Fields in Nassau County were the exceptions. With an unending multitude of aviation firsts taking place at these airfields, Long Island ultimately

claimed its place in history as the 'Cradle of Aviation.'

After the Second World War, as Long Island flourished and property values climbed, developers sought land on which to build new communities and industry. Eventually, one by one, these airfields vanished into a bygone era, with their grounds yielding to suburbia, parking lots and shopping malls.

While most of Long Island's vast, open landscape has changed significantly, rendering itself unrecognizable in the 113 years since Glenn Curtiss' 15-mile flight, the Bayport Aerodrome (FAA LIN: 23N) has survived the razing of bulldozers. Today, it is the last remaining public grass airfield on Long Island; a historical time

"BAYPORT AERODROME IS A TREASURE AND HAS BEEN PART OF THE TOWN OF ISLIP FOR MANY YEARS. THE TENANTS ON THE AIRFIELD OPEN UP THEIR HANGAR DOORS TO THE COMMUNITY EVERY WEEKEND DURING THE SUMMER. FAMILIES AND FUTURE AVIATORS CAN GET A GLIMPSE OF FLYING HISTORY THAT COMES TO LIFE."

— Town of Islip Supervisor, Angie Carpenter

capsule and 'living museum', resonating the sights, sounds and feel of the iconic airfields that once dotted the Island.

The Bayport Aerodrome (formerly known as Davis Field-Edwards Airport) is a historic rural airport, one mile northwest of Bayport, New York and is owned and operated by the Town of Islip. It is home to the non-profit Bayport Aerodrome Society, established in 1972. Along with the Long Island Early Fliers Education Foundation (founded in 1956 as the Long Island Early Fliers Club), and the Antique Airplane Club of Greater New York, originally formed in 1961 and later incorporated in 1973, all three of these organizations are dedicated to the preservation of antique and classic aircraft and the extraordinary legacy that they and the Bayport Aerodrome represent in aviation history. Since January 22, 2008, the Aerodrome is listed on the National Register of Historic Places (NRHP Ref. # 07001456) and as a National Historic District.

Grass Roots

The origins of the Bayport Aerodrome began with the Davis family, one of the oldest families on Long Island, who date back to the 1600s. In 1910, James Davis (of the Davis Building Movers company), bought acreage in Bayport on which to plant corn. After James' death, his son Curtis turned the cornfield into an airfield in 1945 and built two sets of hangars on the south end for himself, and the north end to rent out. By 1953, after Curtis became ill, George Edwards bought the property and operated a commercial airfield called Edwards



Bayport Aerodrome Society member, Paul Emmert stands before a Naval Aviation Co. N3N

Airport. In the early 1970s, Edwards was ready to retire and sought to sell his property to a company whose plan was to turn the tract of land into a housing development.

By then, with the vast majority of Long Island airports shut down and paved over, the sleepy Davis/Edwards Airport was threatened to become yet another housing development. The surrounding community and a large group of pilots and classic aviation buffs led by Bayport resident, John G. Rae (who formed the Bayport Aerodrome Society in 1972), rallied to save the airfield. With the assistance of the Antique Airplane Club of Greater NY, the Long Island Early Fliers, civics and local officials, the federal, state and local governments were petitioned for funding to save the airport. Their efforts paid off and by 1978 the Town

of Islip purchased the land from the developers. On July 13, 1980, the Bayport Aerodrome was officially dedicated by the Town, and it literally survives today as one of Long Island's best kept aviation secrets.

Within its four-mile proximity to Long Island MacArthur Airport (ISP) and covering over 50 acres of land, the Bayport Aerodrome sports a 2,740-foot-long x 150-foot-wide grass runway that services single-engine, general aviation aircraft. While the Town of Islip owns the land at the Aerodrome, the Bayport Aerodrome Society (BAS) leases its 23 hangars that house a variety of antique airplanes including biplanes, Cubs, Champs, an NAF N3N and more. An active airport, the Aerodrome has its own flight pattern for landing, and pilots follow Visual Flight Rules (VFR).

The heart and soul of the Bayport Aerodrome Society are its members who are comprised of aviation professionals, recreational pilots and people who have a passion for aviation. These volunteers share their passion for preserving aviation history with the community by offering tours of the Aerodrome, as well as by hosting many on-site social events.

Paul Emmert is a member of the Bayport Aerodrome Society, the L.I. Early Fliers and the Antique Airplane Club of Greater N.Y. A former TWA dispatcher from 1964-1999, Emmert grew up in Queens and built airplane models as a kid. He learned to fly in a Piper Cherokee and obtained his private pilot's license 50 years ago out of the former Zahn's Airport in Amityville and

Continued On Page 12



An N3N rests alongside the grass landing strip at Bayport Aerodrome.

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Republic Airport in Farmingdale in 1972. He initially came out to the Aerodrome because “it’s so neat”, and even though his private license is not currently active, he regularly comes out to Bayport as a volunteer tour guide and to do some ‘hangar flying’ (a favorite pastime of pilots who enjoy sharing flying stories while on the ground, preferably in a hangar.)

Emmert said that there are roughly a dozen bi-planes and tail-draggers (aircraft with undercarriage consisting of two main wheels forward of center of gravity and a single, small wheel or skid to support the tail) and a few that are under restoration, including a YAK 12 in progress. In a gray hangar at the end of the flightline there is also a 1907 REO automobile with a one-cylinder engine and crank start.

Mike Cifelli, a board member of the Bayport Aerodrome Society and Facilities & Grounds Director, keeps his Stearman and Van RV-7 in Hangar 3. Cifelli spoke of his initial involvement with the Aerodrome saying, “After 25 years of piloting, I was looking for a different type of flying, and these airplanes are all antique and taildraggers. They are nostalgic and part of history.” He first became involved with a Piper Cub and flew it for a couple hundred hours and then was invited into a 3-part ownership of a Stearman, eventually purchasing one himself.

“Bayport is a kind of country club for pilots who have an appreciation for preserving aviation history. You don’t have to have a destination when you come here to fly, you just go up and have fun...that’s the best



Board member, Mike Cifelli holds the prop of a Stearman inside a Bayport Aerodrome hangar.

JULIA LAURIA-BLUM

part of it.” Explaining the Aerodrome’s airspace, Cifelli said, “There’s a box covering this area, with MacArthur Airport only three miles away. Pilots are allowed up to 700 feet altitude and then after takeoff you have to go south. Once over the water, you are good up to 1,400 feet, and once over the ocean, you’re clear, but you have to stay under certain airspace traffic-wise.” The range of his aircraft is about three hours, flying at about 90 mph.

“Military flyovers are the best.” says Cifelli, in reference to those he does over L.I. National Cemetery. “We recently did a flight over Greenwich, Connecticut as a tribute to a WWII B-17 navigator and Army Air Force veteran who passed away in May.” With fellow Aerodrome members, Cifelli flew his WWII Boeing Stearman PT-17, alongside John Bianco, Bill Clifford, Bob Mott and Nick Zirolì, who flew their five

aircraft over Putnam Cemetery in a ‘Missing Man Formation’.

Cifelli also flies a few other airplanes for people who no longer fly, including a 1933 Waco UBF2, which Cifelli recently purchased after the passing of the Waco’s previous owner and Bayport Aerodrome member, Capt. Mike Scott in February. “He was a good guy. It’s such a beautiful plane. I just didn’t want to see it leave the Aerodrome...it’s a piece of history.”

Landmarked as the only public grass landing field left on Long Island, the Bayport Aerodrome has a strong base of support. “After the Bayport and Bluepoint civic associations were formed to keep this airfield here in the 1970s, they have been a strong advocate ever since,” said Cifelli. “We maintain this property, water the grass, maintain the buildings and do all that we can for the Town to keep it part of the town. We are very lucky to do it...I mean, who gets to do this?”

Every year the Bayport Aerodrome hosts a Neighborhood Appreciation Picnic to show their appreciation to local residents and to give back to the neighborhood. The Aerodrome has a unique relationship with a supportive community and the picnic is well attended by many, including those who live only blocks away who never knew the field was there.

Paul Farber earned his pilot’s license at Zahn’s, but he didn’t feel that he knew what he was doing, until he went to the Bayport Aerodrome where he really learned how to fly under the instruction of Tom Murphy, a



Mike Cifelli’s Waco UBF2, previously owned by Mike Scott.

ALAN CONTESSA

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seasoned pilot in his 70s. Born in 1910, Tom Murphy was an iconic Long Island aviator and flight cadet instructor during WWII who flew until he was 86 years old.

“Tom was an original Pepsi Cola skywriter,” Farber said, “when he used to skywrite, he would have to write everything backwards in the air. So, he had the ability to take a letter and write it longhand in script, backwards! Then Tom could look in the mirror and read it.”

When Farber asked Murphy what kind of plane he should buy, Murphy told him that he used to skywrite in an AT-6 Texan, saying, “The gear goes up, constant air speed prop.... you buy that airplane and I’ll teach you how to fly it.” Farber then asked him when the last time was, he flew one. Murphy replied, “I don’t know...35-40 years ago?” After naively asking whether he still knew how to fly one, Murphy asserted to Farber, “I’ve got so many hours in one,” I used to LOOK like one! You buy it, I’ll teach you how to fly it.”

Farber eventually located an AT-6 in Atlanta, Georgia which he purchased in 1987 after its previous owner agreed to fly it north, with Farber as a passenger. Having been poorly maintained, Tom Murphy and Farber worked on the T-6 over the course of 13 months, repairing all of its issues to ensure that the airplane was just right. When the day finally arrived to take the T-6 up for a test flight, Murphy suggested to Farber that he would take it around to make sure it was running in top shape and that he would come back for him. But Farber insisted on going along, recalling, “We took off and



A full-size replica of a Bleriot XI, built by the Long Island Early Fliers inside the Long Island Early Fliers Education Foundation hangar.

went right over the Great South Bay and Tom did beautiful aerobatics, like a ballerina. He was old school. Just unbelievable!” Landing the plane to an observant crowd at the Aerodrome, Murphy said to Farber, “Any field that you could fly a Cub out of, you could fly a T-6 out of... if you just fly it the right way.”

After a recent idyllic day of flying his T-6 at the Bayport Aerodrome, a tow tug carefully positioned Farber’s plane (affectionally named ‘Dazzlin’ Deb’ after his wife) back into the large, red-sided Long Island Early Fliers hangar, where it is kept beneath a full-size replica of a Bleriot XI, meticulously built by LIEF volunteers.

Surrounded by the LIEF ‘living museum’s’ aviation artifacts, memorabilia and vintage photos, a smiling Farber said, “Tom was the real deal.” Pointing to a framed photo of Tom Murphy during his early

skywriting days, Farber was asked whether he has mastered his flying technique on the WWII trainer. “I’m still mastering it,” he replied with genuine humility.... a true reflection of his humble mentor.

Just outside the LIEF hangar, beneath the shade of an old tree that stands beside the Aerodrome’s serene grass airfield is a bronze marker set in granite, placed in memory of Tom Murphy who died in 1996 at the age of 86, only two weeks after what would be his last flight. Inscribed below his image and name the marker reads: AVIATOR – INSTRUCTOR – GENTLEMAN

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A visit to the Bayport Aerodrome is like stepping back into the golden age of the air, where a variety of classic antique aircraft and open cockpit biplanes, with the distinctive drone of flying engines, ascend into the air, or appear in the distance over the horizon after turning base to final as they gradually descend right in front of your eyes.... quietly alighting upon the long, open, freshly mowed grass strip. The last remaining public grass airfield on Long Island is truly an historic field of dreams – Long may it run. ■



Paul Farber's AT-6 "Dazzlin' Deb"



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The Four Lives of Braniff

BY ROBERT G. WALDVOGEL
robert077@optimum.net

Many probably remember the once-proud airline that bore the name of its founder, Braniff. There may be fewer, however, who know that a short-lived version preceded it and that two others followed it. Cats, according to the old English proverb, have nine lives. In the case of Braniff, it had four.

“Two brothers, a dreamer and a pragmatist, joined forces to create one of the world’s leading airlines,” according to Richard Benjamin Cass in his article, “From Oklahoma Acorn to Texas Oak: The Story of Braniff Airways” in Braniff Boutique. “From humble beginnings that began as an Aero Club in Oklahoma City in 1927, Braniff grew to become a multinational corporation... Those brothers, Paul Reeve Braniff, the dreamer and aviator, and Thomas Elmer Braniff, the pragmatist...had the courage and foresight to become early pioneers in America’s burgeoning aviation industry.”

The First Braniff

What can be considered “the first Braniff,” designated “Paul R. Braniff, Inc.,” was formed in the spring of 1928 and inaugurated service on June 20 with a five-passenger Stinson Detrouter between Oklahoma City and Tulsa, transporting oil company executives. Although it was short-lived and purchased by the Universal Aviation Corporation



Stinson Detrouter like the one operated by the first Braniff.

the following year, it served as the seed that grew into the second Braniff, which enjoyed far greater longevity, size, and success.

The Second Braniff

Established as Braniff Airways on November 3, 1930, the carrier began its second life ten days later when it inaugurated service between Tulsa and Wichita Falls with a six-passenger Lockheed Vega. Instrumental in its early expansion was the May 7, 1934 award of the air mail route that enabled it to connect Dallas, which would later become its hub, with Chicago.

Increasing passenger demand and route expansion were met with ever-larger, more modern Lockheed L-10 Electras and Douglas DC-2s and DC-3s.

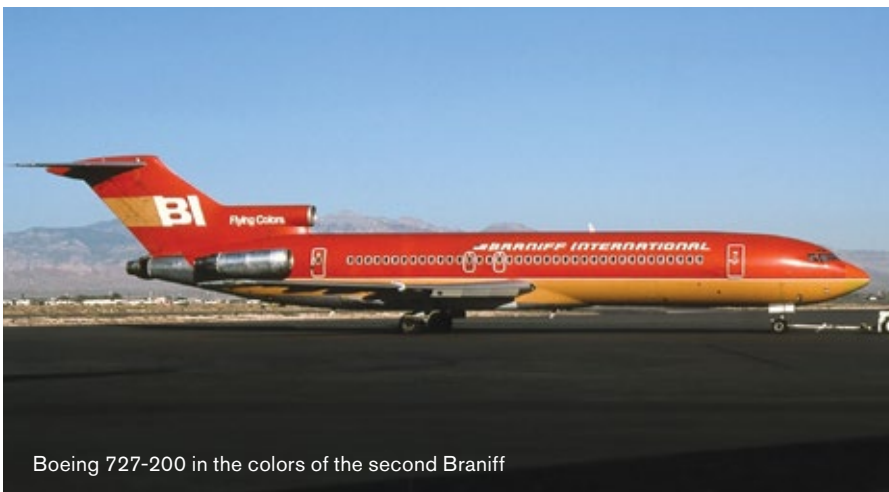
Its post-World War II expansion was considerable. Awarded a 7,719-mile route from Dallas to Buenos Aires, Argentina, with intermediate stops in Cuba, Panama, Ecuador, Peru, Bolivia, and Paraguay, it acquired quad-engine DC-4s and DC-6s and changed its name to Braniff International Airways.

US domestic growth was facilitated by its 1952 acquisition of Kansas City-based Mid-Continent Airlines. Operating short-range Convair 240s, 340s, and 440s and long-range DC-7s, it became the ninth-largest US carrier. It entered the jet age with the 707-220.

Harding Lawrence, its new president, transformed its image. His “End of the Plain Planes” strategy resulted in a multi-colored palette of aircraft liveries that included ochre, orange, turquoise, baby blue, and lemon-yellow, and fashion designer Emilio Pucci revamped its flight attendant uniforms into something more stylish.

Long-range DC-8-62s replaced the earlier DC-8-30s and DC-8-50s acquired with

Continued On Page 18



Boeing 727-200 in the colors of the second Braniff

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Braniff's 1967 takeover of Pan American Grace Airways (Panagra), and one appeared in a modern, Alexander Calder-designed "Flying Colors of South America" paint scheme.

The all-jet domestic fleet soon consisted of the BAC-111-200, the 727-100, and the 727-200.

In 1991, it took delivery of a 747-100, alternatively dubbed "747 Braniff Palace" and "The Most Exclusive Address in the Sky," for a new Dallas-Honolulu route. Seemingly dipped in orange paint, it was also nicknamed "The Great Pumpkin," and became the first of many for the airline's European and Pacific route expansions.

Braniff was the only US domestic carrier to operate the supersonic Concorde, restricting its speed to subsonic levels on its overland Dallas-Washington/Dulles route during its 18-month interchange between January 1979 and June 1980 with Air France and British Airways, which then crossed the Atlantic supersonically with them.

It operated its own, albeit subsonic, flights to Amsterdam, Brussels, Frankfurt, and Paris, and eventually served 115 worldwide destinations.

But deregulation, as occurred with other legacy carriers, was considered both opportunity and obstacle. Braniff, believing that it was a temporary window offering the former that would quickly reclose, aggressively expanded, ordering aircraft before other airlines took precious delivery slots from it.

Like falling dominoes that collapsed into bankruptcy, however, it mounting debt,



Braniff pilots outside a "B-Liner" Lockheed Model 10 Electra, Houston Hobby Airport, 1940. In the background is a Lockheed Model 12 Electra Junior.

recession-reduced travel demand, escalating fuel prices, an air traffic controllers' strike, low-fare competition, and American Airlines and Delta inroads into its Dallas hub, forced it to file for Chapter 11 bankruptcy, the first carrier to do so since regulation was implemented in 1938. It ceased operations on May 12, 1982 after a 52-year life.

The Third Braniff

Braniff Came to Life a Third Time

As the mastermind of Jay Pritzker, of Hyatt Hotels, it gained financial wings with \$70 million from Hyatt itself and \$30 million from the previous Braniff's assets before it received its aerodynamic ones. Established

on Dec. 15, 1983 as Dalfort Corporation, it assumed the half-century familiar "Braniff" name when it became its wholly-owned subsidiary, enabling it to recommence operations from its former Dallas hub on March 1 of the following year.

Its first departure, Flight BN 200 operated by a 727-200 registered N446BN that sported a modernized version of the second Braniff's 1959 red, white, and blue El Dorado color scheme, was pushed back from the gate at 06:50, destined for New Orleans. As the first of 18 destinations served that day, it marked the beginning of the third Braniff and the implementation of the largest single-day airline start-up in US airline history. It advertised, "We're building the new Braniff around you;" Braniff is the best low fare in the air;" and "Braniff: Believe it!"

It detailed its structure as encompassing "a fleet of 30 state-of-the-art Boeing 727-200s," leather seats, light meals, fold-down middle seats, more overhead storage, experienced personnel, more legroom, and frequent flier savings. By June 1, it served 21 coast-to-coast destinations.

As had occurred with the second Braniff's acquisitions of Mid-Continent and Panagra, it purchased Florida Express Airlines in 1988, increasing its fleet by 18 aircraft and route system by 17 cities. Many of the BAC-111-200s it obtained had been operated during Braniff's second life, and they became



Boeing 727-200 in the colors of the third Braniff.

its third aircraft type after the ten 737-200s it had already leased from Polaris Aircraft Leasing Corporation the previous year.

The acquisition gave it a small southeastern hub to counterbalance the Kansas City one in the Midwest that had replaced its original Dallas one to take advantage of opportunities Eastern left after it had vacated it.

By 1988, when BIA-COR Holdings, Inc. became the carrier's new owner after a stock purchase agreement concluded with Dalfort Corporation, the third Braniff had become the 13th largest US airline in terms of revenue passenger miles (RPMs), serving 40 domestic destinations, as well as Nassau in the Bahamas.

But because of expansion, competition, and debt, deregulation's dominoes once again fell, forcing a chapter 11 filing and an initial 256 daily departure reduction to 46. Out of cash, it ceased operations altogether on November 6, 1989.

The Fourth Braniff

The final Braniff had the shortest life of all four. BNA, Inc. was formed in 1990 for the

purpose of acquiring the third Braniff's assets at three bankruptcy auctions, along with the operating certificate of Emerald Air, another bankrupt, Austin-based, intrastate DC-9-10 operator.

Service began on July 1, 1991 with a 727-100 between Islip's Long Island MacArthur Airport and Ft. Lauderdale with a \$69.00 introductory fare as it became one of a dozen airlines from Northeastern to Frontier to provide the all-important Long Island-Florida link. But connections from its Dallas hub followed on July 2 to Los Angeles and Newark.

Yet bankruptcy beckoned a mere 38 days after it took to the sky: it lost a charter contract with a Canadian tour company, its Los Angeles service was discontinued because of its inability to obtain ground facilities to support it, and insufficient funding forced a departure from and later return to its Dallas hub.

It ultimately managed to piece together a 15-city route system, along with service to San Juan and St. Thomas in the Caribbean.

But only one year and one day after it began, it ended—again in bankruptcy—as the carrier cited competition and fare wars as the reason for its termination. Scot Spencer, one of BNA-Cor's founders and original head of the carrier's management team, was found to have received kickbacks during its operation and was later convicted of bankruptcy fraud.

Although Braniff had fewer than half the lives of the proverbial cat, it had exhausted all of them during its collective 61 years in the sky. There never was a fifth Braniff. ■



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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The Timex x Pan Am Waterbury incorporates bold Arabic indices on an uncomplicated navy-blue dial featuring Pan Am's unmistakable "globe" accent plates that

captures the spirit of American ingenuity and nostalgia in a tool watch. The classic Waterbury features a 42mm stainless-steel case construction/20mm lug, luminant hands, a brown leather strap with Pan Am 'globes' accent plates, a chrono or day/date movement and arrives in a gift set that includes a PAA lapel pin, all in beautifully branded packaging.

The Timex x Pan Am Waterbury is undoubtedly a nostalgic bow to the Golden Age of American Aviation and the iconic Pan Am Airlines. ■



JFKIAT Employee Appreciation Day 2022

On August 30, JFKIAT and its business partners held an Employee Appreciation Day celebrating the strength, commitment, and hard work of the T4 Community. The day was filled with music, food, games, raffle prizes, and much more! Approximately 4,700 employees attended. ■



Empowering Women In the Skies

American Airlines Flight Operated by an
All-Black Female Crew in Honor of Bessie Coleman

American Airlines hosted the Bessie Coleman Aviation All-Stars tour to celebrate the 100th anniversary of the first Black woman to earn a pilot's license in 1921. She bravely broke down barriers within the world of aviation and paved the path for many to follow.

American is being intentional in its efforts to diversify the flight deck. Black women have been notably underrepresented in the aviation industry, especially as pilots, representing less than 1% in the commercial airline industry. Through the American Airlines Cadet Academy, the airline is committed to expanding awareness of and increasing accessibility to the pilot career within diverse communities.

To honor her legacy, American hosted Gigi Coleman, Bessie's great-niece, on a flight from Dallas-Fort Worth to Phoenix. The flight was operated by an all-Black Female crew — from the pilots and Flight Attendants to the Cargo team members and the aviation maintenance technician. ■





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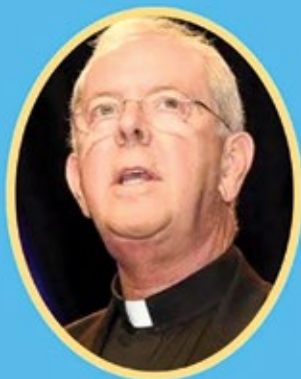
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Minute Suites Opens at JFK Airport's Terminal 4



Minute Suites, the award-winning airport brand that provides private suites for travelers during layovers, opened its first location in New York's John F. Kennedy International Airport (JFK). The new site is in Terminal 4, near gate B39. This

location has seven suites and a bathroom with a shower.

Minute Suites were designed as a place to get work done in peace, escape the hustle of the airport, and recharge before your next flight.

The company has experienced a solid recovery as travel continues to increase in a post-COVID shutdown world. Minute Suites now has twelve operational locations across nine US airports.

"We are grateful for the opportunity to work with JFKIAT – the operator of Terminal 4 at John F. Kennedy International Airport since 1997," Minute Suites Co-Founder and Director Daniel Solomon says. "Since it is a bustling hub for both domestic and international travel, JFK T4 is important to Minute Suites' continued growth and expansion."

"Providing a best-in-class guest experience is at the core of our mission at JFKIAT, and we are proud to welcome Minute Suites to Terminal 4's line-up of amenities for travelers," said Ed Midgley, Vice President of Customer Experience and Commercial at JFKIAT. "As passenger volumes continue to increase, Minute Suites will serve as a private retreat for our customers to relax during their travels. We look forward to offering this service at T4."

Minute Suites have a minimum stay of one-hour with additional 15-minute increments available for purchase. An overnight flat rate is also available. Several locations feature a shower service, which can be reserved separately in 30-minute increments. Priority Pass members receive a free hour and discounted rate for time spent after the first hour. ■

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If there is one word to describe Lake Tahoe, it is pristine. If it isn't the mountain air and mountain pine tree scenery, it must be the endless blue sky and blue water below.

We have been so lucky to visit Lake Tahoe year after year. However, the last time we were there was in 2019 (our lapse

was caused by both COVID-19 and a raging forest fire). We only visit in the summer, but Lake Tahoe is an all-year-round vacation destination. The summer offers various water sports, and there are many snow activities in the winter. There are also endless hiking trails for walking and biking.

This past trip, we stayed at the Marriott

Grand Residence, which is next to the Heavenly ski resort. It is the largest ski area in California and Nevada. In the past, we have stayed in Harrah's and Harvey's, which are on the Nevada side and have casinos. In addition, the Hard Rock Hotel and Bally's are also casino hotels in this area.

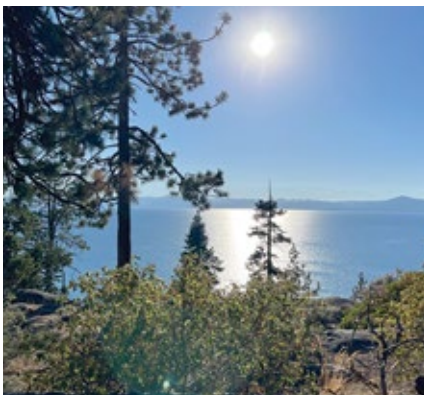
Our favorite activity is going to the beach. Some of the nicest beaches are Secret Cove, Sand Harbor, Incline Village, and Zephyr Cove. The lake temperature averages 70 degrees during the summer. This year this area is having a major drought. The water level in the lake is five feet lower than average; therefore, there was much more beach available than before.

A drive around the lake should not be missed; the scenes are magnificent. A famous area and the "ultimate in scenery" is the Emerald Bay area of the lake. It is here that dinner cruises are a must.

On the lake, two of our favorite restaurants in the area are Kalani's (next to the Marriott Grand Residence) and Scuzza Italian. South Lake Tahoe is the main town of this area. It has many unique shops, restaurants, bars, art galleries, hotels, and motels.

Lake Tahoe is the largest lake in North America and the second deepest in the United States. The elevation is 6,224 feet and is accessible by flying into Reno, Nevada, and Sacramento, California. From Reno, take 580 to 431 and pass over Mt. Rose, it is approximately a 45-minute drive. From Sacramento, you take 50 east, it is about a two-and-a-half-hour drive.

JetBlue Airways has a non-stop flight from New York's JFK Airport directly to Reno and Sacramento. For most other airlines, you must connect through major hubs. **MAUREEN KATZ**



UPCOMING EVENTS

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

September 8 & 22 – 12:00pm

LGA Kiwanis Club Monthly Meeting

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

September 10

Newark Airline Show

Holiday Inn Newark
International Airport (North)
Newark, New Jersey 07114
www.newarkairlineshow.com

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.jfkccoc.org

September 12 & 26 – 7:00pm

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

September 12

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

September 14 – 10:30am

KAAMCO Members Meeting
John F. Kennedy International Airport
Jamaica, New York 11430
www.kaamco.org

September 18 – 10:30am

Vettes & Jets Annual Car Show
American Airpower Museum
Farmingdale, New York 11735
americanairpowermuseum.com

September 19 – 9:00am

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

September 21

JFK Rotary Club Summer Delight
Vetro Restaurant & Lounge
164-49 Cross Bay Blvd, Queens, NY
Nancy@jfkrotaryclub.org
www.jfkrotaryclub.org

September 22 – 12:00pm

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

September 22

Citywide M/WBE Procurement Fair
Barclays Center
Brooklyn, New York 11217
www1.nyc.gov

September 23 – 9:00am

Logistics Recruitment Event
New York Career Center
90-04 161st Street, 2nd Floor
Jamaica, NY 11432
www.caonynj.com

September 24

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

September 24 – 1:00pm

LGA Kiwanis Club Charity Car Wash
LaGuardia Airport
East Elmhurst, New York 11369
www.lgakiwanis.org

September 27

Delta Golf Classic
Muttontown Country Club
East Norwich, New York 11732
themarianoriveraafoundation.org

September 29 – 11:30am

**JFK Air Cargo Association
End Of Summer Luncheon**
Bayhouse
155-57 Bayview Ave,
Rosedale, NY 11422
www.jfkaircargo.aero

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 13

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

October 19 – 1:00pm

**8th T4 Annual
Safety & Security Conference**
www.jfk4.nyc

October 22 – 11:00am

**The Business of Women
Entrepreneurs 2022
Entrepreneur Summit**
TWA Hotel
John F. Kennedy International Airport,
One, JFK Access Road, Idlewild Dr,
Queens, NY 11430
www.queenschamber.org

October 27 – 6:00pm

**19th Annual Cradle of Aviation
Museum Air & Space Gala**
Cradle of Aviation Museum
Garden City, New York 11530
www.thepanammuseum.org

October 28 – 6:30pm

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

November 12 – 6:30pm

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

November 18 – 10:00am

**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.

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NOVEMBER 12, 2022

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WWW.THEPANAMMUSEUM.ORG



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"IN RECOGNITION OF HEROISM"



Nicole Batchelor Regne
Pan Am Flight Attendant
CELEBRITY DJ



Beau Brant
United Airlines Captain
"THE PILOT PIANIST"

**PRE-GALA EVENT ON NOVEMBER 11 AT LAGUARDIA MARINE AIR TERMINAL,
6:30 TO 9:30 PM...CHECK MUSEUM'S WEBSITE FOR UP-TO-DATE INFORMATION.**



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- ▶ 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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