



## Next Dinner Meeting

March 8, 2007

5:30pm Cocktails - 6:30pm Dinner

Holiday Inn - Mt. Kisco, NY

(directions on the website at [www.wamahpn.org](http://www.wamahpn.org))

\$20.00 Members - \$25.00 Non-Members

Sponsored by Bombardier - Update on Bombardier's Customer Support.

### Calendar of Events

#### WAMA Events

March 8, 2007  
WAMA Dinner Meeting  
Holiday Inn - Mt. Kisco, NY  
Sponsor: BOMBARDIER

#### Training Events

TBD

#### Industry Events

May 1, 2007  
Falcon Regional Seminar  
Mahwah, NJ

April 26, 2007  
NBAA Business Aviation Regional Seminar  
AVITAT—Westchester County Airport  
<http://web.nbaa.org/public/cs/forums/20070426/index.php>

#### **DON'T MISS A SINGLE WAMA NEWSLETTER**

Please make sure WAMA has your current email address so you can be sure to receive your copy. Email addresses will be collected at the dinner meetings.



### From the Editor's Desk:

Just a friendly reminder to all of us who have Inspection Authorization (IA) that its that time of year again to re-new our privilege. By now you should have received your reminder from the FAA. Don't forget to sign your form and provide the proper documentation for your renewal basis. Hope those of you who needed training were able to attend last weeks event sponsored by WAMA. Once again thanks to Al Bailas and the gang for providing that to the WAMA membership.



## President's Letter

Greetings,

I would like to thank Aviall and Mr. Richard Teza for his very informative briefing on Aviall's Capabilities and services. I was surprised as well as many others at the size of their inventory and spares capability. Again thanks to Mr. Teza and Mr. Rea Ring who helped put it all together.

As many of our members know, the February meeting is a joint venture between WAMA and the Teterboro New Jersey PAMA chapter. This has been an annual event for a number of years, and I look forward to seeing this event continue long into the future. Mr. Ed Furst, my counterpart, at PAMA has been a great help in making this event a success. The turnout from both organizations was great, and as always, the Greycliff did an outstanding job with the food and service. I look forward to next years meeting at the Greycliff.



At this event we honored two fine gentlemen for their service to corporate aviation. Mr. Lenny Dalton, Vice President, Maintenance of TAG Aviation and Mr. Thomas Idiculla, president of Thomas's Aircraft Supplies. A common thread that both of these gentlemen have is honesty and integrity. Mr. Dalton recently celebrated his fortieth year with what is now known as TAG Aviation, and Mr. Idiculla, who arrived in this country in the early nineteen seventies with just pocket change. These two men through their hard work and perseverance overcame life's hurdles and achieved success. Congratulations to you both!

Again thanks to your board of directors for their hard work. We continue to refine the website, and have a plan in effect to get the information posted on the web sooner. If everything works out, all of our postings should be on the web two weeks prior to the next dinner meeting.

Thanks to the Board, for nominating Mr. Jody Kerton as Vice President. Jody accepted the nomination and will assume the VP duties immediately. We are continually refining the board duties, and are always looking for a few good people to assist us. If interested, contact me or any other board members listed on the website for further information.



Respectfully,  
Bob Accosta  
WAMA President

## IN THE NEWS...

### HPN – Runway 16 Instrument Landing System Closure

The FAA has commenced Phase I of a project that involves the installation of a new glide slope and localizer antennas for the R16 ILS.

The project is being constructed into two phases. Phase 1 includes installation of new equipment shelters and during this phase the runway 16 ILS will be operating normally. Phase II includes the installation of all cables, equipment and final flight checks for acceptance. During this phase the R16 ILS will be shut down as follows: Feb 19, 2007 until March 19, 2007

**Wama would like to thank the following for a well received training on 21-Feb-2007**



**Inspectors from F.A.A. FSDO  
Regulatory Content**

Mike DiPaolo, Al Schnur, Mark Burnett, Lou Misiano, Rene Gonzalez,

**Jet Blue  
Human Factors  
Roger Hughes**

**Duncan Aviation**  
CF34 Nuisance Leaks  
CF34 Maintenance & Troubleshooting Tips  
Bill Walker Propulsion Technical Representative

**Superior Accessory Service**  
Hydro-Static Testing and DOT Shipping Regulations  
Joe Crego



**Sensenich Propeller Service**  
Aging Propellers, what causes damage and wear to a propeller  
Katherine M. Wright



**Breakfast, Lunch and Afternoon Refreshments Sponsored by**

*Bob Brega with Duncan Aviation  
Steve Barlage with Dallas Airmotive  
Steve Brozina with Standard Aero*

# Westchester Aircraft Maintenance Association



*Please Join us-*

March 8, 2007  
Cocktails at 5:30, Dinner at 6:30  
Holiday Inn, Mt Kisco, NY

*March Meeting Sponsored by*

# **BOMBARDIER**

**Speakers:** Mr. David Orcutt, VP Customer Support.  
Update on Bombardier's Customer Support

Mr. Phil Coulson, Sales Engineer.  
Update on the Challenger 300 and the new 605



*Hope to see you there!*

## 2007 Sponsors

**January 11, 2007**  
Aircell

**February 8, 2007**  
Aviall

**March 8, 2007**  
Bombardier

**April 12, 2007**  
L3 Communications

**May 10, 2007**  
Gulfstream

**June/July/August**  
Summer Break

**September 13, 2007**  
Dassault

**October 11, 2007**  
Premier/Weststar

**November 8, 2007**  
Cessna Aircraft

**December 13, 2007**  
Dassault

## Lessons Learned



By [Bill O'Brien](#) AMT Contributor

I am getting older, I can tell. The aging process kind of sneaks up on you when you are not paying attention. But there are other signs besides the wrinkles and turning gray. For example, now when I bend over to pick a sock off the bedroom floor I look around to see if there is anything else lying around within reach of my fingers, because it is easier to make one trip down there than two. I have noticed that more young women, some who I barely know, will hug me, and laugh at my jokes all because they think I am harmless. I now spend less time at the barber than I do tying my shoes. I grunt, loud and often. Pain is a constant companion. But it is also a friend who reminds me that I am still above ground making noise. Unfortunately, some of the noise I now make is as unexpected as it is musical.

While getting older and slower is the price of living six decades; they say wisdom is the reward. But the fates have the last laugh. When you become the wellspring of knowledge in a particular field, very few young people come and drink deeply from your pool of knowledge. Worst yet, are those ones and twos who just come and gargle. After all, the young bucks think, what possible tidbit of knowledge could the old guy tell us that we don't already know. I smile quietly at this unsaid remark, after all, I remind myself, their total life experience is as deep as a puddle in a Wal-Mart parking lot.

In an attempt to justify my 42 years in aviation I have put together a list of lessons learned that I wish someone had given me these pithy words of wisdom when I was a brand new, right out of the box, aircraft mechanic. I invite new mechanics to come and drink deeply.

1. The Federal Aviation Regulations set a minimum safety standard for airworthiness, performance rules, and certification of airmen and aircraft. If the standard is not met then there is chaos. When you have chaos in an industry or just in a single company, people die. Only a fool does not make it a point to learn the standard he will be held to. Don't be a fool!

2. Airworthy is not a word, it is a concept, around which we have built our profession. Airworthy is defined as when the aircraft or product meets its type design, or properly altered condition and is in a condition for safe operation. Airworthy is also what we are, who we are, and why we are doing what we do. If you cannot wrap your mind around this concept please try another profession.

3. The most important certificate in the aircraft documentation is the registration certificate. If the aircraft is not U.S. registered then the FARs do not apply. Any work you do on a foreign registered aircraft, you are on your own.

4. The Standard Airworthiness Certificate lists three FARs that you really need to know. They are Part 21, certification of products and parts; Part 43, mechanic rules; and Part 91, inspections. If these FARs are not complied with, the certificate is worthless.

5. Know Part 43, section 43.13 performance rules by heart. This is the one rule that the FAA quotes almost 97 percent of the time when a letter of investigation has your name on it. If you pay attention to this rule the odds are in your favor that you will never get a registered letter from the FSDO.

6. Your signature and certificate number is more valuable to you than a million dollars worth of tools. For around your signature and certificate number you establish your reputation. You can choose to be known as a professional or a person who can be bought. Choose wisely!

7. It is a fact that within the first year of becoming a certificated mechanic someone will ask you to falsify an entry in a logbook. It is done so the company can make money or to save money. If you resist you will be berated as not being a "team player" or threatened with being fired or called many other things. This is your first and most important test as an aircraft mechanic. If you fail, and sign, even if it is the most menial of lies, then it is time to leave because you can never gain back your honor. Why? Because you have autographed a lie in your own handwriting and if you did it once, you will do it again.

8. It is also a fact that the one who asked you to falsify a logbook entry will not lift a finger to defend you when the FAA finds out. More likely he will line up on the other side and accuse you, to keep the heat on you and away from him.

9. Mechanics must make only YES/NO decisions because compromise, any compromise concerning airworthiness, can and will affect safety. You can tell when you start to compromise when you use qualifying words, like: IF, PERHAPS, MAYBE, COULD, and MIGHT. When you use these words in your decision-making process then you are compromising a simple YES it is airworthy or NO it is not decision, and if you compromise enough times in aviation you will kill someone.

10. At your place of work, if you hear more about the bottom line than you do about making the aircraft airworthy, then it is time to leave. Because sooner or later that company will lose an aircraft and you don't want your name on the logbooks.

11. If you are not sure about something or not sure how to do it, call someone. Yes, you will feel stupid and awkward but it is better to be stupid and get the right answer than to remain stupid and silent and kill somebody. Try the manufacturer or another shop for help, even call the FAA for the answer. For some of you it will take the courage of the man who ate the first oyster raw to call the FSDO but the FAA has never violated anyone who asked a question.

12. Your career in aviation does not end with the A&P ticket and a steady paycheck. You should plan your career as carefully as you plan your next date. Without a plan you are destined to remain a bit player in your own life's story.

*(Continued on page 6)*

## 2007 Board Members

### President

Bob Accosta

### Vice President

Jody Kerton

### Secretary

Bob Brega

### Treasurer

Dave Schiavone

### Membership

Eric DiNicola

Cory Sene

### Training

Al Bailas

### AMS

Brien Zimmerman

### Newsletter

Bill Masloski

Guy Carducci

### Web Contact

Jody Kerton

### Tool Box Award

Roger Boeckman

### Directors

Terry Flynn

Clint Eaton

Rae Ring

Tina Spence

Eric Yoskowitz

Kyle Slover

13. If someone offers you a good deal on aircraft parts, it's not a good deal. Those parts are either undocumented, out of date, counterfeit, removed from a wreck, or they are stolen. Deal only with reputable parts suppliers, it's cheaper in the long run.

14. Along the same lines if offered a take it or leave it situation for a career choice — leave it! If it was a real opportunity, and if they want you, the offer will be waiting for you tomorrow. Steer your own ship, don't be third oiler down in someone else's boiler room.

15. This is something you don't want to hear after going to school 80 percent of your life. You will need a four-year college education to succeed in this career field. Now more than ever because mechanics can no longer depend on their expertise of their trade to make a living as my generation has done. Today's world demands that you must learn to interface with a very broad spectrum of people, trades, and management using new technology. Who of us 10 years ago would believe that today's mechanic would be inspecting an aircraft wearing a computer? College will stretch your mind while improving your writing and communication skills. Without those skills you will be lost in a world of instant communications and your future career will be a question mark not an explanation mark!

16. You must participate in your career outside of the hangar or line station. This means you must join an aviation maintenance organization that will give you access to current information. Leaders need to know what is happening both in your own backyard and in the world. You need to be active in that organization and be a positive force for change and not a magazine reader. You and your job exist in a global marketplace. Don't you think it would be a good idea to know what your competition is doing?

17. Since the FARs set the standards for our profession, and our profession is constantly changing, then it stands to reason that the rules must change to fit the new work environment. I am always amazed that mechanics do not think they can influence the federal government to make the necessary changes happen. Their excuses vary from being too small, too weak, or too few in numbers. And the worst excuse of all, "we are just mechanics." It sounds like they are apologizing for being an A&P. It drives me nuts! Right now, the two-year IA renewal rulemaking is on track all because two guys from PAMA wanted to make it happen. I don't care if you are the poster boy for "Introvert International" you can be that army of one and make a difference. Start by reading Part 11, Section 11.61. It's an eye-opener!

18. Never pass up an opportunity to become smarter. If offered additional training by your company, grab it. I don't care if it is budget or inventory control. Like President Lincoln said, "It is better to have the education and not need it, than to need it and not have it."

## EMPLOYMENT OPPORTUNITIES

**Cessna Citation Service Center** - Newburgh, New York is looking to hire two (2) A & P Technicians for the first quarter of 2007. Interested applicants should contact Michael Schipp, Maintenance Manager, Tel. (845) 567-9210, Fax (845) 567-0032, email [MHSchipp@cessna.textron.com](mailto:MHSchipp@cessna.textron.com).

### **Dassault Falcon Jet - Wilmington Corp.**

Great company has immediate openings for A & P Technicians w/ Falcon experience; experienced Avionics Technicians; experienced 731 Engine Technicians.

**Pentastar Aviation, LLC**- *Aircraft Technicians*, contact [mbaker@pentastaraviation.com](mailto:mbaker@pentastaraviation.com). Location: Waterford, Michigan.

**Bombardier Aerospace**- *A & P, Avionics Tech., AQ Inspectors*. Windsor Lock, CT. Contact: John Carter at (860)292-7212 or Sarah J. H. Contardo at (860)292-7218.

**TAG Aviation**- *A&P Certified Maintenance Technicians* for all types of aircraft, at all locations. Please visit the TAG web site at [www.tagaviation.com](http://www.tagaviation.com) and click on Employment Opportunities.

### WAMA MEMBERSHIP

Membership is open to all who wish to join. Visit our website for membership forms or email Eric DiNicola at [ericd@wamahpn.org](mailto:ericd@wamahpn.org).

### WESTCHESTER AIRCRAFT MAINTENANCE ASSOC., INC.

P.O. BOX 131 PURCHASE, N.Y. 10577

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