



November 2007

Volume 47, Issue 8

Next Dinner Meeting

November 08, 2007

6:00pm Cocktails - 6:30pm Dinner

Holiday Inn - Mt. Kisco, NY

directions on the website at:

WWW.WAMAHPN.ORG

\$20.00 Members - \$25.00 Non-Members

Sponsored by: Thrane & Thrane



Calendar of Events

WAMA Events

TBA

Training Events

Wednesday December 13th Global Jet Services has agreed to provide an 8 hour training session for IA credit on the subject of inspection and maintenance of aging aircraft wiring. See flyer for more info.

Industry Events

TBA

From the Editor's Desk:

Members of WAMA

We are contemplating a new column in which our members can share their good fortune info with other members (i.e. Promotions, New employment, Addition to their family etc.)

But, we need YOUR help in compiling this info for the newsletter. The Editor and staff can not do this alone.

Please drop us a line on your thoughts and interest in such a column.

Info@WAMAHPN.org

Please note the NEW time for our Dinner Meeting

The WAMA Board encourages its members to share their views, make comments or forward any submissions for consideration to this newsletter or our website.

Submit to: Info@WAMAHPN.org

**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.



President's Letter

Greetings,

Thanks to WEST STAR Aviation and Mr. Eli Stepp for the very informative presentation on the performance upgrade that they offer for Falcon 50 operators. With the installation of the 731-4-1C engine, the aircraft would be capable of direct climb to Flight Level 390, a decrease in trip fuel of 14%, and meets stage 4 requirements. MPI now becomes 2,500 hours and CZI now moves to 5,000 Hours. WEST STAR also provides maintenance capabilities for Challengers, Citations, Falcons, Gulfstreams, Hawkers and Lear Products.

If you're interested in Interior/ Avionic Upgrades, or Aircraft Inspections, Mr. Stepp would be more than happy to speak with you.

Many thanks to our hard working Board Members for what they do. Our Golf Outing went well, thanks to Eric DiNicola and his staff. Bob Brega, and Rea Ring have lined up sponsors for our dinner meetings for all of 2008, and are rapidly filling up the 2009 spots. We can use the help of a few more members to help with WAMA activities. Some of the events that help is needed for are single function events. If you would like to volunteer some of your time, it would be appreciated.

This year, the Aviation Career Expo was a huge success on October 10th & 11th with over 1300 Middle and High school students attending. Both WAMA and PAMA were there again with many hands-on displays for the students to ponder. Bob Brega and Jody Kerton are looking for help in making training aids to be used during this and future Westchester Aviation Aerospace Education Expos. If you have any unserviceable parts that can be used for Demonstration purposes and would like to help in building displays, please contact Jody Kerton (203 733-7749) or Bob Brega (570 759-2758).

There is a change in our dinner meeting schedule. The Board of Directors will now meet on the same night as our dinner meeting at 5PM. Cocktail hour will now start at 6PM instead of 5:30 PM. This revision will allow the board to now take care of WAMA business on one night a month instead of two nights a month.

Take care and please join us next month when **Dassault Falcon Jet** will host the December meeting and holiday gathering.

Respectfully,

Bob Accosta
WAMA President



Aviation Education Corporation

1 Blauvelt Place • Scarsdale, NY 10583 • (917-374-3038) • fax (914) 722-1877

October 22, 2007

TO: All 2007 Expo Volunteers

The Aviation Education Corporation and I would like to thank all of you for helping put on the 2007 Westchester Aviation Aerospace Education Expo. I am sure you will agree with me that it was a resounding success. Without each and every one of you this event would not have happened. I hope that all of you enjoyed being part of the Expo and that you are looking forward to being part of the team again at the next Expo

Hank Grudberg, President of the Aviation Education Corporation, has asked that all participants send a critique (email) of this year's event to include things we did correctly as well as the things that we can improve. Please look at all aspects of the event (Exhibits, Food, etc.) not just the areas in which you were involved and return your comment to me for summary via email at john_johnston@mcgraw-hill.com.

Again, thank you for all your hard work

A handwritten signature in blue ink, appearing to read "John Johnston", written in a cursive style.

John Johnston
Chairman – Volunteers Committee

Westchester Aircraft Maintenance Association



Please Join us

October 11, 2007
Cocktails at 5:30, Dinner at 6:30
Holiday Inn, Mt Kisco, NY

October Meeting Sponsored by

Thrane & Thrane

Thrane & Thrane is the world's leading manufacturer of equipment and systems for global mobile communication based on sophisticated satellite and radio technology.

Since its incorporation in 1981, the company has established a strong position within global mobile communication solutions based on the Inmarsat system, and today Thrane & Thrane provides equipment for maritime, land-based and aeronautical use. The company's products are sold throughout the world under the brands Thrane & Thrane, EXPLORER® and SAILOR® through distributors and partners and as OEM products.

Thrane & Thrane has approximately 800 employees and is listed on the Copenhagen Stock Exchange.



Hope to see you there!

Dinner

Door prizes

50/50 Prize

See Old Friends

Make New Friends

Business Aviation Needs Its Own Education Standards

By Jim Sparks, Maintenance Manager

“Training” is defined as “To make proficient at a task through specialized instruction and practice.” For the most part, this has been what has taken place in aviation maintenance since the days of Charles Taylor, the Wright brothers’ mechanic.

In an effort to obtain some degree of standardization and ensure that their technicians would learn exactly what they needed to know, the Air Transport Association (ATA) created a training standard for its member U.S. airlines. The ATA Spec 104 describes an approach to the development of training materials for use by airlines in training aircraft maintenance personnel. It also provides guidelines on basic standards for equipment used by airlines in the presentation of training materials. This standard has been adopted by commercial training agents and also has been used to produce training programs for business aviation. Most airlines, performing their own maintenance, have repairmen on staff who are skilled in specific areas but do not know the entire aircraft.

We need to consider who we are in business aviation. The FAA-certified maintenance technician is the person who declares if an aircraft is airworthy, regardless of who worked on it. The person who approves an aircraft for service is graded on a 99.999 percent accuracy rate. The FAA tolerates no human error, no bad days, and no excuses if the aircraft is found to be unairworthy! Most corporate flight departments exist as a result of commercial airlines not being able to meet all the air transportation needs of businesses, and many corporate operators have mission statements that include the words “world class.”

As our industry evolves, advances in technology are inundating us. Flight control systems that used to be operated by cables, pulleys and bell cranks now are controlled by joysticks and computers. With all of these new advancements, perhaps the idea of “training” needs to evolve into a concept of “education,” with training being just part of the process of becoming educated.

The NBAA Maintenance Committee already has created a guideline for providers of maintenance training to ensure that training expectations are met. The natural progression of this guideline would be to transform it into a standard. There are many considerations when creating such a standard, the first being that business aviation by its nature defies standardization. Second, operators of corporate aircraft worldwide do not all answer to the same airworthiness authority. In addition, more aircraft have been developed using the MSG-3 method, where the maintenance concepts have taken on a philosophical approach that lends itself well to education.

The intent of creating a specific business aviation maintenance education standard will be to fine-tune the present-day maintenance training regimen into programs intended to satisfy specific needs. As an example, many business aircraft operators have one technician who deals with day-to-day servicing and dispatch issues. Some operations have a complete staff of technicians and accomplish most work in house; others send some work to service centers. In addition to needing to have technical skills, many business aviation technicians must become business savvy. Maintenance technicians must acquire communications, risk management, negotiating and financial skills in order to succeed today.

In business aviation, an A&P can truly mean “All Purpose.” This means that our educational standards should not be derived from commercial airline methods; they should come from those that operate in similar situations.

In recent years, the Maintenance Committee has undertaken numerous initiatives designed to make aircraft and powerplant (A&P) technician’s jobs easier, the most recent of which was the January rollout of NBAA’s Forum for Enhanced Reliability & Maintainability Standards. FERMS is a new, web-based tool that provides manufacturers and operators with real-time information about the maintenance track records of individual models of business aircraft. FERMS is an information clearinghouse that is helping the industry enhance safety, improve performance and reduce costs by providing a framework for measuring business aircraft dispatch reliability and operational availability.

EMPLOYMENT OPPORTUNITIES

2007/2008 Sponsors

January 10, 2008
Volo - Special Guest

February 14, 2008
Honeywell
WAMA/PAMA

March 13, 2008
Bombardier

April 10, 2008
Duncan Aviation

May 8, 2008
Gulfstream

June/July/August
2008
Summer Break
Picnics at HPN

September 11, 2008
Dassault Wilmington

October 9, 2008
Aircell

November 13, 2008
Cessna Aircraft

December 11, 2008
Dassault

September 13, 2007
Dassault

October 11, 2007
Premier/Weststar

November 8, 2007
Thranes & Thranes

December 13, 2007
Dassault

Jet Support Service, Inc. Technical Representative for its Mt. Kisco, NY/HPN office. Administers JSSI Programs to provide critical product support and service information to existing customers, new aircraft owners and company personnel. Representative acts as customer representative for engines and airframes actively in-service or pending. Endeavors to expand technical proficiency through continuous study of all applicable publications and materials related to the industry. This requires knowledge of all areas pertaining to the maintenance, operation and sustainment of these systems to include aircraft logbook maintenance.

ESSENTIAL DUTIES AND RESPONSIBILITIES - Responsible for the coordination, oversight and audit of all scheduled and unscheduled maintenance events for current customers, Work closely with the customer to stay abreast of all impending work; obtain and review all maintenance estimates submitted by service centers; schedule maintenance with consideration of customer requests, Communicate effectively both verbally and written with customers, service centers, OEMs and across company disciplines, Review and process invoices appropriately prior to submitting invoices for payment, Administration of Pre-Induction Diagnostic Survey (PIDS) as assigned ensuring all necessary data properly documented and submitted to main office expeditiously, Arrange visits to service centers to review maintenance in progress on customer behalf; these visits include visual inspection of the airframe/engines, Focus on cost control and cost management of each assigned maintenance facility.

Additional Responsibilities - Manages department operations by assigning and monitoring work, gathering resources, implementing productivity standards and resolving technical operational problems, Must be able to work well with others and provide technical expertise to other customers and/or employees when applicable. Performs other responsibilities as assigned

EDUCATION AND EXPERIENCE - Bachelor's Degree in Aviation Management or related experience, A & P license, Strong interpersonal and communications skills to deal with the public and the aviation industry family, Ability to read and write articulately and analytically, Clear understanding of relevant technical skills, Ability to work well under pressure. Contact: **Eric DiNicola Northeast Regional Manager** (914) 241-8189 office (203) 848-5954 cell (914) 241-8195 fax eric.dinicola@askjssi.com Oct 07

DUNCAN AVIATION - White Plains, NY Satellite Avionics Technician. Troubleshoots, inspects, tests and repairs a variety of aircraft avionics or instrument systems in general aviation aircraft under the supervision of the shop manager or senior technician. Associates degree in Avionics/ Electronics or equivalent required. Experience in troubleshooting and repairing avionics/ instrument systems in general aviation preferred. Duncan Aviation offers a competitive salary based on experience level. Call Ernie Della Vecchia at 914-686-8294 or apply on line:

www.duncanaviation.com Oct 07

General Dynamics Aviation Services - Westfield Massachusetts. Seeking certified A&P mechanics at our Gulfstream, Falcon, Facility. Hawker and/or Challenger experience a plus. Great company with an excellent benefit package! Please refer to our website at www.gulfstream.com and click on careers, then go to location of Westfield, MA. For questions or more info, please contact Peggy Champagne at 413-572-3382. Oct 07

Duncan Aviation - Engine Mechanic - Rapid Response Team. 3 - 5 years experience preferred. Must be highly motivated and flexible and able to work independently. Will be required to work on a variety of engines and APU's, at a location other than a Duncan Aviation Service Center. Must have a valid passport and be able to travel within 1 hour notice. Will be required to carry a cell phone and be on call 24/7 for potential worldwide travel. Interested applicants can contact Lloyd Kasten, Duncan Aviation, 845-857-0472. Or email lloyd.kasten@duncanaviation.com. Oct 07

D & F Partners, LLC is looking for a corporate pilot to work out of the HPN airport. Work involves both Part 91 and Part 135 operations. Minimum requirement of 5000 hours turbine/ATP required. Please contact Mr. Tony Thorne at tthorne59@comcast.net. Oct 07

2007 Board Members

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Bob Accosta

Vice President

Jody Kerton

Secretary

Bob Brega

Treasurer

Dave Schiavone

Membership

Eric DiNicola

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Pepsico

Ship It AOG

Standard Aero

Thomas' Aircraft Supply

Vaughn College of Aeronautics

Silver

Cosgrove

Volo Aviation

Gold

Jet Support Services

Xerox

TAG Aviation

New 2007 Members

CareJet Services

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.

WESTCHESTER AIRCRAFT MAINTENANCE ASSOC., INC.

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

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