

HORIZONS

A publication of the Massachusetts Air and Space Museum

*The Massachusetts Air and Space Museum inspires new generations to explore,
experience, and pursue interests and opportunities in science and technology*

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Teen Flyers

Young pilots get their wings before their wheels

Article by Sue Mead—Photos by Christina Rahr Lane

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Berkshire Magazine

It was a blue-sky Sunday, not a cloud above the Harriman-and-West Airport in North Adams. An assemblage of onlookers stood astride the taxiway when the radio call from the fixed-base operator's office projected to the expectant group: "North Adams Traffic, Cessna November 46 Juliet Whiskey departing runway 29 to the north, North Adams."

Conversation hushed and all eyes followed the yellow-and-white 1969

Cessna 172K as it started its ground roll down the 4,300-foot-long asphalt runway. Everyone's gaze was fixed on the small plane as it tracked out of the valley toward the Taconics, one of the



Young pilots Noah Meyerowitz (left) and Johnny Werner at Walter J. Koladza Airport in Great Barrington.

mountain ranges that rings this public airport. After one go-around, the airplane settled onto the tarmac and the crowd cheered. There were even a few moist eyes. This scenario has been repeated thousands of times since the North Adams airport was activated in 1949, but this take-off and landing sequence was special. It was the solo flight of young Johnny Werner—and it took place on his 16th birthday.

A similar scenario rolled out at the other end of Berkshire County at the Great Barrington Airport,

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when Noah Meyerowitz soloed for his 16th birthday. These two young aviators are cut from the same cloth—part of a cadre of bright, talented youth who, at age 16, were more interested in pursuing their pilot's license than getting their driver's license.

Both boys share delightful memories of that first solo flight—and, in fact, every flight they've commandeered since, which amounts to hundreds of hours collectively. The young aviators also share the experience of fathers who guided them to the left seat of an airplane.

"I was four when I started flying with my father," says Meyerowitz, whose father and brother, Ari, 26, were private pilots. "I remember he took Ari up, and then it was my turn. I was afraid at the start but, with a little nudge from Ari, I was rolling down the runway in the passenger seat beside my father. The feeling of leaving the earth for the first time was sensational—I'll never forget it. We flew south from Great Barrington and over the Twin Lakes in Canaan, Connecticut. I remember the beautiful turns we made over the lake, and the glorious glistening of the lakes reflecting off all the surfaces of the plane. It was a crisp, clear, beautiful spring day. I was hooked."

Werner became smitten with airplanes after a commercial flight at age five, but it was four years later following a flight in a small private aircraft when he told his dad they needed to get an airplane. His solo flight was a long-awaited day after earning some 85 hours and 190 landings in his log book under his father's tutelage and the watchful eye of Certified Flight Instructor (CFI) Trevor Gilman.

"It felt good, but it was different because there was no one to talk to," says the teen. "So, I talked myself through my first approach. I was lighter, with no one else in the airplane, so I decided to go -around." He recalls using the Airplane Flying Handbook for a book report when he was in seventh grade and writing about applicable sciences. His father, John Werner, is a pilot and aircraft purchase evaluator who owns Werner Aero, Inc.

Requirements for a solo flight include passing an aviation medical exam; training that typically includes ground school lessons, with a curriculum encompassing aviation-related subjects; flight training; and the approval of a CFI. Prior to certification as a private pilot, students also must pass a written exam and achieve proficiency with flight tasks such as navigation, daytime and night flying, communicating with air traffic control, and logging



shorter- and longer-distance flights before the evaluation of an FAA-approved examiner. The minimum age for certification is 16 for balloons and gliders and 17 for powered flight (airplanes, helicopters, and gyroplanes).

Meyerowitz, who trains at Berkshire Aviation, estimates that he has flown more than 300 hours. He was on track for his FAA check ride, the final step in obtaining a private pilot's license, on his 17th birthday when his father was killed in a car accident in September 2015; subsequently he slowed his pace but plans to take that final step for certification in

March. Werner also planned to do the exam in February.

Meyerowitz especially appreciates the south-county flying community that includes teens and young pilots with whom he frequently flies to destinations in the Bay State and beyond. "General aviation is a relatively small community, and we all share in one common love—flight," he says.

Get Your Wings and Fly

Harriman-and-West Airport

North Adams established a small grass landing strip in 1949. It now houses aviation-related businesses, private and business-owned aircraft, and a 4,300-foot paved runway. [Teamfllys](#) offers flight instruction, aircraft rental, and scenic flights.

Pittsfield Municipal Airport

The city-owned, public-use airport offers business and casual access to the region via private and chartered aircraft. It serves medical air-ambulance flights, freight charters, military-training operations, and flight training. [Lyon Aviation](#) is the fixed-base operator.

Walter J. Koladza Airport

A potato field in Great Barrington became a commercial aerodrome in the 1920s. It now has a 2,585-foot paved runway and two instrument approaches. The fixed-base operator, [Berkshire Aviation Enterprises](#), provides maintenance, flight instruction, and scenic flights.

Westfield-Barnes Airport

This city-owned public/military airport built in 1923 is known for its flight training, general aviation, and military presence. Recatrix Aviation is the fixed-base operator. It houses two FAA-licensed flight schools: [Westfield Flight Academy](#) and [AD-UP Aviation](#). ➔



Out and

2nd Annual Massachusetts

General Aviation Forum

By Keith Young

We all know that there has been a steady decline in General Aviation for at least 30 years. There is any number of reasons for the decline but a major factor is that the general public no longer is excited about flying.

Most air travel today is a hassle for people. Commercial air travel is where a large portion of the general public gets their impression of the aviation industry as a whole. Add to this, reports of small aircraft accidents on the news and it cannot be denied that GA has an identity issue.

The Massachusetts General Aviation Forum is at its heart one way to help combat that identity problem. On Saturday, March 25th at Worcester Regional Airport, we hosted an event where the leaders of the GA Community could share ideas and calendars about their upcoming events for the 2017 flying season.

Our featured speaker was Dave Pasco, founder and owner of Live ATC. Dave spoke about his passion improving his personal flying during training and was able to turn his need for hearing Boston air traffic communications into the worldwide communication sharing system that has become LiveATC, both on mobile devices and through the Internet.

Several key individuals from the aviation community attended to address the problem of how to get more people interested in flying. Loren Herron, who flew in from Bridgewater State University, was on hand to share what the school is doing on the subject. Groups such as the Massachusetts Airport Managers Association, represented by David Dinneen, AOPA Regional Representative, Sean Collins and Aero Club of New England (ACONE) who sent Cary Webster all presented how their organizations are working to combat the issue of



diminishing pilot numbers.

Andy Davis, Airport Manager for Worcester regional Airport, spoke about the work going at ORH and Joe Dini shared some updates about plans for the museum. John Henry of the New England Flying Gourmet Challenge spoke about how important it is to work together to achieve a unified goal as represented by the great success of the NEFGC.



EAA106 was represented by Barbara Jagla, Jim Engbeg spoke about happenings with the Worcester Pilots Association and Keith Young gave some updates from the Fitchburg Pilots Association.

Several new networking opportunities were made and those people are continuing to work together to find solutions to the diminishing pilot issue. The day was a great success and all are urged to promote next year's event to the leaders in the aviation community to attend and share how they are contributing to grow the community which we so much enjoy.

MASM Leaders in the News

MASM's Joe Dini Receives Lifetime Achievement Award from NAFA

Ft. Lauderdale, FL – March 30, 2017 – The National Aircraft Finance Association (NAFA) honored Joseph Dini and Louis Seno with the 2017 Lifetime Achievement Award at the 46th annual meeting held at the Harbor Beach Marriott in Ft. Lauderdale, Florida.

“I am honored to present the 2017 Lifetime Achievement Award to Joe Dini and Lou Seno,” said Ford von Weise, president of NAFA. “This is the first time in the history of NAFA that we are presenting this award and I couldn’t think of two more deserving people than Joe and Lou.”

Joseph Dini was the first award recipient. Dini experienced a very successful 40 year-plus career in business aviation finance, having founded the business aviation finance groups at First NH Bank, FINOVA, GMAC Commercial Finance, Merrill Lynch Capital, Sovereign Bank and lastly establishing the successful member aircraft finance group at the Aircraft Owners and Pilots Association, known as AOPA Finance. Not only was he successful in his own career, but he also served as a mentor to many aspiring business aviation professionals, including the current heads of aircraft finance at three top banks.

Dini also assisted in the establishment of Boston Aviation Leasing and is currently on the Brown Aviation Lease, LLC board. He – along with the other Lifetime Achievement Award recipient Lou Seno – was an early member of the National Aircraft Finance Association (NAFA) and was elected as its president twice for two



Joe Dini (L) receives lifetime achievement award from Ford von Weise (R), president of the National Aircraft Finance Association (NAFA).

separate non-concurrent terms. Dini – along with Seno - is credited for dramatically expanding the membership to include both general and business aviation and helped to develop its robust education program. Dini is also Chairman of the Massachusetts Air and Space Museum, past elected member of the Town of Lexington’s School Board and a Town Meeting Member. He resides in Burlington, MA with his wife. ✈

Remember to click or double click all photos in Horizons for extra content

FAA and Massport Host an *Open-Hangar* Event for Students

by Keith Young



Our museum once again participated in the annual STEM Aviation and Maritime Expo sponsored by the FAA & MassPort at Logan airport. Over 1700 students from the Boston area and beyond participated in the morning event. The Expo is held annually at the Delta Hanger as an outreach to the community to expose young people to the various avenues for careers open them within the aviation and maritime fields. MassPort included tables on their multiple areas for career paths such as finance, maintenance and ground



operations. The FAA was on hand with a number of flight simulators.

Veteran attendee Joe Dini was joined by first timers Bob Segal and Glenn Block at the MASM Table. These three dedicated volunteers spent the morning chatting with students and teachers about the choices available for those interested in the flying world. A large number of our Horizons newsletters went home with the individuals and hopefully that will generate interest in what we are working to achieve as an organization. Barbara Jagla & Keith Young were both on-hand but were working the table for Young Eagles with EAA 106. Coffee and pastries are

available all morning for those setting up to share their time with the students.

Every year multiple GA pilots fly into Logan for this event to supply a cadre of small GA airplanes for the students to experience (on the ground.) Old Man Weather and Mother Nature had other ideas this year, however. It was overcast 600 AGL with a visibility of less than .5 SM so no one



was flying in unless they were instrument rated. Consequently, only one brave soul in a Cirrus SR-22 made the trip although I did not have the opportunity to reach out to him to find out where he flew from. The highlight for the students was the FedEx Airbus A310-324 (F) that they could tour. The line for this was long enough to snake around the edge of the display tables. A thrill for those of us who were on-site before the students arrived was watching the MassPort ground crew back N808FD into the hanger. ([This can be viewed on YouTube](#))



Other groups participating included NOAA with a blowup life size whale, US Customs and Border Patrol, Cape Air, Angel Flight, Kites over New England, and various colleges who offer aviation programs. The Federal Drug Enforcement Agency brought bomb/drug sniffing dogs, the Coast Guard had trailered in one of their intercept boats and Boston Med-Flight brought both an emergency vehicle and a helicopter. The Mass-Port Ground Operations Crew had a Fire/Rescue truck and snow clearing equipment as well as lots of staff to help those in need with power and other needs for presenting.

The morning ended with lunch for the volunteers which consisted of a choice of sandwiches, chips, fruit cookies and beverages. I once again encourage anyone who is available to mark your calendars for this event. This year it was moved from the early part of April to the end resulting in the air in the hanger going from uncomfortable cold to very pleasant indeed. 🇺🇸



Women in Aviation 2017: We're Hiring!

Business aviation operators, flight training providers and aircraft manufacturers were represented among the 165 exhibitors and sponsors participating in the 2017 International Women in Aviation Conference held this month in Orlando, Florida.

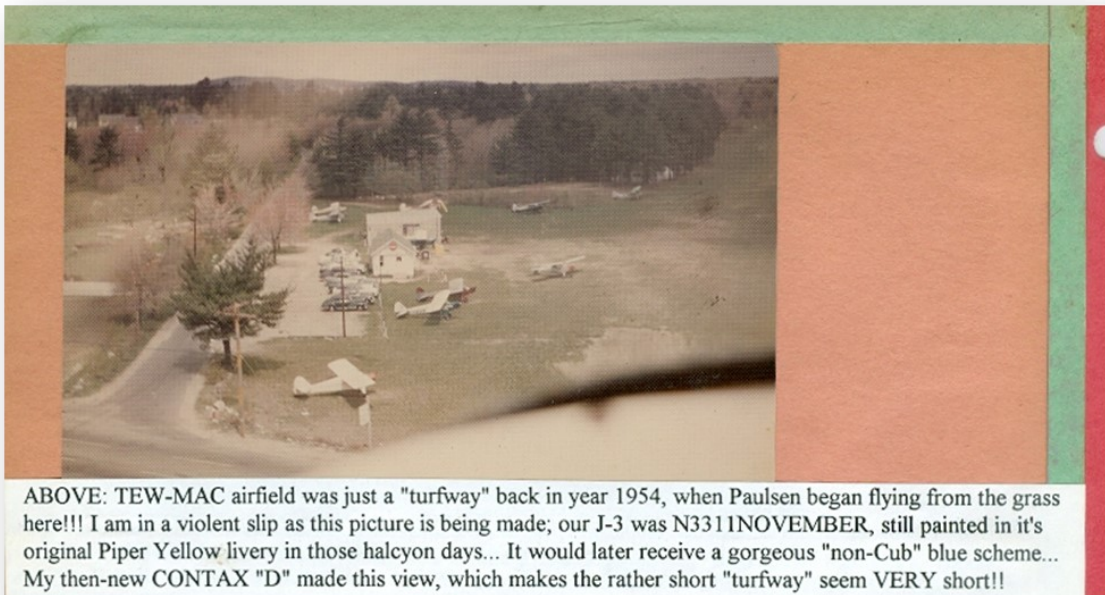
"I think there is a general feeling, attributed partially to the administration in Washington, D.C., that there is about to be an uptick in orders ... so aircraft manufacturers here at the conference are hiring workers," Peggy Chabrian, president and co-founder of Women in Aviation (WAI). "Major airlines have been coming to WAI for the past four years and hiring ... in significant numbers," she remarked, "but this year the companies accepting resumes seem to be more diverse."

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Gone, But Not Forgotten

*From the Photograph Scrapbook Collection of
Paul Paulsen*

Available at the MASM Virtual Museum



*To view more of the virtual exhibits of the
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