

# On the Approach



*Christopher J. Willenborg, Massachusetts Department of Transportation (MassDOT) Aeronautics Division Administrator.*

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## Administrator's Message

Greetings from the Massachusetts Department of Transportation (MassDOT) Aeronautics Division!

Last month, I had the honor and pleasure to join various state officials at the State House and the State

Transportation Building in recognizing outstanding public service by MassDOT employees to the Commonwealth of Massachusetts. I am very proud to share with you that two

MassDOT Aeronautics Division employees were part of these ceremonies: Thomas Mahoney, P.E., Manager of Airport Engineering, and Katie Servis, Environmental Analyst. Tom was recognized as the 2012 MassDOT Annual Aeronautics Division Citation Award winner for his role in the development of the Massachusetts Airport Pilot Directory and in-house design work for the Statewide Taxiway Markings Project. Katie

completed the 2012 Commonwealth's Supervisor Certificate Program. This five month course curriculum includes training modules in



*Pictured left to right: Thomas Mahoney, Sandi Mahoney (Tom's wife) and Christopher Willenborg as they pose for a photo at the MassDOT Annual Aeronautics Division Citation Award ceremony.*

the following categories: Communication; Team Building; Managing Change; Leveraging the Talent, Knowledge and Skill of a Diverse Staff; Supervising in a Multi-generational Workforce; and Problem Solving/Judgment. Congratulations to both of you for your excellent work and accomplishments!

On a sad note, we lost one of our champions for private-

ly-owned public use airports and an advocate of aviation throughout the Commonwealth. Bob Stetson, owner/operator of Marlboro Airport, passed away unexpectedly on April 27, 2012. Bob's passion towards aviation and dedication to educating youth about career opportunities in the aviation industry was inspiring. Our thoughts and prayers are with his family during this difficult time. See page 5.

As many of you know, we are in middle of construction season at our airports across the Commonwealth. From the Berkshires to the Cape and Islands, we are investing significant monies into airport capital infrastructure projects to preserve and enhance our statewide system of public-use airports. The financial commitment towards our statewide system of airports would not be possible without the strong part-

*The Aeronautics Division's mission is to promote aviation throughout the Commonwealth while establishing an efficient integrated airport system that will enhance airport safety, economic development, and environmental stewardship.*

nership between the Federal Aviation Administration (FAA), MassDOT, and each Airport Sponsor.

Last week, I attended a project closeout meeting at Martha's Vineyard Airport (MVY) regarding the reconstruction of the southwest aircraft parking apron. See photos (right and below). Normally this type of construction project would have been phased over three or four years; however, we were able to complete this \$11M construction project in two years as a result of the coordination and cooperation among the funding agencies. The pride and enthusiasm of the contractors, consultants, and airport management team was evident throughout the meeting. Sean Flynn, MVY Airport Manager, reminded our group about the construction jobs created during the project on Martha's Vineyard, at the port loading dock in New Bedford, and at the infil-

tration pipe

manufacturing company in Pennsylvania. During the walking tour of the apron area, an aircraft passenger thanked our group for investing her tax dollars into an important airport infrastructure project. This type of positive energy and passion towards our airports is what makes working at MassDOT exciting and rewarding!

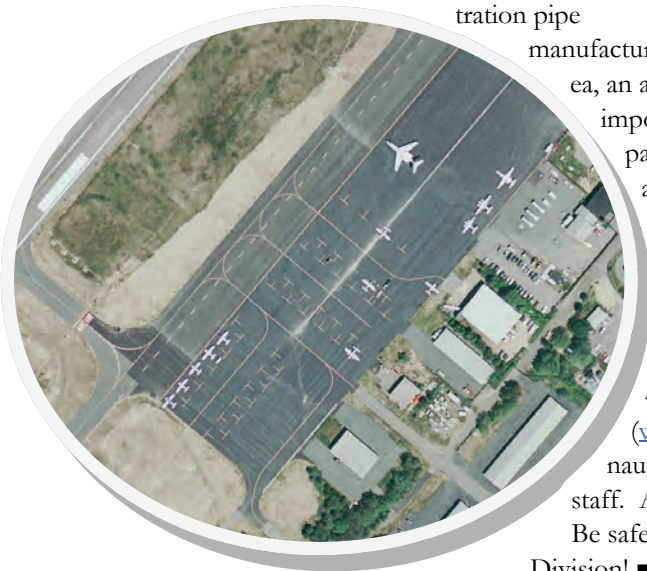
Over the past several months, the Aeronautics Division staff participated at three successful and well attended Airport Open Houses at New Bedford Regional Airport, Taunton Municipal Airport, and Stow-Minuteman Airfield. See photos in "Photo Wrap" on page 10.

As a reminder, the Great New England Air Show will be on August 4th and 5th at Westover Air Reserve Base in Chicopee

([www.greatnewenglandairshow.com](http://www.greatnewenglandairshow.com)). Please stop by the MassDOT Aeronautics Division booth and say hello to our dedicated Aeronautics Division staff. Also, see pages 10 and 11 for more events at our airports!

Be safe and thank you for your continued support of the MassDOT Aeronautics

Division! ■



*Above: The 14th Annual Open House and Neighborhood Appreciation Day at Taunton Municipal Airport ~ photo courtesy of Anthony Pistolese, a friend of the airport.*

*Right: MassDOT's Steve Rawding and Denise Garcia at the 6th Annual General Aviation Fun Day at New Bedford Regional Airport.*





## *Just Plane Folks - Featuring Paul Vitale (Beverly Municipal Airport Commission Chair)*

*By: Katie Servis (Airport Planner/Environmental Analyst - MassDOT Aeronautics Division)*

The general laws of Massachusetts (MGL), Chapter 90, *Motor Vehicles and Aircraft*, Section 51E, outlines the regulatory requirements for the establishment of airport commissions for municipal airports, the appointment of commission members, and the authority of the commission. The regulation clearly states that any municipal airport that is established within a city or town of the Commonwealth of Massachusetts must have an established board to be called the “airport commission” which will have, “the custody, care, and management of the municipal airport...” What the regulation does not state is how one would go about caring for and/or managing the said airport. This lack of guidance, however, did not deter the Beverly Municipal Airport Commission Chair, Paul Vitale, from jumping in head first to help his fellow commissioners manage the day-to-day activities at Beverly Municipal Airport.

As a young boy Paul Vitale always had a keen interest in aviation. From creating and flying model airplanes as a youth to taking his wife to the airport on one of their first dates, aviation seemed to be ever-present in his life. This interest and curiosity continued well into adulthood and in 1992 Paul started flying lessons at Beverly Flight Center. By 1994 he had earned his private pilot's license. It was during this time in the early 1990's that Paul desired to be more involved in the management and operation of the airport. He looked to the Beverly Airport Commission to fulfill that need.

As a pilot, Paul felt that he could offer the Beverly Airport Commission insight from an operator and airport user's perspective. With that in mind, he set up a meeting with the mayor of Beverly, William F. Scanlon, Jr., and asked for an appointment to the Beverly Airport Commission, in which he was appointed two years later in 1996.

As a newly appointed commissioner, Paul learned from his fellow appointees the level of effort needed to manage Beverly Airport. He also quickly learned that the airport was faced with unprecedented challenges. With a lack of financial support, aging aviation infrastructure, an extremely small operating staff of three (sometimes four) employees to maintain the facility, an unpaid/all-volunteer commission, and unhappy airport stakeholders, Paul felt that the airport's future was uncertain and a new business model was needed. Knowing that things had to change, Paul rolled up his sleeves and began to think ‘out-of-the box’ to create new forward looking solutions to maintain the airport and foster its long-term sustainability.

With the Beverly Airport Commission responsible for a wide range of activities that include financial management, oversight of contracts and leases, marketing, safety and security, noise control, community relations, compliance with federal grant conditions, facility maintenance, and capital improvements, Paul knew that the first line of business was to divide these management responsibilities into reasonable tasks for the all-volunteer commission. Among the 11 appointed commissioners with varying degrees of experience and range of backgrounds, Paul was able to create standing committees that relied on the particular expertise of each member. Paul used each individual commissioner's strength to create committees such as the Maintenance and Facilities Committee, Safety and Security Committee, Marketing Committee, Environmental Committee, Legal and Lease Committee, and Noise Abatement Committee. With these committees and interaction with a variety of airport stakeholders including airport tenants, neighbors and an array of federal, state, and local agencies, Paul and the commission were able to get more organized, more focused and became more equipped to face the airport's challenges.

Within short order a plan for the airport's future was developed, financial support secured, and capital improvements initiated at the airport. Within the past 10 years, the airport went from despair to prosperity. Surplus land was sold to help fund five major airport infrastructure projects (Runway 16-34 and Taxiway E extensions, Runway 9-27 pavement rehabilitation/reconstruction, Runway 16-34 and 9-27 safety area improvements, Taxiway F pavement reconstruction, and Runway 16-34 crack repair) and to purchase several pieces of airport maintenance equipment. Additionally, with improved infrastructure, the number of aircraft tenants increased due to the development of several new hangar facilities. These facilities now bring in an additional \$91,000 annually to the airport operating budget!

Paul and his colleagues were not taught how to manage an airport. They did not receive an airport management manual or attend airport management courses. Instead, this hard-working and highly motivated group organically developed an extremely successful management style which has positively changed Beverly Airport. The members of the Beverly Municipal Airport Commission fused their teamwork capabilities with Paul Vitale's excellent leadership characteristics to make a management dream team. Paul is very honored to be a part of this group and is very proud of their accomplishments! ■



*Paul Vitale - Beverly Municipal Airport Commission Chair.*

## *Cranland Airport Microsurfacing*

*By: Kathleen Mahoney (Airport Engineer - MassDOT Aeronautics Division)*

Not long ago many pilots at Cranland Airport in Hanson, MA chose to land in the grass next to the paved runway due to poor pavement conditions at the airport. The pavement was chipped and broken in several locations and was tearing up aircraft tires.

New airport owner, Peter Oakley, decided to take action to repair this critical airport deficiency. With the assistance of a MassDOT Aeronautics Division Airport Safety and Maintenance Program (ASMP) grant and an existing MassDOT Highway Division Pavement Maintenance contract, conditions were improved. Cranland's pilots are now enjoying smooth landings.

The technique used at Cranland to revitalize their crumbling pavement is called Microsurfacing. Microsurfacing consists of applying a thin layer of a water-based polymer-modified asphalt emulsion, 100% crushed fine aggregate, mineral filler, water, and additives over a properly prepared pavement surface to seal the surface (prevents further weathering of the underlying pavement), restore surface texture, fill cracks and voids, and correct other distresses. The great thing about Microsurfacing is that it can be applied quickly and driven on after one-hour!

The process at Cranland Airport took three days. The contractor, Sealcoating Inc., performed crack repair and sealing of the existing pavement then applied a thick layer of the Microsurfacing product to fill ruts and level the surface. Lastly, they applied the final coat of Microsurfacing, which resulted in a smooth/sealed runway surface.

All airport managers know that maintaining their runways, taxiways, and aprons is one of the most important things they can do to benefit their airport. In times when money is scarce, Microsurfacing is a great option to extend the life of your pavement! ■



## *Airport Aid Program Manual*

*By: Katie Servis (Airport Planner/Environmental Analyst - MassDOT Aeronautics Division) & Gilberto Cardenas (Aeronautics Division Intern)*

The Airport Aid Program Manual, the brainchild of Thomas Mahoney, Manager of Airport Engineering, is currently being developed by the Massachusetts Department of Transportation (MassDOT) Aeronautics Division. The manual will be an instructional handbook developed to serve as guidance for grant requests for airport capital improvement projects to help ensure consistency and quality assurance.

As part of the ongoing planning, design and construction programs at airports within the Commonwealth of Massachusetts, MassDOT Aeronautics Division is developing this draft manual outlining the standards, details, and practices to be followed by airport sponsors and their consultants that receive state funding for capital improvement projects. This Airport Aid Program Manual will:

- Clarify the roles and responsibilities of parties involved in the Airport Aid Program;
- Identify the requirements for multi-year consulting service agreements;
- List key sources of data necessary for state grant request applications;
- Outline invoice documentation/payment voucher procedures;
- Define preliminary and final cost estimate requirements;
- Provide statewide standard unit pricing nomenclature;
- Identify standards for drawings;
- Outline standard bidding procedures;
- Specify procedures for project planning and/or construction phases; and
- Clarify procedures for project completion.

MassDOT Aeronautics Division anticipates that the manual to be completed and distributed to airport sponsors and their consultants by mid-October 2012. ■



## In Memory of Bob Stetson

By: Katie Servis (Airport Planner/Environmental Analyst - MassDOT Aeronautics Division)

On April 27 2012, the Massachusetts aviation community lost a passionate supporter of general aviation and a true friend. G. Robert “Bob” Stetson Jr. passed away unexpectedly at the age of 65.

Stetson, a retired engineer, and owner and operator of Marlboro Airport, had an exceptional passion to promote general aviation. He was always saying that aviation could only be sustained at our small general aviation airports. In fact, during one of my many visits to Marlboro Airport, Bob declared something similar to this, “Where else can you learn to fly but at a general aviation airport? You are not going to get directly in a big jumbo jet and start tooling around out there; no, it starts right here at a small general aviation facility!”

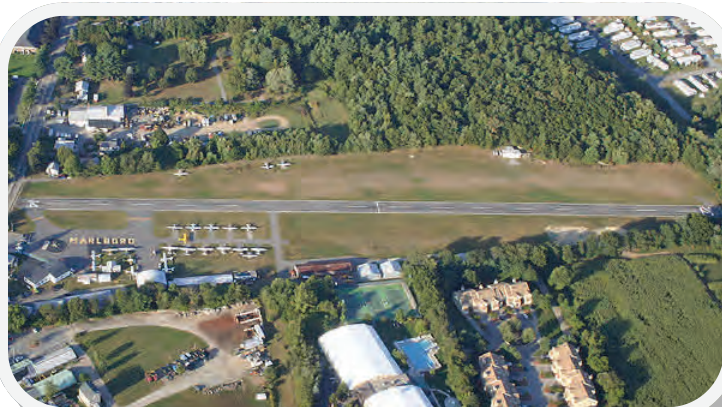
From a very young age Stetson’s passion for aviation ignited. He flew for the first time out of Marlboro Airport with his father when he was about 5 years old then started building model airplanes and watching films about pilots. In 1988, Stetson took his first flying lesson and became a licensed pilot in 1991. Soon after he purchased two planes (a Piper Cub and Cessna 150) and with his wife of 44 years, Sandra (Ronan) Stetson, purchased an airport so that he could help others learn to fly.

Stetson purchased Marlboro Airport from Donald Lacouture in 1999 and continued to operate the airport under the former business name, Don’s Flying Service. With nearly 50 based aircraft, Marlboro Airport offers flight instruction and maintenance services as well as helicopter instruction. The Marlboro Antiquers, a local chapter of the Experimental Aircraft Association (EAA), call the Marlboro Airport their home and run the Young Eagles Flight program from the airport (a program that provides children with the opportunity to fly with volunteer licensed pilots). It was also at Marlboro Airport that Stetson had the unique opportunity to pass on his love and knowledge of flying to younger generations. In fact, he held an annual Open House at the airport to do just that (2010 Open House pictured above).

Stetson was a true advocate for aviation. He served on the Board of Directors of the Massachusetts Airport Management Association (MAMA) and proudly mentored the Real World Design Challenge (RWDC) team at Marlborough High School over the last two years. Stetson had worked as a mentor to students as they developed design plans for a small sports plane for the challenge, a national engineering competition. His wife Sandra Stetson mentioned to MassDOT staff that she had never seen him happier than when he was mentoring those kids!

It is with a sad and heavy heart that we say goodbye to such a dear friend. We will miss his quirkiness, his laugh, and his unparalleled love and enthusiasm for aviation. I felt that this quote by Walter Raleigh characterized Bob perfectly,

“The engine is the heart of an airplane, but the pilot is its soul”. Rest in peace my friend, rest in peace. ■



## Barnstable Municipal Airport Terminal Building/Tower Dedication

By: Katie Servis (Airport Planner/Environmental Analyst - MassDOT Aeronautics Division)

On May 18, 2012, a formal dedication was made at Barnstable Municipal Airport (Boardman/Polando Field) for the beautiful new passenger terminal building and air traffic control tower. Airport Manager, Roland “Bud” Breault, spoke to a crowd of over 200 during a ceremony for the 35,000 square foot terminal facility and new 85-foot air traffic control tower.

Many state, federal and local officials took part in the nearly hour-long program that included the unveiling of commemorative plaques for the terminal and tower. Richard A. Davey, Secretary and Chief Executive Of-



VIP dignitaries, from left, Lance Lambros, aide to Congressman William Keating; Fred Chirigotis, President of the Barnstable Town Council; and Airport Manager Roland “Bud” Breault ~ photo courtesy of the Town of Barnstable.

sang the National Anthem!

The terminal building officially opened its doors on December 15, 2011 and cost approximately \$17.6 million to construct. With the MassDOT Board of Directors awarding the airport a \$13.1 million capital grant and the balance of the funds coming from airport reserves and a \$1.7 million general obligation note by the Town of Barnstable, the airport was able to replace and demolish the former 50-year old terminal facility. The new facility is bright, open, and inviting with all the amenities needed for the traveling public. Cape Air, Nantucket Airlines and Island Air’s ticket counters and waiting areas are spacious and face large windows that allow natural light to stream into the building. The terminal also includes a restaurant, car rental desks, and a new conference room.



The air traffic control tower went into service on November 2, 2011 and cost approximately \$6.7 million to construct. The tower construction was funded in its entirety through FAA grant funds and federal stimulus funds.

Both facilities strived to meet “Green” initiatives. The airport took steps to incorporate green initiatives into some of the major components of the interior and exterior design of the terminal building and will seek an Energy Star rating. While the tower is expected to earn at least a LEED “silver” certification for its design and material use. Jointly, both facilities received Cape Light Compact’s “New Construction Advanced Buildings Core Performance Incentive” award for energy efficiency. ■



Barnstable Municipal Airport’s (Boardman/Polando Field’s) new terminal building and FAA Control Tower in the background ~ photo courtesy of the Cape Cod Times.

ficer (CEO) of the Massachusetts Department of Transportation (MassDOT), participated and spoke at the event along with state Senator Dan Wolf, state Representative Demetrius Atsalis and Ann Mollica, Deputy Administrator of the Federal Aviation Administration’s New England Region. Additionally, Barnstable Town Council President Frederick Chirigotis offered welcoming remarks, and Airport Commission Chairman Ronald Persuitte offered closing comments. Former Congressman William Delahunt was also present and recognized for his help in securing a federal grant for the tower project.

And if that was not enough, even American Idol finalist Siobhan Magnus of Barnstable



A few of the guests who attended the dedication ~ photo courtesy of the Town of Barnstable.



## FAA Waypoint - Airport Land Releases

By: Michelle Ricci (Wildlife Hazard Program Manager and Environmental Protection Specialist, FAA NE Region )

In current economic times all entities, both public and private, struggle to generate revenue to keep operations afloat. Often times these organizations will look to non-traditional options for creating new revenue sources. Airports in Massachusetts are no different. In recent months, many airport managers have made inquiries to our regional office regarding the federal requirements for airports to lease airport property to non-aeronautical tenants as a means to generate operating funds. However, as recipients of federal grants through the Airport Improvement Program (AIP), there are certain obligations an airport needs to meet...

According to the Federal Aviation Administration’s (FAA) Airport Improvement Program, airport property must be used for aeronautical purposes. Any non-aeronautical use of the land must be requested by the airport sponsor and approved by the FAA to determine the extent of federal obligations associated with the tract of land in question. The FAA refers to this as a “release” from the sponsor grant assurance obligations giving the airport sponsor approval to use the parcel for non-aeronautical purposes.

A release is necessary if an airport would like to change the use of airport property for non-aeronautical purposes regardless of how it was acquired. Some examples of when a release would be necessary include: the sale of airport property; the lease of airport property for non-aeronautical use; the airport land is no longer needed for airport purposes; the interim use of airport property (not to exceed 5 years); and the use of airport property during a state of emergency - associated with a National Emergency Use Provision (NEUP) - associated with surplus property only.

An FAA release of federal obligations consists of a letter signed by the Airports Division Manager approving the specific change in land use or a release deed executed by the FAA in the case of surplus property.

If a release is necessary, the airport sponsor should work with their FAA planner to determine if the parcel in question will be needed for aeronautical purposes in the reasonably foreseeable future and update the Airport Layout Plan (ALP) accordingly. The sponsor should also work with the FAA compliance representative to prepare a release request package that includes:

A list of all obligated agreements with the United States	The type of release or modification requested	Reasons for requesting the release	The facts and circumstance that justify the release
The requirements of the state and local law that must be in any approval document	A description of the property and how the property was acquired	The present condition of the property	The expected use or disposition of the property
The fair market value of the property	Discussion of the lease versus the sale of the property	Proceeds expected as a result of the release and expected use of revenues derived	

Some exhibits that should accompany the release request package include:

Scaled drawings of the property and future development	An appraisal report	A revised airport layout plan	A revised Exhibit “A” property map	An environmental review of the proposed development in accordance with FAA Order 5050.4B
Height data computations of future development	A release deed, if applicable	A copy of the proposed deed or lease	FAA Form 7460-1	

Under any circumstance it is in the best interest of the airport to work closely with Massachusetts Department of Transportation (MassDOT) Aeronautics Division officials and the FAA Regional office to ensure that any change to airport property or agreements entered into by the airport do not jeopardize or violate the airports federal obligations. ■



## Statewide Airport Pavement Maintenance System

By: Thomas Mahoney (Manager of Airport Engineering - MassDOT Aeronautics Division)

To paraphrase an old adage, “pavements are an awful thing to waste”. This rings true for our airports in Massachusetts, many of which need help in maintaining their paved surfaces. This help can come in different ways; anywhere from crack sealing to overlay or even reconstruction, but the exact fix is unknown. That is why the Massachusetts Department of Transportation (MassDOT) Aeronautics Division is establishing a Pavement Management System for 36 of our public-use airport. The successful application of maintenance depends upon the timeliness of the pavement condition surveys as well as a funding source. This system will allow the division to evaluate, prioritize, and



fund a comprehensive plan to extend the life of airport pavements throughout the Commonwealth. Besides allowing MassDOT Aeronautics Division to set up a long range program, this system will also have benefits for airports and will provide access to the data for each facility. In this way, the airport will have the capability to provide information needed when setting budgets.

We have taken the first steps in the process by selecting a consultant. We have solicited for qualifications and have received four proposals. A review committee was set up comprising of a specialist in pavement maintenance from the MassDOT Highway Division (the MassDOT Highway Division has had a pavement maintenance program in place since the early 1990s), a pavement expert from the Massachusetts Port Authority (Massport) as well as the engineering staff of MassDOT Aeronautics Division. The Committee selected two firms to interview. We hope to have our consultant on board by mid-August and begin the field work as soon as possible so that all field work will be completed before the snow flies.

The consulting engineers will visit each airport and visually inspect airport pavements to determine a baseline for each facility. We need to determine the pavement, base course and sub-base for all different pavement sections. This means our consultant may contact you for information in the form of As-Builts, pavement designs, etc; therefore, we will need the cooperation of all airport sponsors as well as consultants to ensure that we have the correct information. From all this information, a database will be created to assist the staff at MassDOT to develop a capital program for pavement maintenance. The system should be on line by mid-summer 2013. ■





## Gulfstream Groundbreaking Ceremony

By: Katie Servis (Airport Planner/Environmental Analyst - MassDOT Aeronautics Division)

Gulfstream Aerospace Corporation formally broke ground on Friday May 11, 2012 to develop a \$23 million expansion of its facility at Westfield-Barnes Regional Airport (BAF).

Gulfstream plans to build a 125,000-square-foot maintenance facility adjacent to its existing 85,000-square-foot one at the airport. The company, which has operated a facility just outside the airport for years, will now lease approximately 11-acres from the airport for the expansion. Gulfstream expects the expansion to result in 130 to 150 new local jobs.



The project is a huge boon to the local economy—new jobs and revenue to the city and airport! The state and city offered tax incentives to convince Gulfstream to expand in Westfield. Gulfstream will save an estimated \$4.2 million in taxes and fees during its first 15 years of operation. The airport will gain lease revenue of about \$54,000 annually. The city of Westfield will get about \$4 million in new property taxes during that 15-year period. The airport land lease is good for 50 years with the potential for five 10-year extensions.

Gulfstream has produced more than 2,000 aircraft for customers around the world since 1958. To meet the needs of their customers, Gulfstream has strategically placed service centers at 11 major locations. The current facility at BAF has provided support for Gulfstream products since 1998, when Gulfstream acquired K-C Aviation from Kimberly-Clark Corp.

The Westfield location offers a wide range of services including: aircraft-on-

ground support to extensive hourly and calendar-driven airframe inspections, avionics installations and interior refurbishment upgrades. The facility is certified on large- and mid-cabin Gulfstream aircraft, as well as Hawker, Falcon and Challenger aircraft.

The new building at BAF will support Gulfstream's newest corporate aircraft, the G650, pictured right (courtesy of Gulfstream). The cost of the aircraft is in the \$60 million range and will be used worldwide. According the Gulfstream's website (<http://www.gulfstream.com/products/g650/>), the G650 will fly faster and farther than any traditional business aircraft and carrying eight passengers



and a crew of four on nonstop

legs of 7,000 nautical miles (12,964 km)! The expansion is expected to be completed and the maintenance hangar in operation by mid-2013.

Representatives from Gulfstream, the state and the city took part in the event held on May 11th. During the ceremony, remarks were made by Mark L. Burns, Gulfstream's President of Product Support; Mayor Daniel M. Knapik of Westfield; Richard A. Davey, Secretary and Chief Executive Officer (CEO) of the Massachusetts Department of Transportation (MassDOT); State Senator, Michael R. Knapik (R-Westfield); State Representative, Donald F. Humason Jr. (R-Westfield); and local Gulfstream Manager, Fran Ahern.

All speakers were extremely thrilled about the project and what it means for Gulfstream, the state, and the city of Westfield. State Rep. Donald F. Humason Jr. (R-Westfield) said, "This project puts both Gulfstream and Barnes Regional Airport on the map." ■



*Pictured from left to right: Richard A. Davey, Secretary and Chief Executive Officer (CEO) of the Massachusetts Department of Transportation (MassDOT); Mayor Daniel M. Knapik of Westfield; local Gulfstream Manager, Fran Ahern; Mark L. Burns, Gulfstream's President of Product Support; State Senator, Michael R. Knapik (R-Westfield); and State Representative, Donald F. Humason Jr. (R-Westfield).*

## Photo Wrap - Open Houses



The months of May and June were busy for the Massachusetts Department of Transportation (MassDOT) Aeronautics Division staff as they attended aviation events at airports throughout the Commonwealth (the 6th Annual General Aviation Fun Day at

New Bedford Regional Airport and the 14th Annual Open House and Neighborhood Appreciation Day at Taunton Municipal Airport).

*Above and right: The event at the 14th Annual Open House and Neighborhood Appreciation Day at Taunton Municipal Airport ~ photos courtesy of Anthony Pistolese, a friend of the airport.*



*Above: MassDOT Aeronautics Division's, Steve*

*Rawding, pictured here giving flight instruction on the Division's Flight Simulator to one of the many children who attended the event at the 6th Annual General Aviation Fun Day at New Bedford Regional Airport.*

*Below: the crowd gathered in New Bedford for the Fun Day event.*



## Upcoming Events

Date	Location/Time	Event
Aug 4/5	Westover Air Reserve Base (8:30am)	<b>Great New England Air Show and Open House</b> This two day event is packed with a lot of aviation punch! An airshow kickoff breakfast will be available on Friday August 3 at 6:30am with a military band playing as you enter the C5 hangar. Vintage aircraft will be on display. Modern military aircraft are scheduled to perform. Flybys are scheduled by both vintage and modern military aircraft. Civilian aircraft acrobatics will also be part of the event. Event Contact: <a href="http://www.greatnewenglandairshow.com">www.greatnewenglandairshow.com</a> or <a href="http://www.galaxtcouncil.com">www.galaxtcouncil.com</a> .
Aug 19	Cranland Airport (7:30am)	<b>EAA Colonial Chapter 279 Fly-in Breakfast</b> Chapter 279 holds a pancake breakfast the third Sunday of each month from April to October. Included is an egg, pancakes, Canadian bacon and cheese on an English muffin breakfast sandwich, coffee and orange juice. All that for \$6.00! Only at the 279 breakfast fly-ins!! Event Contact: <a href="http://www.eaa279.org/279breakfast/breakfast.htm">http://www.eaa279.org/279breakfast/breakfast.htm</a> .





## Upcoming Events Continued...

Date	Location/Time	Event
Sep 2 Rain date - Sep 3	Plymouth Municipal Airport (9:30am - 4:00pm)	<b>Plymouth Airshow</b> Join the Plymouth Municipal Airport and the Plymouth Aero Club as they celebrate aviation at their annual Plymouth Airshow. They will have plane rides, helicopter rides, static aircraft displays, helicopter golf ball drop contest, and a radio-controlled aircraft demonstration. Present at the event will be Angel Flight, Massachusetts Aviation Historical Society, and MassDOT Aeronautics Division with their flight simulator. Free event but a \$5 donation is requested for parking to benefit aviation scholarships. Event Contact: <a href="http://www.pymairport.com">www.pymairport.com</a> or Jeannie 508.746.2020.
Sep 16	Myricks Airport (10:30am - 3pm)	<b>Myricks Airport Annual Fly-in</b> Please join the Experimental Aircraft Association (EAA) Chapter 196 at the Annual Myricks Airport Fly-in in Berkley, MA. EAA Chapter 196 is the Central Massachusetts chapter of the EAA. The chapter meets once a month at the Minute Man Air Field (6B6) in Stow, Massachusetts and holds other activities on a regular basis such as this event. Come join the fun and see antique homebuilt ultra-light aircraft, antique & sports automobiles and motorcycles. The grill fires up at 11:00! Event Contacts: Murray Randell <a href="mailto:aeroads@comcast.net">aeroads@comcast.net</a> or Clyde Kessel <a href="mailto:clydekessel@gmail.com">clydekessel@gmail.com</a> .
Sep 29	Mansfield Municipal Airport (9am - 2pm)	<b>Mansfield Municipal Airport Fly-in</b> Activities planned include: static aircraft displays, various events for children, muscle car static display, and much much more. Come and enjoy the fun! The MassDOT Aeronautics Division will also be there with their flight simulator. Event Contact: King Aviation <a href="http://www.king1b9.com">www.king1b9.com</a> or 508.339.3624.



We're on the web!

[www.mass.gov/massdot/aeronautics](http://www.mass.gov/massdot/aeronautics)



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