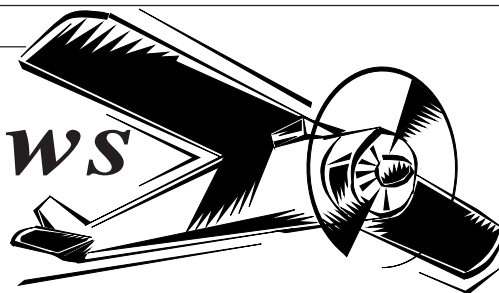


Spring 2006

# Mid Island News

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## STAYING GROUNDED

Flying cars have never been particularly kind to their inventors. Take Henry Smolinski, who back in 1973 decided to bolt the wings from a Cessna 172 on to his Ford Pinto and takeoff. Unfortunately for Henry, instead of departing the earth as a pilot he left as an angel.

But that was 30 years ago, and as The New York Times has recently reminded us notions of a flying car still live, especially in the dreams of NASA. Next year the agency hopes to debut its EQuiPT (Easy Quiet Personal Transport), a roadster equally at home on the LIE as on ILS 24 at ISP. Using a spin-off of GPS technology, NASA is also at work on a SATS (Small Aircraft Transportation System) setup that will reportedly guide the masses through the air. No worries for those who might be stick and rudder challenged with a tendency to prune trees, clip mountain tops, or plonk into other flyers, technology has collision avoidance covered.

While I don't wish to appear a Luddite, one needs to wonder if this vision of the future is a tad overwrought. Aviation has never been for the weak of heart and the notion of the whole country taking to the air with glee strains the imagination. Obviously glass cockpits and GPS have made flying safer, reducing the workload and increasing situational awareness. But there's still that matter of an extra dimension of space. Being off the ground has as much to do with technology as with psychology. While NASA may have the ability to keep 300 million American flyers from denting aluminum, what it doesn't have is the ability to make them fit for flight. With the FAA telling us that nearly 2/3's of our countrymen fear getting on an airplane (just why did you think the airlines still peddle alcohol in the aisle) the real challenge for the 21<sup>st</sup> century is

not in making this a nation of pilots, but simply getting folks to sit down, buckle up, "relax and enjoy the flight."

So here are three cheers for all technological innovations that make flying safer and increase its accessibility. But let's bear in mind that a good idea should be well grounded – just as it's probably best that a large number of folks stay – well, grounded.

Albin Cofone

## ARMCHAIR AVIATOR

ASK THE PILOT; Everything You Need to Know About Air Travel  
Patrick Smith (available in paper, \$14.00)

Before another word is written; run out and buy this book. It's great. Well written, witty, and knowledgeable about aviation don't always run together. Smith is a remarkably sharp and literate pilot. His command of the pen is only equaled by his command of the culture, history, and technology of flight. While the book is arguably written for those who either lack knowledge of aviation or are squeamish about flying, it is also a joy to read for the experienced airman.

Smith smartly chats away about airspace infrastructure, turbulence, pressurization, deregulation, affordable skies, and even the status of your pet in the cargo hold (if you really love your dog, spring for a coach ticket.) He's quite simply a repository of quirky and in-depth facts that all add up to a pleasurable read.

In all his years of flying Smith has never lost his love of flight. It doesn't matter if he's in the cockpit or flopped in coach, he's always amazed at how a piece of aluminum sprouting wings can

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fly you from San Francisco to Hong Kong in barely 12 hours. Although not quite saying it, he implies that if you're not excited by the prospect of flying, well you're probably dull — a notion that most of us can say amen to.

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### **THERE AND BACK IN ONE DAY**

Boston is arguably the most European city in America. A pleasant ramble through the crooked streets of Beacon Hill or the North End easily passes for a transcendental moment in London or Rome. The city has an incredible number of options for a day trip; Cambridge for Harvard Yard, Quincy Market for shops and dining, the Freedom Trail for urban hikers and history fans, and Fenway Park for inspiration (or depression – depending on your point of view.)

There are two basic options for a day flight to Boston. Logan (BOS) is the most convenient. Taxi to the FBO, take the shuttle to the airport "T" stop ( the "T" is the all encompassing name for Boston's subway, tram, and commuter rail system), exit at Aquarium or Government Center and you're in the heart of town with easy access to all sights. The downside of landing at BOS however, is that it is not overly friendly to GA traffic with stiff landing fees and FBO rates. Massport – Logan's governing authority – at times appears to be in an ongoing snit with GA traffic. Be sure to check with an FSS station and an on field FBO before deciding this is the route you want to take.

An alternative that's a little less convenient but avoids any potential Logan hassle is to fly to Norwood (OWD). Ask for a courtesy lift or call a cab and go to either the Norwood or Route 128 T station. The T commuter rail runs regularly and in about 20 minutes will leave you at South Station – a short walk from all that Boston has to offer. If you take the Norwood option, don't be tempted to rent a car. Parking is expensive in Boston and if you've never driven in the city before you'll surely get lost – even with GPS. Let's put it this way, it's easier to fly IFR with gum in your ears, ice on your wings, and cotton for a brain than to navigate Boston in a car.

Enjoy.

### **I LEARNED ABOUT DINING FROM THAT**

Obviously you can dine well all over Boston, but for sheer concentration of restaurants it's hard to beat the North End with at least 40 eateries vying for your stomach's attention. Keep in mind however, that although this is a delightful yuppie, Italian neighborhood, the Little Italy theme that greets you on Hanover Street would not be out of place at Knots Berry farm. By all means wander around and stop where your appetite inclines you, however should you like a couple of favorite picks consider the following:

La Famiglia Girogio – good, inexpensive, basic Southern Italian cooking (Salem Street).

For Pizza – Pizzeria Regina (Thatcher Street) or Pushcart (Salem Street).

For pastries and espresso – Mikes and Modern Bakery (both on Hanover Street).

Pastries from Mikes or Modern make excellent gifts to bring back to your significant other. A smart way of saying "although I was out .flying, I missed you."

Have fun.

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### **KEEP YOUR FINGER ON THE PULSE . . .**

Visit our website at [www.midislandair.com](http://www.midislandair.com) to find out the latest on seminars, specials, training programs, etc. In this issue, we showed the spotlight on four exciting events taking place at Mid Island Air Service – can you find them! !

This is the easiest way for us to disseminate current information. Many pilots have been joining us for the free seminars which are held the second Saturday of each month at ISP – coffee and donuts at 8:30, seminar from 0900-1000. We have a Pilot Club that meets here also, the third Monday of each month – 19:30 and generally there is a speaker or monthly topic. We have trips scheduled throughout the year – like Lake George in the

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Fall, Nantucket in December. We have a courtesy car for your use in the Brandywine Valley of Pennsylvania. Etc., etc. Our site will let you know the current seminars, trips, specials, aircraft sales, facilities, forms, staff, training, milestones, etc. – all the up-to-date information, changes, and upcoming events.

Please feel free to email us, individually or at [mias46@midislandair.com](mailto:mias46@midislandair.com) if you would like to suggest a seminar topic, a trip or event you think we might like to organize a flight to, training, feedback on our website usefulness, etc. The goal is to make it informative, not only for MIAS information, but Notams, TSA updates, weather, FAA, TFR/No-fly zones, and any other pertinent aviation-related information.

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### G1000 Glass Panel

December was an exciting month with the arrival of the NEW Glass Cockpit SKYHAWK C-172SP, N227BZ, with the Garmin G1000. Flying this machine will be a little different than your standard C172, so to help you out we have setup a training program offering you two payment options. If you haven't done so already, consider purchasing your Multimedia Training Course today and get started on a new flight adventure.

The G1000 is an integrated avionics system, an all-glass flight deck that represents flight instrumentation, location, navigation, communication, and identification data on large format, high resolution displays – putting all flight-critical information at the pilot's fingertips. You will need to know how to operate this wonderful unit and command all its knobs and buttons to enjoy and understand the fabulous capabilities of the GLASS COCKPIT GARMIN G1000.

Transition training is mandatory for renting the C-172SP. Training entails an overview of equipment components and systems, basic G1000 functions, advanced operations, emergencies, flight planning and navigation.

Standard training will consist of approximately 3 hours of ground and 3 two-hr blocks of flight time, after you have completed the G1000 multimedia course. Additional training is dependent on the pilot's level of proficiency, currency, and intended flight [example short or long cross countries or actual IMC flight].

There are 2-WAYS TO TRAIN and the time satisfies your AFR and counts toward your BFR:

### 1) G1000 PRE-PAID BASIC TRAINING PACKAGE

<b>STANDARD COST</b>	<b>\$1125</b>
<b>ANNUAL FLYING CLUB</b>	<b>\$1100</b>
<b>GOLD FLYING CLUB</b>	<b>\$1075</b>

**Subtract \$150 if have your own kit or choose to view the multimedia course at MIAS**

**Add \$100 if flying with chief pilot**

Includes: Multimedia Kit and **standard training** above – close to a 20% savings off retail rates  
Prerequisite: completion of CLEARED FOR FLYING THE GARMIN G1000 multimedia training prior to first flight

More time may be required based on your level of proficiency prior to solo flight

### 2) G1000 PAY-AS-YOU-GO TRAINING PACKAGE COSTS BASED ON PILOT'S BILLING RATE

**Kit [\$199 retail] and dry rate discounted 10%**

**Instructor rate discounted 15% or \$40/hr**

**Chief pilot rate discounted 15% or \$55/hr**

Prerequisite: completion of CLEARED FOR FLYING THE GARMIN G1000 prior to first flight

Number of flight and ground hours is based on pilot proficiency and meeting safety standards for flying the G1000

See Vinny, John, or Bob

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### 2005 AVIAT HUSKY

Would you like to participate in a 5-person professionally managed partnership on our new 2005 Garmin equipped Aviat Husky A-1B, to be based ISP or HWV.

If you've ever wanted to own a state-of-the-art airplane that was just plain fun to fly, this is your opportunity. Since most privately owned Huskies are only flown 75-100 hours per year, we think this is the perfect airplane to own with 4 other like-minded pilots. Unlike the fractional companies who sell shares in no particular aircraft and allow anybody to fly YOUR airplane, you own a 1/5 share of the aircraft you fly. And only you and your partners are allowed to fly it.

Your initial investment includes your portion of the down payment, sales tax, first year's hull and liability insurance, GPS database subscription and a full Husky checkout and tailwheel endorsement. Monthly expenses of \$475 include loan servicing, hangar, monthly professional detailing, and all Mid Island services. Engine and maintenance reserves are \$20 per hour plus your fuel.

So what are you waiting for? It's up to you to take the next step. Call to arrange a demo flight. Learn for yourself, in the front seat, what STOL performance is like, how responsive the controls are, how quickly it climbs, how much it carries, how smooth it flies, and what a delight it is to land . . . just about anywhere you desire.

Mid Island Air is the exclusive distributor of Aviat aircraft for Long Island, New York, Massachusetts, Connecticut, New Hampshire, Rhode Island, Pennsylvania, Vermont, Maine, East Canada and All Opened Territories.  
See Vinny Basile



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### Own A Quarter Share in N946MA

Mid Island Air is putting together a quarter-share sale of our IFR, C172R, N946MA. This will be a sale to four pilots who would like to own their own plane and help make their flying more affordable. Mid Island will not be a partner, but will help in advising the "group" how best to put their partnership together and will manage the aircraft if requested.

If you have ever wanted to be an aircraft owner, this is a great opportunity. And most of you, at one time or another, have flown 946MA which we purchased in 1997. For approximately 5% down [\$5500, or \$22,000 full share price] you can get started. Based on 250 annual hours each owners "share" could be as low as \$73 monthly fixed costs, plus \$72 per flight hour which includes fuel, engine, propeller and maintenance reserves. So, again, what are you waiting for? It's up to you to take the next step, so call or stop in for more information and see if airplane ownership is right for you.

#### 1997 Cessna 172R Serial Number:

N946MA

#### TOTAL Airframe:

4950 Tach

#### TOTAL Engine: 100 since Factory O/H

NEW CYLINDERS!!

#### Exterior Color:

Overall Matterhorn White with GREY accents.

#### Interior Color:

Taupe/Grey Fabric

#### Avionics:

KX155A Nav/Com

KI208 VOR/LOC Indicator

KMA 26 Audio Panel/Marker Beacon/4

Position, Voice Activated Intercom

KT76C Mode C Transponder

Avionics Cooling Fan

KLN 89B GPS-IFR Approved

MD 41-228 GPS-Nav selector/Annunciator

2<sup>nd</sup> KX155A with Glideslope

KI 209A VOR/LOC/GS Indicator with GPS Interface

KR 87 ADF System

#### Features:

Epoxy Corrosion Proofing and Stainless

Steel Control Cables

Dual Vacuum Pump System

Vertically Adjustable and Reclining Front Seats

Interior Soundproofing

Contoured, Energy-absorbing, 26g Seats

Front and Rear Inertia Reel Shoulder

Harnesses

Tri-Level Interior Ventilation System

Tinted Windows

Consolidated Electrical Components-J Box

Segmented Metal Instrument Panel

Long Range Fuel Tanks (53 usable)

Backlit Instruments with Non-glare Glass

Annunciator Panel (Oil, Fuel, Vacuum,

Voltage)

Strobe Lights

Wheel Fairings

Price: \$95,000.00

See Vinny Basile

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### MIAS Helps Victims of Hurricane Katrina

Mid Island has donated, to the Red Cross, \$.05 for each gallon of retail fuel sold for the last four months of 2005. We are happy to announce that the total donated with the help of your fuel purchases has been \$5005.37. We hope that this will make a small difference in the lives of these people affected by this horrible tragedy. Thank you for your support.

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### FLYING IN CLASS B & C AIRSPACE

**It's a nice day and you decide you want to fly somewhere. You pick a destination, but oh no, it is on the other side of the Class B, or just as bad, it is in another Class C area. Do you feel intimidated? Do you have second thoughts about planning your flight? Or worse, do you decide to fly in the other direction so as to avoid the situation completely?**

**Have you ever found yourself in that situation? Well if you have, take heart – you are not alone. It seems there are many that feel the pressure, or are just not comfortable enough to fly in unfamiliar territory, or fear you may be given an instruction or asked a question you should know, but won't know, and end up in trouble.**

**It is truly nothing to fear. Anyone who flies out of ISP is in Class C all the time – it is just that this is a familiar airport. And as for Class B airspace, most of us are never going to land in, we just want to transit. So why the fear? What are your concerns?**

**Our March free seminar [Mar 11, 2006] will address this specific topic. We will talk about the differences – about handoffs – about communicating – about airports under the umbrella of these mysterious areas. Even if you are comfortable, there are always things to improve your skills. Plus we would like to hear your concerns, and help you expand your flying horizons.**

**For the month of February and March, we will offer any customer 10% off the dry rate to fly dual through Class B airspace – can also be incorporated with a flight into another Class C if you are also uncomfortable "away from home".**

**For anyone attending the March seminar, we will double the offer to a 20% dry rate discount for 30 days post the seminar. So take advantage of these safety offerings, our monthly seminars and save money while expanding your flight knowledge. You could make these flights your BFR, improve your skills, and experience some new destinations.**

**Remember, in order to satisfy MIAS AFR [Annual Flight Review] requirement, you must fly dual annually with a MIAS CFI. Let one of these informative flights fulfill this safety requirement.**

**Happy & Safe Flying  
Don Lawrence**

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## PLANE2CAR

How is this for a novel idea? Rent a plane from Mid Island and get a free car (just pay for the gas)! Well this is just what we've done. Schedule your flight, reserve the car, pick up the keys at the ISP flight desk and enjoy the day - STUDENTS, RENTERS, Mid Island based OWNERS are all welcome. The car will be clean and topped off. When you return, just fill the tank, record the mileage on the clipboard and bring back the keys - its as simple as that.

For the past four months, we have located one of our courtesy cars to a gorgeous area in PA, just outside NW Philadelphia - the Brandywine Valley. "The home of numerous DuPont museums and gardens, antiques, restaurants and beautiful country." Even though the car is no longer there, you may still enjoy a flight to this area so we have included the highlights below.

Longwood Gardens, one of the most spectacular sites to see in the Brandywine area of PA, 1,050 acres of gardens, woodlands, and meadows.

Winterthur Museum is an American Country Estate. A place with history, spectacular gardens, romantic landscapes, and a fabulous mansion filled with magnificent American antiques.

Hagley Museum, an American Industrial story and another of the many sites to see in the Brandywine area of PA. The Museum is located on 235 acres along the banks of the Brandywine River.

Simon Pierce Glassblowing & Restaurant in West Chester, with it's scenic drive toward West Chester, you not only get a great lunch or dinner, but can watch glassblowing in progress.

Restaurants in the Brandywine area - are many. We have a list of numerous ones in Kennet Square which is about 5 miles from the airport and on your way to the attractions.

**BRANDYWINE RIVER MUSEUM** – Andrew Weyth and family collections

**ROCKWOOD MANSION PARK** – Victorian mansion with winding paths and gardens

**NEMOURS** – closed temporarily, French style chateau filled with Dupont art and antiques

**RT 100 & 52** – scenic drives and country landscapes

**CHADDS FORD** – Museums, restaurants, winery and shops

**WEST CHESTER** – quaint college town with shopping, restaurants and museums

**LANCASTER PA** – about 25 miles, Amish country, discount shopping, and museums

**PHILADELPHIA PA** – about 25 miles . . . . .

**WILMINGTON DE** – about 25 miles . . . . .

**AND MORE** . . . . .

Go to our website and **SPECIALS / FLIGHTS / ADVENTURE / SUMMER 04 WARM WX FLIGHTS / NEW GARDEN** to see a Fact Sheet for N57 and watch the site for new car locations. We will rotate it every 3-4 months. Let me know what you think, and if you have a suggested place you would like to see a Mid Island car.

**New Location:** We have just relocated the car to Mount Pocono, PA (Pocono Mountains Municipal (MPO)). This is another area rich in things to do. Like Brandywine, it offers a variety of things at your disposal, and is just a little over an hour from ISP. There is skiing, shopping, antiques, museums and even an indoor waterpark nearby. Following is a partial list of attractions; please visit our website under SPECIALS/FLIGHTS/DVENTURE for more details. Here are just some of the attractions to the area:

*Mount Pocono Golf Course*

*Crossings Outlet Stores 8 mi*

*Camelback ski area & Alpine slide 10 mi*

*Indoor Water Park [Stroudsburg] 10 mi*

*Pocono International Speedway 12 mi*

*Steamtown Train Museum plus more [Scranton] 12 mi*

*Big Boulder & Jackfrost 15 mi*

*Jim Thorpe Village 20 mi*

Keep your eye on our web site for further details.

Don Lawrence

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## RAMP OPERATIONS

How many of us have witnessed a plane taxiing too fast at the airport or more importantly on Mid Islands ramp. The ramp area at Islip is large once you enter from the Alpha taxiway. There is also a slight slope once you come onto the ramp, which has a tendency to increase your taxi speed. Once on the ramp, we have numerous types of aircraft as well as an array of pilots with skills ranging from only a few hours of experience to pilots with thousands of hours logged. We also have many line personal on the ramp. At any given time, they may be fueling, tugging a plane or marshaling in a transient aircraft, who may not be familiar with our operations. The last thing they need to worry about is a plane taxiing too fast on the ramp, distracting them and jeopardizing their

safety. For our renters and student pilots, as per the rental agreement everyone must sign, it states that the taxi speed will not exceed 10 MPH. Do you know what Mid Islands Frequency is? It's 123.5. You can reach either of our locations with that. This past October, Mid Island Islip, put up a new sign just as you enter the ramp. It has our frequency on it. We would like anyone entering the ramp to give us a call. Nothing fancy, just announce your arrival. If we know you're on our frequency, we can alert you to possible conflicts that may come up. In the past, pilots monitoring our frequency have been alerted to pitot covers left on, lights out on their aircraft and other abnormalities that they were not aware of.

Jim Orehosky  
Flight Operations Manager

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## **Congratulations to all 2005 graduates.....**

**Private Certificate;** *Timothy Anderson, Michael Mcvey, Chuck Piluso, Ryan Blackford, Nicholas Addoniso, Craig Bellanca, James Smith III, Brian O'Grady, Joshua Cashdollar, David Krauss, Geoffrey Bauchman, James Orehosky, Andrew Vogeney, Russell Wilcox, Christopher Ballester, Paul McMenamy, Gregory Devaney, Daniel Mc Connell, Louis Addoniso, Lydia Masterjohn, Trevor Cudmore, Daniel Burke, Raymond Normoyle IV, Daniel Egan, Daniel Brennan, Michael West, Richard Kunst, Kenneth Miller, Edward Lawrence, John Sipala, James Durnan and Michael Marro.*

**Instrument Rating;** *Robert Rudman, Dov Simons, Bruce Gilbert, Peter DeLorenzo and Michael Mcvey.*

**Commercial Certificate;** *Timothy Woznica, Jason Konigsberg and Robert Daddino.*

**Multi-Engine Rating;** *Christopher Tremblay, Timothy Woznica, John Kolmos and Jason Van Essendelft.*

**Recreational Pilot;** *David D'Enterria.*

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### **1985 BEECHCRAFT F33A BONANZA** N6624B S/N: CE-1034

TOTAL TIME AIRFRAME: 2600  
TOTAL SINCE FACTORY REMAN: 890 8/1995  
TOTAL SPOH: 700 W /NEW BLADES 12/1997  
ANNUAL : 3/2005 ELT DUE: 11/06 IFR CERT: 1/06  
USEFUL LOAD: 1078 LBS

#### **AVIONICS:**

KING KMA 24 AUDIO PANEL 3 LMB	KING KT76A TXP MODE C
KING KFC 150 AP/FD SYSTEM	DUAL KING 165 NAV/COMS
#2 KING KI206 VOR /ILS	KING KR87 ADF /W KI 227
KING KN 63 DME W/572 INDICATOR	WX 10A STORMSCOPE
KING KLN 94 GPS / DATA LOADER	DAVID CLARK ISOCOM

#### **EQUIPMENT**

4 SEATS	DUAL YOKES
BERYL D'SHANNON WINDSHEILD	AUX AIRBORNE AIRPUMP
STAND BY GENERATOR	2 <sup>ND</sup> STD BY D.G.
VENT BLOWER	ALCOR EGT
AV MASTER / ELECTRIC TRIM	AP DISCONNECT / CWS
LARGE BAGGAGE DOOR	MAP LITE / STROBES

**INTERIOR:** TAN LEATHER W/ BURGUNDY LEATHER TRIM REDONE IN 1/1999. TAN CARPET

**EXTERIOR:** WHITE BASE WITH BURGUNDY / GOLD / BLUE ACCENTS REDONE IN 11 / 1994.

**SALES PRICE:** / Reasonable Offers

VINCE BASILE  
631-588-5400  
email: [planequy@compuserve.com](mailto:planequy@compuserve.com)

ALL SPECIFICATIONS SUBJECT TO VERIFICATION UPON INSPECTION

#### **WINTER RAFFLE**

FOR THE MONTHS OF JANUARY, FEBRUARY,  
MARCH

RENTERS AND STUDENTS

FOR EVERY FLIGHT TICKET YOU GET, TEAR OFF  
THE INVOICE NUMBER IN THE TOP  
RIGHT CORNER AND DROP IT IN THE BOWL. AT  
THE END OF EACH MONTH WE WILL  
PICK ONE WINNER FOR

1 FREE HR. DRY IN A SKYHAWK.

THE MORE YOU FLY, THE BETTER  
YOUR CHANCES.

#### **PILOT REFERRAL PROGRAM**

DO YOU KNOW SOMEONE WHO IS INTERESTED  
IN FLYING?

WHY NOT SHARE THE FUN WITH THEM.

IF YOU REFER SOMEONE TO MID ISLAND AND  
THEY  
ENROLL INTO OUR FLIGHT TRAINING PROGRAM,  
WE'LL GIVE YOU A

**\$50 GIFT CERTIFICATE.**