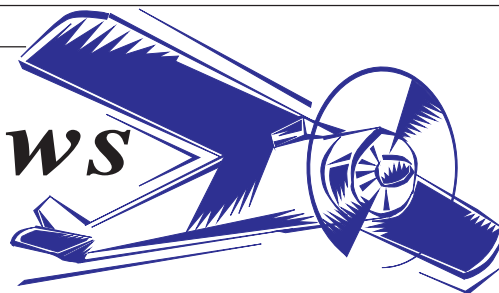


Mid Island News

Mid Island Air Service, Inc.
L.I. MacArthur Airport - Ronkonkoma, NY 11779
631-588-5400 - Fax 631-588-5799
www.midislandair.com - mias46@midislandair.com



Brookhaven Airport, Shirley, NY 11967 631-281-5400 - FAX 631-281-5473

Louis Mancuso, Sr. An Aviator's Life.

Surely, folks might be forgiven if they think of Louis Mancuso, Sr. as *deus ex machina* (literally "god from a machine" -in the early 20th century, pilots were often thought of as "sky gods"). In 1933, less than a decade after Charles Lindbergh took off from muddy Roosevelt Field, Lou followed suit taking his first airplane ride from that now famous Nassau County pasture. While Lindbergh flew on to Le Bourget changing the dimensions of the globe along the way, Lou soared towards Farmingdale, Deer Park, Islip and Brookhaven, forever changing our relationship to the Long Island landscape. Lou, like the modest Swede from Minnesota, was a pioneer – a young man with courage and a sure sense of adventure. His image is writ large on the soil of our island and, in this 60th anniversary issue of MID ISLAND NEWS, we celebrate his achievements.



Lou took his first flying lessons in 1934, earning money to fund his passion while working as a caddy and farmhand. Initially he was discouraged with his progress and told his instructor, Jack Looney, "I'll never be able to land that plane." Thanks to a pep talk from Looney, Lou hopped back in the seat. In 1937 he made his first solo from Grumman's grass strip airfield. Long Island aviation would never be the same again.

While working at Republic Aviation, Lou earned his CFI, bought a Piper J-3 and instructed on

weekends. His routine however – as with most of America — was interrupted in 1941 by Japan's attack on Pearl Harbor. The government ordered all civilian aircraft away from the coast and Lou left Republic to join the Navy. Slight of stature, Lou was unable to enlist and instead journeyed

to Clewiston, Florida where he instructed in a program training Scottish and English cadets to fly PT-17's and AT-6's. Although a civilian, Lou wore an RAF uniform and was extremely proud of his association with the Brits. He observed that "the British really had their training down to a science" and was quite impressed by their patriotism and sense of mission. By 1942, Lou's flying talents were recognized by the US Army and he was sworn into the Army Air Corps Enlisted Reserve — then

immediately put on inactive status so he could continue training airmen for the RAF.

When the war ended, Lou toyed with the idea of opening an FBO in Florida. However most of his family was still in the Northeast. So along with his new bride, Connie Savino, they returned to their Long Island roots.

Lou was able to purchase another J-3 and for a time gave flight lessons at Zahn's in Amityville as he waited for town approval to build Deer Park Airport. Once permission came, Lou again showed his pioneer ethos, clearing enough brush from the oak and pine lands of central Suffolk to make a useable runway. The maiden flight into Deer Park was on January 27, 1946. With two J-3's and a surplus Army Fairchild, the Mid Island Flying School – and soon to be charter service — became a reality.

In the early 1950's Lou met – and flew — horse/driver trainer Billy Haughton on frequent charters. A friendship developed and Lou purchased his first race horse at auction in 1954. While aviation still held first claim on Lou's vocational affections, the equine paddock began to attract him.

In the following years Lou expanded operations at Deer Park and by 1964 signed a lease agreeing to open a branch at Brookhaven Airport. By the 1960's hundreds of veterans, under the GI bill, had earned their wings at Mid Island. Lou gave most of the flight tests and the school grew to over 20 aircraft. By 1967 he had logged over 20,000 flight hours.

The worlds of aviation and horse racing continued to intersect for Lou. In the mid-60's he traded a Cessna 337, twin engine Sky Master for a half interest in Rum Customer, a 2 year old standard bred pacer. It was a propitious move.

In 1968 Rum Customer won the Triple Crown. Lou took some of the earnings from Rum Customer's success and invested in registered Black Angus cattle. It was a good move. In 1969 Lou purchased a 700 acre farm in Carysbrook, Virginia where he continued to raise Black Angus and added a training track to exercise race horses. Still, aviation was never far from Lou's thoughts. The long end of the track was extended to a 2,000' plus runway. Horses and cattle were still going to have to share Lou's heart with an airplane.

Due to rising taxes at Deer Park, in 1974 Lou signed a lease with the town of Islip to relocate and establish an FBO at Long Island MacArthur Airport. ISP was almost exclusively a general aviation field back then and Mid Island's operations expanded rapidly.

In 1993, Lou sold the Virginia farm and divided his time between New York and Florida. In recognition of how much aviation contributed to his wonderful life and family, Lou and Connie used the proceeds from the sale of the farm to establish a trust for Dowling College. The trust will generate scholarships for many years to come, so that future students will be able to advance their aviation careers.

In November 1997, surrounded by his wife Connie, their four children; Juanita, Louis, Jr., Gloria and Gail, three of their five grandchildren; Michael, Kari Anne and Susan, a host of good friends and family, Lou was honored by his peers; The Long Island Aviation Recognition Council. In saluting Lou, the Council made it clear, that few had influenced the tone and scope of Long Island aviation as much as he had. Beyond a doubt here was a giant, who forever changed the way people would understand their relationship between the dimensions of land and sky.

Lou Mancuso's life is emblematic of all those virtues that we so cherish as Americans; hard work, love of family, generosity towards others. Mid Island Air Service's commitment to customer service and desire to hold the leading edge in technological innovation, is a reflection of the man who built it. Aviation has always been the realm of those who can imagine, what most believe to be impossible. Flight gave Lou his dream. In what is obviously the measure of the man, he leaves a legacy that allows future generations of dreamers to look at the sky and say, "why not." Trust me. I'm one.

Lou and Connie reside in Manorville and are visited often by their children, five grandchildren and five great-grandchildren. Life is good!

Albin Cofone

Learning to Fly at Mid Island

So many things have changed over the past six decades in our flight school. We began our flight training in a Piper J-3 cub in 1946, transitioned into Cessna 150's when introduced in 1959, then gradually converted the fleet to 152's in 1978 when the new models came out. The path from Deer Park Airport to Brookhaven and Long Island MacArthur Airports has been exciting and rewarding. The runway lengths have tripled, the fleet has grown, the facility has expanded and the staff is more experienced in handling larger and

more varied aircraft. Over the years we have diversified our fleet with the addition of full IFR Cessna 172's, complex and high performance aircraft as well as multi-engine, tailwheel and aerobatic planes. We've seen basic navigation technology go from simple instruments to ADF to Loran to GPS. Cockpit instrumentation is so much more sophisticated with digital displays, moving maps, and the new G1000 glass cockpit.

Our school has seen many changes over the years from the heyday of the GI Bill to a concentration at our Brookhaven branch on academic training. We exclusively trained the Dowling College Aeronautical students from 1979 through 2002 when they began their own flight training department. Mid Island began training high school students through the Boces program in the late 80's and continue, to do so today. Last year we began a relationship with Sachem School District and now train their flight students as well. It is very exciting for us to have a part in introducing these young aviators to the world of flight and watching them grow as their world experiences expand.

Through all the changes some things remain the same. N757ZN, a Cessna 152 which we purchased new in 1978 is still on line at HWV- they don't make 'em like they used to! We also have customers who have been club members and flying with us since Deer Park. It is always fun to run into someone who says with pride "Your father gave me my flight test at Deer Park Airport!"

We have always felt that the flight school is the backbone of our business. Students train and become renters and instructors, renters purchase planes... and all those jet pilots had to start somewhere. No matter where our future growth takes us, our flight school will keep us grounded to our roots. We hope to continue to bring a little fun and excitement into our customer's lives through the joy of flight.

Gail Mancuso Jensen

A RECOLLECTION:

A lot of people don't know that my first flight in any airplane was in a C-152 right here at Mid Island in 1986. Back then, our school's planes were parked at what is now the middle ramp. You could either taxi right into a spot, or leave it for a lineman to push back and tie down.

A picnic table was out front – just about where our sunroom is today. On many a pleasant day pilots could be found sitting around it, watching the ramp and hanger flying. We were pretty low tech back then – as least when compared to today. "Online" could only have meant walking over to the flight line, while cell phones were the realm of the super rich and glitterati. If you wanted a flight services briefing, you lined up at the phone booth in the lobby and waited your turn for a chat with the briefer.

Our pilot lounge used to be part of the instructor's room. The instructor's desks were separated by partitions – there really wasn't much privacy. Whatever goofs you made in the air were pretty much heard by all, but it was all handled with constructive criticism and good cheer. We all carried a bright red – some thought it an almost embarrassing bordello shade of red — Cessna Flying Kit. We incorporated film strips and cassette tapes into our study program, took our written exams on paper and had to wait several weeks for results.

If the learning technology at that time seems quaint – or archaic, depending on your point of review – ISP was a much more relaxed place. Back then you could sit at the end of Hering Drive, but without a big chain link fence obstructing your view. Just a couple of posts strung with rope was all that separated you from the runways. Anyone who saw you sitting there back then, simply concluded that you loved watching airplanes. And of course they were right. The age of terrorism was still in the distant future.

I still see many of the same faces I knew from that time. Some were newly minted CFI's who are now flying corporate or airline jets, others had just earned their private certificates or instrument ratings and are still going strong two decades later. When I started, MIAS had just celebrated its fortieth anniversary. Time does zip by and things do change, but there are some constants. Now as Mid Island celebrates its sixtieth anniversary, things sure look a lot different from its first bucolic location at Deer Park Airport. Yet its commitment to customer service and first rate aviation services are as much its corporate signature today, as it was more than half a century ago.

Jim Orehosky
Flight Operations Manager

MID ISLAND'S FIRST FAA SAFETY SEMINAR A SUCCESS

Since December 2003 Mid Island has been hosting free monthly Saturday Seminars at our ISP facility on the second Saturday of each month - we missed only one, due to a snow storm in March 2005. Each month we offer a safety topic from Spatial Disorientation, to Thunderstorms, to Airport Operations, to GPS, to Flying History, to . . . 36 seminars so far in total. In talking with Louis Mancuso Jr., President of Mid Island, we decided to expand these to fall within the FAA umbrella and have them approved by the FAA Safety Team. Also, we would include discussion about our Personal Limitations Checklist [PLC], which Lou developed in 1996. The PLC is designed to help pilots increase their situational awareness, develop better judgment and fly more safely. Reading and

learning from other's incidents helps make us all better pilots. We encourage those of you who have stories, to let us know if you would like to share your experiences in future editions of the PLC. Our one page PLC checklist will help you set your own safety flight limitations. Making a commitment to adhere to these limitations will ensure that all your flights are operated under the safest conditions. All renters must have a current PLC on file.

In December 2006 we met with Al Schnur and Mike DiPaolo of the FAAsteam, and received approval to post our seminars on the FAA's <http://www.faasafety.gov/> site. This also qualifies Mid Island's seminars for the FAA Pilot Proficiency Award Program - known as WINGS, their recurrent training program. Visit their website and sign up to receive information on their safety seminars.

Our first 2007 Safety Seminar was a great success. The FAA sent over 11,000 e-mails to students, pilots, and CFIs in the New York / Long Island area which gave Mid Island a lot of visibility. We limited attendance to 30 seats and had 27 attend - what I consider a full house. Bill King, our A&P, did a great job talking about "The Airplane - Annual and Owner Maintenance". We introduced Mid Island to those new to our facility and talked about our Personal Limitations Checklist. Bill then held their attention for over two hours through discussion on a Mechanic's Limitation Checklist, some regs, owner maintenance, an oil change, tire change, spark plug regap and replacement, and a flurry of

questions from the group. Bill had handouts, and had setup the hangar nicely with one of our rental aircraft for the hands-on part of the workshop.

Our February seminar, promises to be just as informative with ISP CFI, Helen Bachman, leading a discussion on "Winter Flying - What You Need To Know". It will also include a discussion and demonstration of pre-heating and why this is such an important item, but one we don't always think about. (MIAS will not dispatch any aircraft in temps below freezing without a preheat.) You will see each month's seminar posted on the FAA site. We hope to see more of you attend these sessions and take advantage of the monthly flight special we offer for those attending the seminar. Our "away from home" courtesy car we refer to as the PLANE2CAR, is now located in Groton (GON) and will move back to Newport (UUU) in late spring.

Happy and safe flying,
Don Lawrence,
Flight Ops & Training.

FREE MONTHLY Aviation Seminar Series

<<<< 2007 TENTATIVE >>>>

WHEN: 2nd Saturday of each month
TIME: 8:30am Continental Breakfast 9:00-10:00am seminar, questions, hangar talk
WHERE: Mid Island Air Service, Inc. MacArthur Airport

FEB 10, 2007

Winter Flying – What you need to know

- .. Winter Preflight checkup
- .. Winter Equipment & Weather briefings
- .. Cold starts & Preheating

Mid Island Pilot Club Part 2
Mon Feb 19 for members or prospective members

- .. Icing & GA aircraft – video
- .. Touch & go's – shock cooling

Helen Bachman, MIAS CFI CFII

MAR 10, 2007

Traffic Patterns – at uncontrolled fields [15 min PLC]

- .. Entry pattern in and out
- .. Flying with gliders in and out and what you should know
- .. Class G operations [91.126] – left, unless specified

Lou Ballister, CFI, FAA counselor

APR 14, 2007

Weather & Aviation – Filing VFR and IFR flight plans

- .. Open and Shut Case – Filing, opening, and closing VFR flight plans
- .. Where do you think you're going? – filing where you want to go
- .. Next stop, Albany – stopover flight plans
- .. Bump in the night – obstructions to flight
- .. Just IF . . . – even IFR pilots could use some hints for filing

Andrew Kressel, Air Traffic Control Specialist, MacArthur Flight Service

MAY 12, 2007

Aviation Insurance – what you don't know and when are you at risk

- .. When is \$1,000,000 only worth \$100,000?
- .. Named pilots – times you are not covered
- .. Claims – why companies settle differently – it's in the clauses
- .. Renters Insurance – when do you need it?

Eric Saliba, Vice President - Northeast Aviation & Marine Insurance Brokers

JUN 9, 2007

Aviation Medical Series – Aeromedical Physiology – Respiration, Alcohol, & . .

- .. Spatial Disorientation: Vestibular based disorientation - Vision based disorientation
- .. Aeromedical Conditions: Those we have - Those we cause - Those we fix
- .. Motion Sickness, Hyperventilation, Hypoxia, Carbon Monoxide, Trapped gas, Self imposed stress

Bruce R. Gilbert, MD, PhD

“PREPARING YOUR AIRCRAFT TO SELL FOR MAXIMUM PRICE”

“It actually starts the day you buy it....”

Knowledge= Value

Review your aircraft log books along with your favorite mechanic. It's vital to keep impeccable records and be familiar with your aircraft maintenance history, including ongoing operational costs. The more knowledgeably you can communicate your aircraft's history and its operational costs—as well as its unique virtues—the better you can justify its price to a prospective buyer. Assuming you've hired professional representation (i.e., a reputable broker), be sure to equip him or her with all the information necessary to leverage your plane's unique benefits. An honest assessment of its potential drawbacks could also be helpful by avoiding surprises at inspection time. That level of honesty will be appreciated by the buyer and will lead to a smooth transaction.

About GETTING “Maximum Price”

“Maximum price” is really a relative term. Your plane will be competing on the open market against identical models and also against comparable models by other manufacturers. You can certainly scan the Internet listings and gain an idea of values for planes like yours. But the real “maximum value” you can get is a function of many other factors; including how many are currently for sale and how quickly you wish to sell the plane. A highly qualified broker or dealer will give you a realistic estimate of what your aircraft will bring and how long it might take to sell. Price and number of days on the market are integrally related, so be sure the representative you hire knows what your time horizon is for selling your plane. These are especially critical factors when you are trying to time the sale of one plane with the acquisition of another. A highly qualified broker or dealer more than earns his or her fees as your representative. The amount they charge will, of course, need to be deducted from the selling price when calculating your cash position after the sale; but as a broker's help usually sells a plane faster, it could lead to greater overall savings than trying to list it on your own. A well-networked broker will also know about potential buyers who might not easily be found by registering with various listing services on your own. Good brokers will use all

tools necessary to maximize the market exposure to your plane, but they'll also be the first to hear of qualified, motivated buyers for your aircraft. Whether trading up or even when downsizing, the time will inevitably come when you'll need to sell your aircraft. Hopefully the plane was purchased based on a clear mission profile that you were able to articulate at the time of acquisition. But the speed with which personal and business operations change in today's environment and or economy can result in the need to sell and upgrade or change the way one uses the aircraft sooner than you imagined. That's why it's important to begin preparing for the sale of your plane soon after taking possession of it. It begins with keeping good records of all of the aircraft's service and operational history, and any past ownership records. A plane that can demonstrate a proven history of timely scheduled maintenance shows that you, as the owner, have taken good care of it. All things being equal, an aircraft with good documentation could sell faster or at a higher price than a similar plane with poorly kept records.

Refurbishments and Improvements

Despite your personal taste in colors and materials, when refurbishing your plane, you may want to go with neutral colors that are likely to appeal to a wider range of potential buyers. Colors mean different things to different people, so what may say elegance and grace to you could bespeak other associations with a future buyer. Better to play it safe. Even if prospective buyers are envisioning making changes of their own, it will be easier for them to envision those changes if the current materials are of a more neutral character. If you are looking at making investments or improvements in amenities for your current aircraft—e.g., upgrading the GPS, autopilot system, Interior—try to identify whether you will be able to realize a return on investment when it comes time to sell. Some refurbishments may be worth holding off entirely or waiting to have in your next aircraft. On the other hand, if you make improvements that are truly for you and you alone, with low expectations for ROI, that's fine. The important thing is to treat your plane as a capital asset and to make investments with a realistic expectation of the ROI when it comes time to sell. Lots of planes “look” good on the

internet, but may have hidden issues which an inexperienced buyer may not be aware of. With 20 years of aircraft sales experience, allow me to provide the knowledge to assist you in getting the best price for your aircraft. If you are looking to purchase a plane, I'll help you find the best plane for your money and experience level. We also offer appraisal services.

Vince Basile
Aircraft Sales Manager

Phoenix NBAA Conference

We just returned from the NBAA, Schedulers and Dispatchers Conference, held Jan 22-24 in Phoenix, AZ. OKAY...before you get all jealous; it was COLD, rainy and they even had a dusting of snow (feel better now? ☺) – and we thought we would come home with a tan!

This was the second year we were in attendance and the convention has almost doubled in size. Our main goal was to increase awareness of our corporate fueling operation, New York Jet (www.NYJet.com). There were over 600 companies represented ranging from FBO's, charter operators and brokers, gourmet caterers and flight tracking software specialists. There were many more foreign charter operations represented this year, especially from Europe and the Caribbean.

We had the opportunity to talk to flight departments and dispatchers from all across the country who choose the FBOs their corporate jets will use. Needless to say, if they fly into ISP, we would love to have them on our ramp. We had the chance to make new contacts and thank the flight departments that presently use our facilities.

For two days we spoke to a lot of great people and passed out brochures and postcards which showcase our facility and services. These postcards offer a \$.60/gallon Jet A fuel discount coupon to be used on their first visit to NY Jet in celebration of our 60th anniversary. **

We recognize not only the importance of networking at these conventions, but the tremendous amount of knowledge to be gained from vendors and sharing ideas with other operators. We try to send representatives to the NATA and NBAA conventions each year as well as attending various seminars given by Cessna on flight training and aircraft maintenance. One of our A & P mechanics, Hector Domena, just attended a G1000 clinic in Wichita on January 9th.

Of course, the networking part of the convention does continue into the evening. Well, someone has to attend all

those parties. Our fuel distributor, Avfuel, invited us to dinner at the Capitol Grill in Scottsdale. We spent the evening with 30 Avfuel employees and customers and dined on aged steak. The food was wonderful and it was so nice to meet some of the Avfuel reps that we only see at conventions and/or only speak to on the phone.

We came home with a lot of business contacts and hope to see some of these jets on our ramp in the near future.

Gail Mancuso Jensen Bonni Van Camp
VP & General Manager Corporate Services Manager

** In appreciation of your continued patronage, all MIAS tiedown customers will also receive a \$.60/gallon discount coupon for a single Jet A or Avgas purchase. (Highest discount applies, may not be combined with other fuel discounts)

ISP's New Look.

It has been a long process, but our sunroom addition and office renovation is finally complete. It took almost a year to secure the building permits and then more months than we wish to think about to build and decorate the space.

Kudos to Eddie Sheffield, our Line Operations Manager, for his hard work and patience in coordinating between thirteen vendors to pull this project together. The sunroom adds over 400 sq ft to our lobby space. Our New York Jet logo, engraved into a six foot diameter piece of grey granite embedded in the asphalt, provides a welcome to our customers and corporate guests. (After 9/11, we were asked if we were going to change our logo – as far as we are concerned, in our hearts the twin towers will always be part of the NY skyline and therefore, our New York Jet logo!) Cherry counters and granite add to our corporate image as we expand our jet market and visibility. Our corporate operations will be handled at the counter in the sunroom, while our school and rentals will continue to be dispatched from our main desk.

This has been a large undertaking and we thank our customers for putting up with the inconveniences during the past months while we were under construction.

Now that this project is finished, we can concentrate on redesigning our MIAS website. If you have not seen our newly designed, New York Jet site, come for a visit! (NYJet.com).

Deer Park to MacArthur ...

I started my flight instructing career, in 1965, back in the days of Deer Park Airport. It was a great crosswind and short field airport to learn to fly at, it really honed in your piloting skills as a student and as a flight instructor. It was a challenge for students to fly in and out of a short and narrow single runway, especially in the summer when the prevailing winds were out of the southwest at 15 to 20 knots, 90 degrees to the runway. Because of the short runway a white line was painted 800 hundred feet from each end of the runway, we called it the go around line. If you were not down in the first 800 feet you would exercise a go around. All our students and renter pilots became experts when it came to crosswind and short field landings.

In 1974, Mid Island relocated from Deer Park Airport to Long Island MacArthur Airport. Our students and renter pilots would land close to the runway numbers and have to taxi a couple thousand feet to the runway turnoff. They were used to landing within the first 800 feet of runway at Deer Park. The Islip Tower Chief called me to setup a meeting with him and the Mid Island flight instructors. At that meeting we were asked if we could get our pilots to plan their landings so that they can expedite off the runway as soon as possible, so that they wouldn't cause any unnecessary go arounds to other aircraft. We then advised and trained our Deer Park Airport pilots and students to target further down the runway. It took some time, but they adjusted to the airport runway length. Today, Mid Island trains students at Long Island MacArthur Airport and Brookhaven Airport where there are multiple long and wide runways that are a breeze to land on with 4200 feet at Brookhaven and 7000 feet at MacArthur Airport.

At Deer Park Airport we had one VOR instrument approach which had a MDA of 1080 feet. The reason for the high minimums, was that there was a tall building, Pilgrim State Hospital, between the DPK VOR and the airport. It really was a VFR approach with those minimums. Pilots sometimes used the approach at night or on very hazy days to find the airport. Today we have GPS and multiple instrument approaches at Mac Arthur Airport and Brookhaven Airport. We also have approach control to assist pilots if needed.

We have come a long way from the days at Deer Park Airport. I have fond memories of that time and I am looking forward to new and exciting things, such as the new Sport Pilot airplanes that will be Mid Island's new flight training airplane of the future.

Robert Osinski
Chief Flight Instructor

WELCOME NEW EMPLOYEES

Islip

Instructor; Helen Bachman.

Dispatcher; Melissa McNamee.

Line; Michael Burgos, Dane DiPierro, Anthony Harris, John Hults, David Lyons, Piotr Majowicz, Krzysztof Pecak and Kyle Price.

Brookhaven

Instructor; Bernie Anderson, Michael Bellenir, James Howley, John Sugamele and Roger Williams.

Shop; Santo Amodeo.

Dispatcher; Sandra Eggeling.

Line; Robert Dahlem and Richard Eng.

Congratulations to all 2006 graduates.....

Private Certificate; *Anthony Arpino, Christopher Dinizio, Erik Pearson, Ronald Jensen, Brian Carrick, Brian Ljungqvist, William Zeh Jr., Erik Bulger, Trevor Lynch, Seth Shaw, Leslie Campbell, Daniel Koranyi, Shaun Savage, Matthew Flower, Carlos Katz, Peter Dracker, Corrinne Borsman, Justin Maier, Garry Schwall, Wesley Pick, Frederick Collado, Arthur Penello III, Gregory Pinto, Roy Harris III, Kevin Murray, Zachary Barrett, Lawrence Harrison, Rebecca Scholand, Joseph Celano, Scott Stuart, Carolyn Leonard, Steven Barganier, Barry Scheff, Steven Fricchione, Marie Cimaglia, John Gulino, Brian Romano and Michael Andriaccio.*

Instrument Rating; *Christopher Cagnazzi, Charles Piluso and Alexander Piekarski.*

Commercial Certificate; *Walter Gezari (MEL) and Michael McVey (SEL).*

Flight Instructor-Instrument Airplane Rating; *Mathew Caruso.*
