

SURFACE WINDS

The Official Publication of The Mid-Atlantic Pilots Association

April 2011



MAPA - 29 Wright Way, PO Box B7
Fairfield, New Jersey 07004

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Our Next MAPA Board Meeting
Tuesday April 19, 2011

Our Next MAPA Program
Thursday April 28, 2011

MAPA - Flyout - KFRG
Saturday April 16, 2011

Two Meetings This Month

"Hangar Flying" - Dinner Meeting
"Meet and Greet Your MAPA E-Board"
Thursday April 14 at The Sunset Pub & Grill
Lincoln Park Airport (N07) 425 Beaverbrook Road
Lincoln Park, NJ 07035

Thursday April 28 at Morris County Public
Safety Training Academy 7:00pm - 9:00pm
500 West Hanover Avenue Morris Plains, NJ 07950
The Kathy Jaffe Safety Seminar, with
Bruce Landsberg
President of the AOPA Foundation
"Close Calls, Lessons Learned"

AOPA Expo "Parade of Planes" - Palm Springs, CA - 11/8/2006

<http://midatlanticpilots.org/>

Meet your fellow MAPA Member - Arnie Itzkowicz



I grew up in Long Beach, NY - a 3-mile short island off the south shore of Long Island. My dad had several small cabin cruisers and I knew when I grew up I would be a boater - I'm a guy and we never do grow up so that's why I don't have a boat. My dad had all these stories from World War II about flying the Hump - China, Burma & India. He was a B25 & C47 crew chief. I have pictures of him standing on the wing of a C-47 they had just crashed in the jungles of China. I got married in my senior year of college and started working as a chemist in a sugar refinery. My dad was building a Bower's Flybaby Biplane in his basement. My wife passed away and I moved to NJ with my son. One day my brother asked me if I wanted to go for a plane ride with his friend's father. I took my son who was 3 years old and we headed off to Teterboro. I got in a BE-50 Twin Bonanza and as we departed I said to myself this is scary but so cool. I couldn't take my eyes off the instruments and pilot. We flew to Stewart airport and landed. I had so many questions and asked about getting a pilot's license. He said it wasn't that hard. The next day I was at Teterboro looking for someone to give me lessons. No one would take me up because of the visibility - why not? It was 1973, I was 27 years old and looked like a 15 year old. They just didn't take me seriously. By the time I got to the last two flight schools on Industrial Ave the visibility had improved. I walked into the General Aviation trailer and the flight instructor looked out and said yeah - it looks like it's okay. He later told me that he thought I was a kid out for a plane ride and not lessons. He showed me a little preflight and told me what to do on take-off. I couldn't believe it that I was at the controls of a plane, pushing in the throttle and taking off. I had been into car and motorcycle racing on the track - had even owned a 911 Porsche but this little 100 horsepower Cessna 150 was like flying a fighter to me. I did come back queasy and felt like I was banking as I drove my car home. I left with all the books to study and booked another lesson. Having an addictive personality I gave up doing anything except going to work and studying flying. I think this was the first time I actually enjoyed studying. I soloed at Morristown after about 6 hours. My knees were shaking as I went down the runway alone. It took me exactly 3 months to get my license. I flew around

See "Arnie" page 7

From The Pilot in Command

Fellow MAPA Members,

April is a busy time for most of us, one usually thinks of April 15th and “taxes”. Thankfully, because MAPA is a “Non-Profit” Organization we do not have those worries. What MAPA does think about is our Annual Kathy Jaffe Safety Seminar.

In MAPA’s bi-laws, it states “MAPA will maintain good fellowship among pilots and airplane owners, and.....expand and promote safety, knowledge and proficiency in flying”. And with that said, MAPA will be holding the annual Kathy Jaffe Safety Seminar at the Morris County Public Safety Training Academy on Thursday April 28, 2011. When was the last time you took a Proficiency Check Ride –did the year start with a 19__?

We are very lucky to have been able to partner with AOPA in these annual Safety Seminars. Our speaker is Bruce Landsberg, who is now the President of the AOPA’s Foundation in addition to his other role as Director of the Air Safety Foundation. Bruce is responsible for the foundation’s activities including air safety, safety seminars and publications etc.

Yes, we are still going to gather for our monthly dinner. This month, on our regular second Thursday evening, April 14, we will be dining at the Sunset Pub and Grill over at Lincoln Park. We will not have a guest speaker, but will host a MAPA – “Hangar Flying Session” and “Meet and Greet the MAPA Executive Board”. We plan to have an OPEN FORUM to discuss “Where MAPA is currently”, and “WHERE do the active members want to take MAPA over the next few years”. I hope you will attend.

As I write this, I am off to Sun-N-Fun down in Florida with MAPA Members Cal Thomas, Wayne Cornelius and Greg Benson. See you in the air next time.

May the wind always be at your back,

Duncan Talbot MAPA President

MAPA Fly-out schedule for 2011	
January 15, 2011	Poukeepsie-Dutchess, NY - KPOU
February 12, 2011	Trenton-Robbinsville, NJ - N87
March 12, 2011	Danbury Municipal, CT - KDXR
April 16, 2011	Republic-Farmingdale, NY - KFRP
May 14, 2011	Bay Bridge, MD - W29
June 11, 2011	Block Island, RI - KBID
July 16, 2011	Tangier Island, MD - KTGI
August 13, 2011	Andover-Aeroflex, NJ - 12N
September 10, 2011	Wyoming Valley, PA - KWBW
October 15, 2011	Sky Acres, NY - 44N
November 12, 2011	Lancaster, PA - KLNS
December 10, 2011	South Jersey, NJ - KVAY

The MAPA Website has been overhauled. Check a look!
www.midatlanticpilots.org

Editors Address

Anyone wishing to submit an article for publication in Surface Winds should mail their work to:

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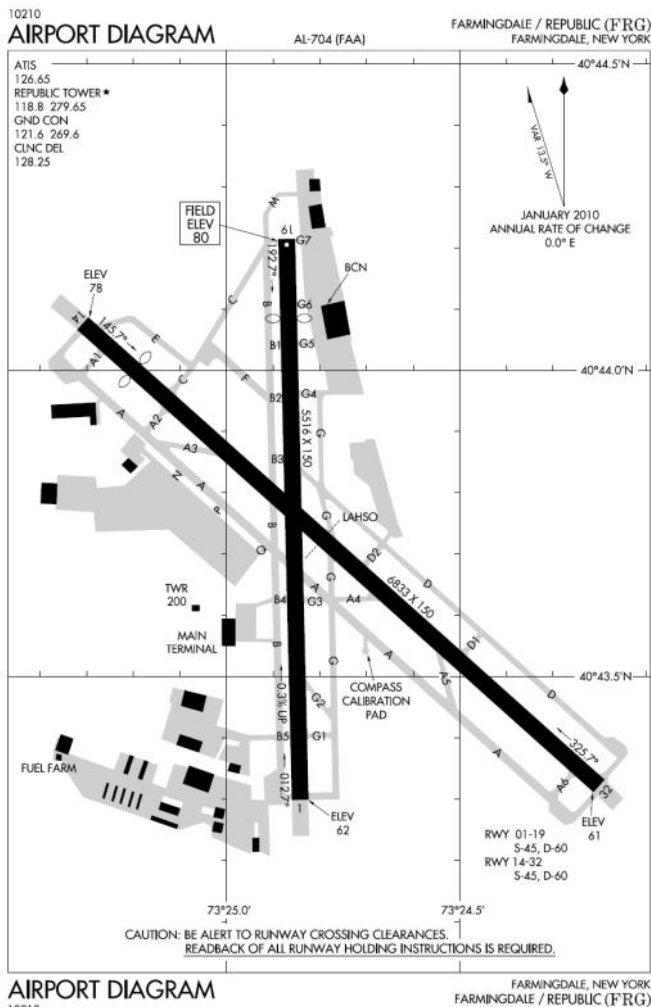
MAPA Fly-Out - Farmingdale, NY - (KFRG) Saturday April 16, 2011

Attention MAPA Pilots,

We are going to KFRG Republic Airport this month. It is 45.7 miles from Morristown Airport. You can download more information at <http://www.airnav.com/airport/KFRG> along with approach plates and an airport diagram. The airport has two runways, 14-32 (6833 x 150) and 01-19 (5516 x 150).

We are going to meet at the 56 Fighter Group Restaurant located near the Main Terminal at noon. Since the 56th Fighter Group Restaurant and the American Airpower Museum are located on opposite sides of the airport, there are two convenient choices for parking. For those who would like to visit the American Airpower Museum after finishing lunch at the 56th Fighter Group Restaurant, you can park at the Shelter Air Aviation Services and we can use a courtesy car to drive to the restaurant which is on the opposite side of the field near the Main Terminal Building. If only taking lunch at the restaurant, parking is available in front of the Terminal Building.

Parking fees are \$2.50 for most small general aviation planes. Parking fees for heavier planes would most likely not be greater than \$6.00. For further information, call 631-694-8280 (56th Fighter Group Restaurant), 631-293-6398 or 631-454-2039 (American Airpower Museum), 631-843-9488 (Shelter Air Aviation Services).



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McElroy, Deutsch, Mulvaney & Carpenter, LLP is a full-service law firm. The practice includes the representation of general aviation aircraft dealers, owners and pilots.

Albert J. Pucciarelli, who heads the firm's aviation practice, is a Panel Attorney for the AOPA Legal Services Plan, an instrument-rated commercial pilot and an aircraft owner. He has represented many pilots purchasing and selling aircraft, individually, through a company, or in partnership with others, and can call upon the firm's resources as necessary to assist clients in other areas. The firm is proud of its tradition of providing quality professional services efficiently and effectively.

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PS – Remember, all of our fly-outs are in Visual Meteorological Conditions only. If the weather is not VMC we will plan to fly to the same location the following Saturday. If again not we do not have VMC, the fly-out is scrubbed.

Fly-out Captain,

Annamary McCann

The Fly-out is not sponsored by MAPA. It is strictly a suggested location for pilots to join each other for lunch. All decisions to participate are voluntary. All flight planning, go/no-go decisions, and aircraft operations are solely the responsibility of the pilot in command of each individual aircraft.

**No destination is so important - and no trip is so urgent
that we cannot take the time to plan our trip and fly safely**

PILOTS AND AVIATION ENTHUSIASTS

The Mid-Atlantic Pilots Association invites you to our monthly meeting held on the second Thursday of each month.

* Enjoy a delicious Sunset Pub and Grill dinner with four entre choices

* Learn from terrific guest speakers presenting lectures on a host of great aviation topics

* Participate in some daring hangar flying and trade stories of your exploits with fellow intrepid flyers of all experience levels. \$23.00 inclusive

Our Next regular meeting - Thursday April 14, 2011 - The Sunset Pub & Grill - (see map page 5)

Thursday April 14, 2011 FINALLY! A monthly meeting with no guest speaker! Just an evening to chew the fat with fellow pilots, students and airplane-lovers of all kinds. (This is sort of a "bonus" meeting, since the Kathy Jaffe Safety Seminar is later this month.) So come on out to Lincoln Park a little early to catch the activity around the airport while there's still some daylight. Then, grab your favorite beverage at the bar and head up to the second floor at the Sunset to enjoy dinner and trade stories with some old friends and some new.

Thursday April 28, 2011 Join us for our annual **KATHY JAFFE SAFETY SEMINAR** in cooperation with the AOPA Air Safety Institute and featuring AOPA Foundation President **Bruce Landsberg** at the Morris County Public Safety Training Academy 500 West Hanover Avenue Morris Plains, NJ 07950 from 7:00pm - 9:00pm.

Our Menu for the Sunset Pub & Grill

Garden fresh salad

Entrée Choices:

Cheese Burger

with French fries or onion rings

*Chicken Marsala served
with potato and vegetable*

Broiled Tilapia with potato and vegetable

or

Pasta Primavera

Coffee, tea, or soda included - Cash Bar



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CLOSE CALLS, LESSONS LEARNED

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You'll see a CFI and his student tell the story of losing a prop in flight. A Mooney pilot talks of surviving a crash in Oregon. One pilot shares how he lost control in the too-often-repeated event of going VFR into IMC. And one pilot shares how getting distracted can result in mistakes.

Don't miss out on this!

Morris County Public Safety
Training Academy

500 West Hanover Avenue
Morris Plains, NJ 07950
Thursday April 28, 2011

7:00pm—9:00pm

No RSVP Required

For more information on seminar
locations and dates, visit us at
www.airsafetyinstitute.org/seminars

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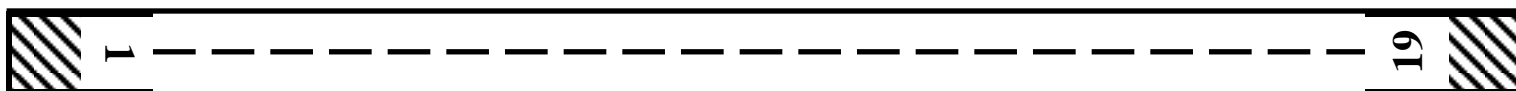
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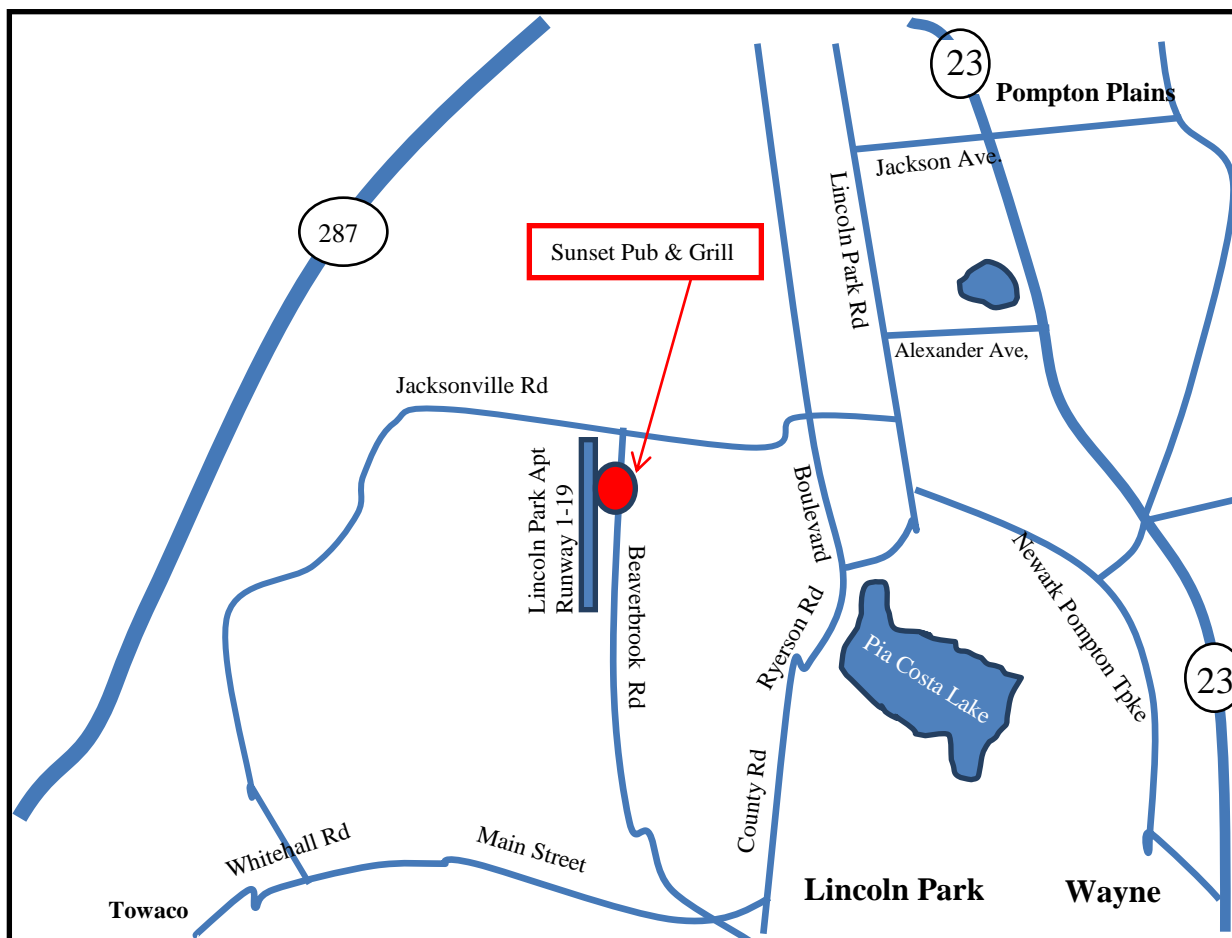
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North Jersey Chapter
 of the 99's

Sky Manor Airport

MAPA meets the 2nd Thursday of each month; this month @ The Sunset Pub & Grill @ Lincoln Park Airport - Social 6:00pm - Dinner 7:00pm - Meeting 8:00pm

“Arnie” from page 2

some and then decided to take a longer trip to Florida. My instructor told me it was just a bunch of shorter cross-countries. He also told me I asked more questions than any 3 students combined. With a total of 85 hours I was on my way to Florida with a non-pilot friend. I made a panic stop in Cape May because it looked hazy over the water and the FSS guy mentioned thunderstorms. When I spoke with him on the phone it became clear that the thunderstorm was 140 mile south of me. I guess I gave it enough room. We departed again and there was a lot of headwind - the cars were keeping up with me. I was so tired by the time I got to Kinston NC that I couldn't think straight & I had to stop for the night but first I had to land in a strong cross wind. The next morning I was off and running around 8am. After a few stops and many hours later I landed at about 8pm in Fort Lauderdale. It took 15.3 hours to get there and I now had a grand total of 100 hours in my logbook. The trip back took about 4 days waiting for weather in Norfolk and Melfa VA. My passenger gave up and went back commercially from Norfolk.

Fast forward: I got my commercial and instrument rating. I decided I wanted to work in aviation so I took the Air Traffic Controller's Test. I got hired for NY Air Traffic Control Center in Islip, NY. It was quite a commute from Paramus, NJ so I stayed out there 3 days a week and my mom took care of my son. I asked for a transfer to a NJ facility and they laughed and said everyone wants out of here and it would be at least 5 years. I said I would quit and they said I wouldn't.... I quit... Now I was unemployed but my dad said I should take some more flying lessons. I didn't have any money so he said he would pay. I became an airport bum and got my CFI. I re-applied to the FAA and got hired at Teterboro FSS. I spent 10 weeks in Oklahoma City at the FAA Academy studying weather and how to brief etc. Could you believe I was getting paid for this? I worked briefing weather at Teterboro for about 1.5 years then went to Teterboro Tower as a controller. I would bum rides and got to fly a Lear 25 and the Good Year Blimp with me at the controls of both. My friend from Long Beach moved back home from Florida and we got married. Judy had 2 girls and I had 1 boy. Judy had taken flying lessons in Florida, soloed, and I promised to be her instructor after we got married. When you're not married and make a promise it's called courting. Once your married and don't fulfill your promise it's called lying. Judy did take lessons with a real instructor and flew the Sierra solo a number of times - even cross-country to PA. I was nervous but she did great - I even had DM sneak me out to the side of taxiway A to video her soloing.

It was time to move on so I went to LaGuardia Tower. I was on vacation August 3, 1981 when the controllers strike took place. I was due for work after the weekend and sent a certified letter requesting sick leave - I didn't want to cross the picket line. The procedure was to call for sick leave so they fired me due to the strike. I went to work in the computer industry and was far more relaxed than I was as a controller. They offered my job back to me but selling computers made more money and they wouldn't give me back pay so I didn't take it. My Dad passed away in 1981 and I inherited his Bi-Plane which I flew for 10 years. In 1989 I purchased my second plane which was a 1979 Beech Sierra. I had some success with Amway and decided to quit my computer sales job to pursue that. From the time I was 8 years old my hobby was photography. I did some photography from the plane and people started hiring me to do aerial work. I started to do some video work and developed two gyro-stabilization systems that I patented. More and more I was doing videos and flying in helicopters. First little piston choppers then the big boys. Today I do my video work from turbine helicopters - Bell Jet Rangers, Astars and Twin-Star. I shoot for Cunard Cruise Ships, Disney, Discovery, The Travel Channel etc. Okay - I admit it - I shot the aerial footage for "the Real Housewives of both NY & NJ" but I also shot the opening sequence of the Channel 11 - 10pm news. My gyro-stabilization systems are now in use around the world. Toward the end of 2010 I went to the radio shop for my aircraft pitot-static-transponder check. I had done a new panel 3.5 years earlier. I was casually looking at a Garmin G-500 brochure. As I walked out to the plane to leave Judy said, "I thought you wanted a faster plane, why put any more into this one?" About 2 days later I took a deep breath and put our Sierra up for sale. It's emotional after owning and upgrading her for 22 years. I sold her to a really nice guy in North Carolina. After signing contracts I took her there for pre-purchase inspection. I left her there and Greg Benson picked me up in his beautiful Cessna 210. On advice of my lawyer (wife Judy) I kept the keys and logbooks pending the balance of the payment. The purchaser couldn't pay for her so Greg and I and a second purchaser went back and picked her up. The Sierra now lives happily in Toms River, NJ and I have visited her 3 times. My birthday was November 10th. Just by coincidence my new plane was flown into Morristown for pre-purchase inspection on that day. Several hours later Judy put a "Happy Birthday" ribbon on her. This was the plane I wanted from almost the very beginning. Judy and I are now cruising around in a 1993 A36 Bonanza. It's now also set up for air-air aerial video. My friends can't believe my wife told me to buy a faster plane! She's the best - no - not the plane - my wife!! *Arnie Itzkowicz*

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Mid-Atlantic Pilots Association Membership Application

Name _____ E-Mail Address _____

Address _____ Business or Home

City _____ State _____ Zip _____

Phone: Home _____ Business _____ Cell _____

Licenses, Ratings, Certificates: _____

Aircraft Owner _____ Renter _____ Home Airport _____

How did you learn about MAPA? _____

Membership Types (Membership includes annual picnic & annual brunch)

Single: *Surface Winds* by e-mail \$35/year
 Family: *Surface Winds* by e-mail \$45/year

Beginning in 2009, the mailed edition of the Surface Winds is no longer available. The membership enables the online version. Limited copies are printed monthly and are available for the asking.

Send payment to: Tom Ludwig - Treasurer
 c/o Mid-Atlantic Pilots Association
 PO Box 631
 Ridgewood, New Jersey 07451

or bring to dinner meeting.

The North Jersey Chapter of The Ninety-Nines, Inc.

Fly "The Five"!

POKER RUN

2011

Saturday, April 30th

PRIZES!

MSV-Sullivan County
MGJ-Orange County
39N-Princeton
CDW-Essex county
1N7-Blairstown

← TERMINUS



Rain date: Sunday, May 1st

See flyer, airports, details at www.nj99.com

POKER RUN TIME AGAIN!

The North Jersey Chapter of the Ninety-Nines is planning its 2011 Poker Run for Saturday, April 30th. Pilots look forward to this event for a day of flying and the chance to socialize with fellow flyers at the terminus and win a prize for collecting a good poker hand. Many aviation-related prizes are being collected for the lucky winners.

Visit up to five airports in any order starting at 9:30 AM, ending up at Blairstown (1N7) by 2:30 PM, for scoring of the card hands and awarding of prizes. Have breakfast or lunch along the way and enjoy the spring day. Cards can be drawn at Blairstown at 2:30 for any airports missed. It is not necessary to fly to any airport to play the Poker Run! The price will be \$20 for each hand purchased.

The airports selected for this year's Poker Run are:

- MSV – Sullivan County International
- MGJ – Orange County
- 39N – Princeton
- CDW – Essex County
- 1N7 – Blairstown (Terminus)

Note that CDW airport is waiving the landing fee for participants in the Poker Run – contact the tower and add “Inbound Poker Run”, then contact Ground and request “taxi to Air Bound”.

The Runway Café restaurant at Blairstown will be open the day of the Poker Run.

For more information, contact Angela at 973-575-8220 or check the North Jersey Ninety-Nines website at www.nj99.com.

On the day of the event, call 732-326-1380 for a Go/No-Go decision after 6:30 AM EDT. The rain date for the Poker Run is Sunday, May 1st.

Proceeds from the Poker Run are used to fund scholarships for deserving pilots. The Ninety-Nines, Inc is an international organization of women pilots. The Ninety-Nines mission is to promote fellowship through flight, provide working and scholarship opportunities for women and aviation education in the community, and preserve the unique history of women in aviation.

Come on out and “Fly the Five”!

No destination is so important - and no trip is so urgent
that we cannot take the time to plan our trip and fly safely

Great MAPA Programs Coming Up

One of the special things about the Mid-Atlantic Pilots Association are the programs presented at our monthly dinner meetings. Our Program Chairmen over the years have worked to consistently bring interesting and knowledgeable speakers often with help and suggestions from our aviation savvy members.

This month for example we have Bruce Landsberg, President of the AOPA Foundation once again speaking for our annual Kathy Jaffe Seminar, this time about "Close Calls, Lessons Learned".

I'm pleased to inform you of our next two speakers coming up in May and June, and these are programs you won't want to miss either, so save these dates.

On **Thursday May 12, 2011 at the Russian Hall** we are proud to present **John Ryan, United States Navy jet fighter pilot**, who served in the Vietnam War flying the F-4. He will present an awesome 90 minute narrated slide show of his military flying from primary training thru an actual combat mission.

Born and raised in New Jersey and a lifetime local resident; hometown is Mountain Lakes; Mtn Lakes High School graduate, 1959; BA from Dartmouth College, 1963; MBA from the Amos Tuck School of Business Administration at Dartmouth College, 1964; commissioned officer in the United States Navy, August 1964 through August 1969; jet fighter pilot assigned to Fighter Squadron 102 flying the F-4B and the F-4J models of the McDonnell Phantom II; mainly carrier based on the USS America and the USS Independence; a career total of 351 catapult takeoffs and arrested landings; combat deployment to the Vietnam Theater aboard the USS America flying from Yankee Station in the Gulf of Tonkin, May through October 1968; flew 129 combat missions over North Vietnam in that period.

On **Thursday June 9, 2011 at the Russian Hall** thanks to help from MAPA member Shirley Onacilla we are proud to present **Denise Waters, 99, two time - Air Race Classic winner, A & P, Aircraft builder**, "round the world" pilot, professional pilot, and president of the Association for Women in Aviation Maintenance (AWAM). Click this link, http://www.aopa.org/training/articles/2011/110324wings_and_wrenches.html?WT.adv=adv1 to see "programs" page 12

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“programs” from page 11

lots more about Denise Waters!

So, don't forget all these great up-coming programs from the Mid-Atlantic Pilots Association! Guests are always welcome, but we also welcome and encourage your membership in MAPA.

Thursday - April 28, 2011 Bruce Landsberg at the Morris County Public Safety Training Academy

Thursday - May 12, 2011 John Ryan, jet fighter pilot at Russian Hall

Thursday—June 9, 2011 Denise Waters, Pilot/Builder at Russian Hall

Weather Takes Sun ‘n’ Fun Fly-In by Storm, Quite Literally

By: Chad Trautvetter

April 1, 2011

If I were to experience a tornado, or a near-tornado, my guess would have been while visiting one of the aircraft manufacturers in Wichita. After all, it's hard to miss the emergency tornado shelters scattered throughout the Cessna, Hawker Beechcraft and Learjet campuses in the self-proclaimed Air Capital of the World. The last place I would have thought I'd be encountering an up-close view of such a destructive weather event was at the Sun ‘n’ Fun Fly-in at Lakeland (Fla.) Linder Airport. But that's exactly what happened yesterday at about noon.

After attending a King Schools press conference and then having a nice chat with John and Martha King about BARR and their erroneous arrest at gun point last year upon landing at Santa Barbara Airport in a “stolen” airplane, I went to the media center, one of the few permanent structures here at the Sun ‘n’ Fun grounds, to finish writing Thursday's **AINalerts**. As I was typing away, I noticed it started to get dark outside. A typical Florida thunderstorm, I thought.

About 11:55 a.m. it got really dark, to the point that it almost looked like it was nighttime. The media center, which is normally sparsely occupied during midday, started to get crowded. Five minutes later the thunderstorms arrived and the lights in the media center started to flicker. I had just finished the Alerts copy and was trying to attach the file and send it to the AIN editorial office in New Jersey via the press room's Wifi. But the power flicker had reset the router and as I tried to log back on, the lights went out.

Transferring the file soon became the least of my worries. Outside, the storm and winds were so intense that it started raining sideways. A few brave photographers stepped out on the back porch of the media center to take photos. While none of us in the media center got hurt, those out on the porch were more lucky than they realized at first.

After the storm subsided at about 12:30 p.m. we were able to quickly see that all was not well. An exhibitor tent crashed into a tree not far from the media center porch and was wrapped around a huge tree limb that was now resting on the ground. Had it not been for the tree, the tent could have easily whipped through the porch area, potentially injuring the unsuspecting photographers.

It continued to rain steadily, but with nowhere near the intensity of the strong cell that had torn through the grounds, so the journalists started to venture out of the media center to better assess the damage all around. I saw several mangled aircraft, but quickly returned to the safety of the center after police cars drove by, their loud speakers blaring loudly that another cell was on its way and we should seek shelter immediately.


Meanwhile, rumors of a collapsed metal structure that trapped 70 people circulated in the media center. This later turned out to be false—it was a tent and only seven were injured, with only minor injuries reported.

The police cars made several more passes as time wore on, warning of additional intense storms, but these never materialized. About 2:40 p.m., Sun ‘n’ Fun media communications manager Jim Bernegger briefed the press and reported that 40 aircraft had been damaged or destroyed. That number has since been revised upward to 50, and the injuries now total 15, with seven of them requiring a visit to the hospital.

During yesterday's ad hoc briefing, Bernegger also set the record straight about the rumored building collapse and 70 people being trapped. Yet some aviation news organizations, in the rush to get the news out, still reported this rumor as truth as late as 4:30 p.m. I won't name the news organizations, but I can proudly say that **AIN** wasn't among them.

After getting the all-clear about 2:45 p.m., I ventured outside again to get a better look at the damage. It was bad, if not downright depressing. I hope I never see anything like it ever again.


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International Space Station Mission 26 and 27

If you're a regular reader of MAPA's Surface Winds, you'll know that we've been following our friend Astronaut Cady Coleman as she works aboard the International Space Station along with fellow crew members Dmitry Kondratyev and Paolo Nespoli. Mission 26 has just been completed and mission 27 is now started. Coleman, Kondratyev and Nespoli will be joined shortly by Andrey Borisenko, Ron Garan, Alexander Samokutyaev who will launch aboard Soyuz TMA-21 on April 4, 2011, docking with the Space Station on April 6. Coleman, Kondratyev and Nespoli launched back on December 15, 2010 and will return to earth in May 2011.

Astronaut [Cady Coleman](#), who's on a six-month tour on the International Space Station, recorded this talk last week to address the opening session of TED2011. Join her on a tour of the space station ... with a view.

Click this link <http://blog.ted.com/2011/03/01/video-cady-coleman-talks-to-ted2011-from-the-international-space-station/>

Flight Engineer Cady Coleman takes us on a video tour of the International Space Station as she collects various items needed to perform a Kids In Micro-g experiment.

Click this link http://www.nasa.gov/multimedia/videogallery/index.html?media_id=63409381

Coleman brought with her to the station four flute-like instruments in her small allotment of personal items. The collection includes two items from the traditional Irish music group The Chieftains - a penny whistle, which is similar to a recorder, from group-leader Paddy Moloney and a very old Irish flute from Matt Molloy. There is also a flute from Ian Anderson of Jethro Tull and her own personal flute aboard.

"It is really different to play up here," Coleman added. "I've been having the nicest time up in our Cupola. I float around in there. A lot of the times I play with my eyes closed."

During the NPR interview she played Bluenose by Stan Rogers on her personal flute. She also played a tune for the following interview with Houston's KHOU-TV.

Click this link [Watch portions of Coleman's interview and see her playing the flute in space](#)

From Dec 2010: BAIKONUR, Kazakhstan - Shelburne Falls, Mass., resident and **University of Massachusetts** graduate Catherine G. **"Cady" Coleman** and two other astronauts blasted off into the darkness early Thursday, casting a warm orange glow over the chilly plains of Kazakhstan with their Soyuz spacecraft as they began a mission to the International Space Station. Coleman, Russia's Dmitry Kondratyev, and Paolo Nespoli of Italy rode into space on the Soyuz TMA-20, which plans to dock at the orbiting laboratory on Friday.



The Expedition 27 crew members, from right, are Commander Dmitry Kondratyev and Flight Engineers Andrey Borisenko, Catherine Coleman, Alexander Samokutyaev, Paolo Nespoli and Ron Garan. Photo credit: NASA

Family and colleagues of the crew waited nervously before the launch, which kicked off with a piercing white flash succeeded by a roaring wall of sound. Within seconds, the rocket seemed little more than a blur of incandescent flames fading into the distance.

The launch marked Coleman's third voyage into space. Her previous missions - 16 days in 1995, five days from in 1999 - were aboard the Columbia space shuttle.

To prepare for their 152-day visit to the space station, the three-member crew trained for four years. Coleman, who planned to take her flute on the flight, jokingly asked Russian space officials for permission to take her 10-year old son, Jamey, as well. Both her son and husband, internationally known glass artist Josh Simpson, live in Shelburne Falls with Coleman, who splits her time between the town and NASA headquarters in Houston. Officials at the viewing platform gave status updates at 20-second intervals over loudspeakers until

see "Coleman" Page 14

“Coleman” from page 13: reaching the nine-minute mark, indicating the ship had reached the relative safety of orbit, prompting a lively round of cheers. At that moment, a plush toy tiger that Coleman brought as the crew’s mascot began floating in front of her, signaling the beginning of weightlessness as the spaceship reached an altitude of more than 125 miles above Earth, according to NASA television footage. The flight caps a decade of manned missions to the space station, which began in October 2000.



The departure of the Soyuz had been pushed back several days due to the last-minute replacement of its re-entry module, which had been damaged during unloading earlier this year at the Baikonur cosmodrome in the Central Asian steppes. The launch took off from the same pad where Russia’s Yuri Gagarin blasted off in 1961 on his mission to become the first human in space. The crew will be at the space station in April to mark the 50th anniversary of that mission.

International space operations will enter a new phase next year after the U.S. shuttle fleet is mothballed. Two more shuttle missions are planned, after which the Soyuz will be the only vehicle available to transport crews to the orbiting laboratory.

The White House wants NASA to focus on next-generation rockets and spacecraft that could carry astronauts to asteroids and Mars, and hopes to rely on private business to develop craft capable of ferrying cargo and crew to the space station. Last week, Space Exploration Technologies Corp. of Hawthorne, Calif., conducted a second test launch of its Dragon capsule, and safely guided it back to Earth for the first time.

Reflecting the increasingly international flavor of space missions, the three astronauts flying Thursday all come from different countries - a development hailed by Nespoli.

“If we want to keep going on with this exploration, going back to the moon or Mars, we need to put together all the resources that are around the world,” he said.

Nespoli’s family and friends watched the takeoff from his hometown in Verano Brianza, near Milan, where his two young nieces held up a sign saying “You have wings - Fly!” Nespoli’s sister Antonella said he had told his family Wednesday: “Please, make a great party.”

“Sun & Fun” from page 12: An Eclipse 500 was among several display aircraft that were damaged or destroyed when the violent storm cell tore through Lakeland Regional Airport. Furniture at exhibitor booths was tossed around, tents were upended, garbage cans and port-o-potties were pushed over and lots of aircraft were ripped from their tiedowns.

The Eclipse was damaged by a Rans light sport aircraft that was blown into the twin-engine jet. “It doesn’t look too bad—mostly skin damage,” Mike Press, co-founder and executive vice president of Albuquerque-based Eclipse Aerospace, told **AIN** shortly after the cell passed. “Fortunately, there are no injuries,” he said. “Airplanes can be replaced.”

Several other light sport aircraft were flipped upside down, and a float-equipped Husky was not only flipped upside down, but both of its wings were severely bent and twisted. Screw-in tie-downs, much like those that are used to secure dogs’ leashes to, were left hanging by ropes from the mangled airplane.

Sun ‘n’ Fun officials suspended the balance of the scheduled afternoon and evening activities at 3 p.m. to enable attendees and exhibitors to vacate the site and permit a safe and efficient clean-up. As media, I could have stayed to take more photos, but I decided to leave to get out of the way.

City of Lakeland and Polk County emergency response personnel, as well as throngs of volunteers, worked overnight to clean up the grounds, and they did a remarkable job. Sun ‘n’ Fun opened as scheduled at 8 a.m. this morning, and while the parking lots are mud pits and several exhibitor aircraft are absent, throngs of attendees are here to see the show and, of course, to see the Blue Angels perform.

The show must go on, and it did.

Sun ‘n’ Fun ends on Sunday.

See ‘no’ Sun ‘no’ Fun pics on pages 15 ‘n’ 16

Unusual Attitudes



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'no' Sun 'nor' fun

