

Larry Dupont/Quick Aviation Qualifications

To: The Vermont Transportation Board

Please accept this as a reference for my aviation statements that I may make during the October 31st meeting. These qualifications put me squarely in the position of the most qualified aviators in the world. My additional aviation credentials of aviation volunteerism, education, mentoring and extensive safety background elevates me to the level of what one would expect from an expert in aviation. I look forward to the plan meeting and professionally addressing any of your concerns and appreciate your role in aviation in Vermont.

Approaching four decades of accident/incident free flight time as a pilot. Employed at American Airlines for 35+ years and flying as an International Captain on the B-787 (Dreamliner). Currently flying the Pacific and Atlantic to destinations like Tokyo, Shanghai, Beijing, Seoul, London, Paris, Rome, & etc.

Approaching 30,000 hours of flight time. This time includes flying the B-727, B-757, B-767, B-787, DC-10, MD80, SF-340, C-99, EMB-110, PA-31, PA-34 & PA-23. Too many single engine airplanes to list and 500 hours of SeaPlane flying.

Certificates Acquired include:

Airline Transport Pilot & Airplane Multiengine Land

Type Ratings: DC-9, B-757, B-767 & B-787

Commercial Privileges, Airplane Single Engine Land & Sea

Flight Engineer Turbojet Powered

Flight Instructor CFI & CFII

Ground Instructor BGI & AGI

Commercial Drone Pilot

Served as Flight Safety Chair for APA at the Boston American Airlines pilot base. Responsibilities include interfacing with Chief Pilot, FAA, ATC & Pilots on safety issues. This gave me the ability to help improve and address safety for 15,000 company pilots. More importantly, helping to ensure our passengers arrived safely at their destinations.

Appointed by the Governor of Vermont to the Aviation Advisory Council.

Served two terms working on safety, security, budgets, grants and improving marketing for Vermont state airports.

Education: Embry-Riddle Aeronautical University, Daytona Beach Florida.

Acquired two degrees from Embry-Riddle which is considered the top aviation institution in the world.

Involved with creating and supporting the four year BS in Aviation at Vermont Tech through the flight side with Vermont Flight Academy. Helped advocated and foster the creation of this program with Vermont Tech. This is the first aviation program like this in Vermont.

Served on the board of the Vermont Flight Academy (VFA) for approximately 10 years.

My mission at VFA includes mentoring aviation to all that I meet. Working to ensure safety is VFA's number one goal. Recruiting talented individuals to join and acquire leadership positions at VFA. Provide mentoring & contacts to help those further their interest, careers and future leadership positions in aviation.

Organized, promoted and MC the airshow in North Hero for 8 years at Shore Acres and North Hero House. This was a partnership with many organizations in the community and the Vermont Flight Academy. The North Hero Fire Department was a primary partner that received thousands of dollars from the event over the years. Behind the scenes I was the point person for the safety. I wrote step by step protocol for the pilots participating, did the safety brief and ensured the event occurred safely.

Owner and Operator of 36VT airport (North Hero Passage). This private RLA has been in existence since 2006 with no complaints. Safety wise we have never had an accident, incident or event that needed attention or discussion. I am very proud of this operational and safety record. This same type of management will be extended to the proposed RLA you will be reviewing.

October 24, 2018

To: Vermont Transportation Board

Subject: Dupont and Cotton RLA

I have been retained as an Aviation Specialist to comment on the Dupont and Cotton RLA.

My background includes thousands of hours flying many different airplanes. I'm currently a senior Check Airmen for Southwest Airlines in the B-737. I own and operate two different flight schools.

I have made a personal site visit on land and flown over the proposed RLA. Flying the types of airplanes that Larry and Glenn currently own into this proposed RLA will meet all performance and Federal Aviation Regulations. More importantly with the length of 2000 feet the operation will be extremely safe for these type of airplanes.

I have also been asked about operating a C-180 into this RLA. I currently own a C-180 and have over 600 hours operating this aircraft. This is the kind of operation that these type of airplanes are designed for and thrive at. Operating an C-180 at this RLA will be well within the design and performance limitations.

I have also read the Vermont's Aviation Operations Specialist, Scott Fortney's debriefs on the RLA. I agree strongly with Scott that restricting to an approach speed and not a specific airplane is the way to go. The approach speed of 60 kts is a very conservative safe operation into a 2000 foot runway. The Federal Aviation certifies pilots to make the decision of being safe and meeting all Federal Aviation Rules. They also hold these certified pilots accountable. This system is a proven one that has worked quite safely for many years.

Pilots, like owners of cars, motorcycles, boats, Jet Skis, ATVs or snowmobiles do trade them for newer or different models. To restrict Glenn and Larry to a specific named airplane makes no logical sense to me as a pilot.

If there is one thing experience has taught me over the last 42 years in this aviation world is this.....restrictions imposed without consulting those that have experience do not hold merit. FAA rules and regulations are passed mostly due to a loss of life and/or property. I've operated a C-180 out of 1800 foot grass runways for decades. Ask any FAA safety inspector what he or she thinks about operating the Cessna 180 out of a 2000 foot airstrip.

Going through this entire process to change airplanes each time? Should we also impose this restriction when you by a car or boat? Absolute not!

Here is a list of my qualifications to make these statements:

ATP Single and Multiengine Land and Sea - Certificate #3030643
Certified Flight Instructor Instrument and Multi engine
Senior Check Airman Southwest Airlines
FAA Aircrew Program Designee
Over 38,000 hours flying time in 80 different aircraft types
Over 5000 hours of dual instruction given
Owner/Operator Seaplanes R Fun Inc. Established September 1998
Owner/Operator SML Aviation
Aviation Consultant

Respectfully,

John J. Grieff
802-372-1454

seaplanesfun.com
smlaviation.com

Please accept this letter as that of an Aviation Expert in regard to the Cotton/Dupont RLA

I am familiar with the project and have made a site visit.

I have flown many aircraft similar the Cotton's Piper PA-18 Super Cub and the Dupont's Bellanca **Citabria** they currently own and, in fact, I have actually flown both the Cotton's plane and the Dupont's. Both of these aircraft are easily capable of safe takeoff and landing on the proposed RLA with adequate reserve runway available. Their performance capabilities meet or exceed all Federal Aviation regulations to operate into and out of this proposed RLA.

I have also been asked to comment on operating a Cessna 180 into the RLA. I have been a Cessna 180 owner for more than 24 years. My experience includes operating the Cessna 180 into and out of many similar type landing strips and many out in the Rockies of the western U.S. that combine uneven and unlevelled landing/takeoff surfaces, both crosswise and lengthwise, high altitude, unpredictable wind currents to name a few, that do not possess the refinements of the Cotton / Dupont proposed RLA. This type of activity is where a C-180 shines. This airplane was designed for these types of operation as a tail wheel aircraft. Landing and takeoff in this proposed RLA is what these airplanes are currently doing as their primary mission in the outback bush country around the world. The C-180 is fully capable of safe operations at the proposed RLA.

I would also like to compliment Scott Fortney, Aviation Operations Specialist-Vermont Agency of Transportation, in providing the following concept to the Transportation Board. Scott basically says, by restricting operations to a landing speed of 60 KTS the Board would not be burdened to approve individual airframes going forward. This burden would now shift to the RLA holder to ensure only compliant aircraft are allowed to takeoff and land at this facility.

The Federal Aviation Administration certifies pilots in a long-standing proven manner of earning an Airmen Certificate. Each certificated pilot is aware of the responsibility bestowed upon him to maintain compliance with all Federal Aviation Administration regulations while in flight and to ensure the safety of each flight.

After reviewing the States' input, performing a site visit, practical experience, aircraft performance and applying existing FAA regulations I find no safety issues exist to disqualify Cotton's and Dupont's current airplanes, nor any other airplane that meets the criteria above, and a C-180 to takeoff and land at the proposed RLA.

I support the Cotton/Dupont request to allow aircraft with a landing speed of 60 KTS or less to operate at the proposed RLA. The use of landing speed for operations into and out of the RLA eliminates the requirement to work through this process repeatedly for a simple aircraft change. Trading airplanes at this level is like trading a car.

Respectfully,

Frank Shea
48 Spauldings East Shore
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Clinton County Community College 1986-1987

Holder of RLA VT48

Recently retired after a 27year 25,000+ hour career in aviation.

ATP

Type ratings: Beech 1900, King Air 300, B-727, B-757, B-767, Douglas DC-8,

CFI: SEL, SES, Glider, CFG

MEL

Airframe & Powerplant

Inspection Authorization

Multiple aircraft owner