

## Carl Hirschmann, Jr., Son Of Jet Aviation Founder, Dies At 61

### SERVICES / FBOs

The death of Carl Hirschmann, Jr., eldest son of the namesake founder of Zurich-based Jet Aviation, ends a chapter in a family saga marked by wealth, infighting, reconciliation, industrial success and high style.

Hirschmann died July 31 at University Hospital in Zurich after a months' long bout with pancreatic cancer. He was 61.

One of Carl W. Hirschmann's five children, the junior Hirschmann joined Jet Aviation in 1975. His father, already a successful businessman with interests in hotels, industrial equipment leasing and other enterprises, had purchased Executive Jet Aviation's failed European venture, from which he created Jet Aviation in 1967.

Under the senior Hirschmann's guidance, that aviation en-

terprise grew substantially, providing fixed-base operation services, charter, maintenance and outfitting of business aircraft for operators in Europe, North America and the Middle East.

Years before the senior Hirschmann's death in 1995, executive and operational control of the company passed contentiously between brothers Carl and Thomas, and at one point their mother, Rita Hirschmann, assumed control as chairman.

Carl Hirschmann, Jr. served as CEO in the early 1980s, until 1984.

In 2005 the family divested largely all its interests in the aviation company to Permira, a private German equity firm. However, Carl retained a minority interest in Jet Aviation Holdings and served on its board until November 2008, when it was sold to General Dynamics.

According to a close family acquaintance, the two brothers had set aside their differences and reconciled some time ago.

—Bill Garvey ([william\\_garvey@aviationweek.com](mailto:william_garvey@aviationweek.com))

## Westchester Aviation Association Fights For GA Access To HPN

### AIRPORTS

The Westchester Aviation Association (WAA) is planning a General Aviation Expo Sept. 25 with two fixed-base operations, part of a continuing effort to reach out to the community and combat efforts to curtail operations at Westchester County Airport (HPN) in New York.

WAA was originally formed in 1982 to fight a proposal by the county to impose a mandatory curfew at HPN. "Since then, it has remained a vigilant watchdog for the rights of aircraft owners and pilots at HPN," says Jeffrey Lee, president of WAA. "In recent years, we have worked hard to build a more constructive relationship with the county government and our many neighbors in New York and Connecticut," he says. "Although we need to continue to protect our rights, we felt a more cooperative and collaborative approach with a strong focus on our good citizenship as an association might improve the dialogue between all of the stakeholders."

The organization's ongoing goals include: educate government, business and community leaders about the value of HPN; promote safety, security and sound environmental practices; improve and modernize HPN facilities; and increase membership and coalesce the aviation community around these objectives.

Lee notes that WAA's achievements in pursuit of these goals include collaboration on an HPN security protocol with the county government shortly after 9/11; a biannual Aviation Career Fair for local middle and high school students beginning in 2002; the series "Westchester Business Takes Flight Luncheons" for the business community, government leaders and the aviation community; safety, security and other sessions for the community and joint training sessions on emergency response, aircraft evacuation, cold weather operations and international operations in collaboration with other area associations; participate with other area associations in interaction with FAA on system-wide accident prevention, airspace and

other GA issues; and hosting special guest speakers for the community with officials including the Transportation Security Administration general manager for general aviation, National Business Aviation Association executives, Customs and Border Protection and FAA.

WAA has worked with the Aircraft Owners and Pilots Association and NBAA on several initiatives, Lee says. "We sponsored a Hudson River airspace briefing for local aviators in HPN last fall in conjunction with AOPA's Air Safety Foundation," he says. "Nearly 500 attended either in person or via the Web. We have helped sponsor an NBAA regional forum at HPN," he notes. "We work with both of these organization to make sure our message in support of GA is consistent with theirs."

Looking ahead, WAA is planning a series of events, include the GA expo, Lee says. "We will continue to host occasional WAA barbecues this summer for the airport community," he says. "We hope to host an airport summit with the county, our neighbors and the aviation community this fall as well to continue our outreach."

These and other events have helped WAA move toward achieving its goals, Lee says. "We have tripled our membership to over 350. Most recently the county executive issued a proclamation about the value of the airport to the community."

— Benet J. Wilson ([benet\\_wilson@aviationweek.com](mailto:benet_wilson@aviationweek.com))

### REGULATORY/LEGISLATIVE

**Falcon 7X airplanes** equipped with an Enhanced Flight Visibility System (EFVS) are subject to special certification conditions recently issued by the FAA. The agency said the EFVS's head-up display, which has been modified to show forward-looking infrared imagery, is a "novel or unusual design feature" for which the applicable airworthiness regulations do not contain adequate or appropriate safety standards. Therefore, FAA determined that safety standards were needed to ensure "an acceptable degree of image transparency, image alignment, lack of significant distortion" and to prevent "the potential for pilot confusion or misleading information." The special conditions became effective July 27.