



Eric DiNicola

By Dave Schiavone, VP WAMA

“It is always nice running into friends and colleagues. I recently had the opportunity to see and say hello to a fellow WAMA Board Member, Eric DiNicola.”

Eric had the position of WAMA Treasurer for many years. His career started at JSSI in Chicago, then to Rolls Royce in Indianapolis, back to JSSI and then to Citation Shares in White Plains. He went on to get his law degree and worked for Sikorsky as an SVP in operations in the Middle East. He is currently at Pratt & Whitney in Hartford as Associate Director in the Partnership Program Office.

I had the opportunity to take over his role. I am grateful to him for giving and trusting me with the responsibility. I received a great introduction along with the required and needed training

Although, we both volunteered many hours, the task taught me a great deal. On behalf of WAMA, we hope to see Eric at future events. Thanks for allowing me to ask the following questions.

1. As an Ex-Treasurer of WAMA, what does WAMA mean to you?

“I joined WAMA very early in my career after relocating to the New York area from the Midwest. Being new to the area, WAMA was a great way for me to meet other aviation professionals and get to know the HPN aviation community. It has been a pleasure for me to see that WAMA has continued to be that same welcoming organization as it was when I first moved to the area.”

2. What do you like or dislike about WAMA?

“I can only say good things about WAMA. WAMA is truly one of a kind. There is nowhere else in the country where you have such a local, professional, aviation maintenance organization like WAMA. I particularly enjoy the engagement of its board and members to make sure that WAMA is and continues to be the best aviation maintenance organization out there today.”

3. What do you like about our industry socially and/or professionally?

"I really enjoy the social interactions that WAMA brings to our industry. We are in such a critically important industry which is keeping aircraft flying safely. That is paramount. It is easy to forget how important social interaction is to our industry. The dinners, events like the golf outings, and other social events provide an outlet for us to interact with our peers and colleagues without the stress that working in our industry might bring."

4. Where do you see our industry going?

"I really enjoy how dynamic the industry is. As they say, "never a dull moment." The technology that goes into the aircraft we maintain is at the cutting edge and is always pushing the limits. I am excited to see how the industry is transforming itself as we enter the next generation of engine and aircraft technology in the next couple of decades. Pilot and technician shortages and high prices for gas are only going to accelerate the new technologies. Pilotless aircraft and hydrogen/electric powered aircraft are two examples of how technology and innovation will continue to advance in the industry."

5. With social media now the primary way of networking, do you feel organizations such as WAMA bring a benefit to the industry or you personally?

"Technology has played a very important role in shaping our industry. I still remember the days of swapping out stacks of pages of maintenance manual revisions. Now everything is online. I was a board member when we started WAMA's website. It was a great way to communicate things such as dinner meetings, training and job openings. Now, social media has taken networking and communications to the next level by personalizing this information. WAMA has done a great job of using social media to ensure its members can stay informed and network with other industry professionals, especially in our industry where networking and staying up to date on current information is important."

6. What type of training is important for the maintenance organizations?

"There are several types of training that are important for maintenance organizations. Maintenance organizations need to ensure that their employees have the proper OEM airframe and engine training as well as FAA required IA and other recurrency training to stay current in their positions within the maintenance organizations. To ensure that the next generation of leaders stay in the industry, training should include business and management as well for those who want to pursue that path."

7. What can we do to recruit or bring in young professionals in aviation?

"Overall, I think the industry is taking the right steps to bring in the next generation of aviation professionals. However, the industry needs to do more and faster. We need to continue to reach the younger generations, particularly high school age students, to get them thinking and interested in a career in aviation. We also need to make sure that pay and benefits are commensurate with the responsibility that the industry has."

8. What do you think the industry needs to improve?

“Our industry has many areas that it could improve. One of the biggest areas is the shortage of pilots, mechanics and other aviation professionals. As an example, airlines have had to cancel flights and reduce their schedules due to shortages in aviation professionals. As I mentioned above, until we can improve recruitment and ensure pay and benefits are consistent with the responsibility our jobs carry, we will continue to be challenged by other industries to bring in and keep talented employees.”

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