

JH Aviation Safety Services, Inc

Jeff Hare

By Dave Schiavone



Many flight departments rely on annual recurrent training for their flight crews. One such requirement is Aircraft Egress Safety and Survival.

WAMA VP Dave Schiavone, had the opportunity to sit with long time member and supporter, Mr. Jeff Hare of JH AVIATION SAFETY SERVICES, INC.

Jeff has been a member of Westchester Aircraft Maintenance Association, WAMA, since 1986. While performing annual training at a Business Aviation Flight Department, Jeff heard about WAMA from a current member who continued to explain that by Jeff joining WAMA, even though he did not have an A&P license, it would be an excellent way of making contacts with other flight departments from the tri-state area. Jeff mentioned that he noticed many WAMA members were pilots, dispatchers, flight attendants and mechanics as

well as other aviation professionals from the industry. Jeff is proud to be a part of WAMA. His credentials also consist of many organizations supporting their training and education requirements. He is actively involved with the NBAA Flight Attendant/Flight Technician Committee, Safety and Training subcommittee, and is proud to mention, "I've been on the committee since its inception." Additionally, Jeff has an FAA Dispatcher's license, is a Certified CPR and First Aid Instructor and is a recognized training vendor by the FAA and many Part 91, 125 and 135 operators around the country.

Jeff told us he has been working in aviation since 1979. He first started working with three commercial airlines as a Flight Attendant Safety, Survival and Medical Instructor. While going through training to become a dispatcher, the director of the school asked if he could write a course syllabus for a Flight Attendant Safety Training program. He wrote a 120-hour program, and to help expand the subject matter he included an extensive section on survival training. This was actually required, ACOB 959 Crewmember Survival Training. After writing the program, he decided that it would make an excellent survival manual. At the time, all the airlines and life raft manufactures were using the Air Force AFM 64 5 Survival Manual. It was an excellent manual but not well suited for corporate or commercial use. It

was written for military personnel that had gone through a military survival course and it was written on regular paper. In a life raft, this vital information would be lost with the exposure to sea water. He did an extensive search for waterproof and specialized ink and upon finding a suitable printer, he published his manual in 1983. As a result of the manual sales, he started receiving calls from corporate flight departments asking if he could also conduct survival training programs. This was how he discovered Corporate Aviation, or perhaps how Corporate Aviation discovered him.



After the airlines, he received his Dispatcher license and worked several years as a Dispatcher. He also was an Aviation Consultant instructing in hazardous materials, safety and emergency procedures, survival training both classroom and in the field, medical training and producing customized passenger safety briefing cards.

The interview continued with Jeff answering a series of questions:

Q: As a member of WAMA, what does WAMA mean to you?

“It gives me the opportunity to meet and learn from those in our industry who have years of experience in a wide range of aircraft. This greatly expands my knowledge of various aircraft in keeping up with the latest developments.”

Q: What are some of the likes and dislikes about being a WAMA member?

“I enjoy the camaraderie of getting together with others with a professional aviation background and the sharing of ideas and viewpoints about the industry in general.”

Q: What do you like about our industry whether social or professional?

“Whether it’s corporate or commercial aviation, we share common interests, experiences and firsthand knowledge of the world that is different from those of other professions.”

Q: Where do you see our industry going?

“It will be a slow recovery, due to COVID, and it won’t be until we start seeing flight crews and passengers vaccinated worldwide before air travel starts returning to the levels that we saw in 2019. Hopefully, the current trend that we are seeing with domestic travel will continue. Since there are customers who have started using charter flights, hopefully this trend will continue now that they have had a chance to experience the difference between charter and commercial flights. As to business travel, this may have a slower start, since so many businesses are turning to virtual meetings to conduct business. This should change since actual face-to-face meetings are still the best way to gauge the situation in far off places.”

Q: 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?

“Personally, I find it very beneficial to attend the monthly dinner meetings as opposed to social media. In the maintenance profession, unlike other professions in aviation, it’s more hands-on. The work requires being in the hangar and you’re used to working closely with other individuals. The personal relations that we make, the information that is shared, and the opportunity to meet individuals is very important. This type of work ethic also is found at WAMA meetings which makes the WAMA meeting far more productive than any social media format.”

Q: What type of training is important for the maintenance organizations?

“I found that presentations at the meetings from the various vendors to be very informative and helpful. They kept me and others abreast of the latest developments that I wouldn’t have had the opportunity of learning about elsewhere.”

Q: What can we do as an industry to recruit or bring in young professionals in aviation?

“By working closely with the various aviation schools, to try to establish internships and programs with corporate flight department’s members and to help create a greater interest in aviation would be beneficial. Also, we should try to reach out to the various Air National Guard and Reserve units in the area and make their members aware of our organization and how we can possibly help them when they leave the service.”

Q: Do you feel the schools are turning out the volume or level of knowledge and skill needed today?

“In many cases they are, but the problem is the job market is very tight at this time. We have to remember that our current pool of maintenance professionals is aging and we’re going to need a new generation of maintenance professionals to replace them. I know a couple of graduates of aviation schools who found it very hard to get a start in aviation. Unfortunately, many students get frustrated and turn to other industries that are willing to pay better wages, and benefits, additional training and job security. Our industry has to do a better job of attracting and keeping them.”

Q: What do you think the industry needs to improve?

“Once again, as I said before, reach out to the younger generation, whether it’s in high schools or college. Today’s students are more inclined, as we know, to go online to communicate with friends or research information, and we have to adapt to the way the younger generation prefers to communicate.”

Interview conducted and written by Dave Schiavone

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