

the in-flight preparation and cooking of meals, it appears culinary training for flight attendants is becoming more common.

Business aviation caterers are becoming a typical source of such training. According to Paula Kraft, owner of Tastefully Yours catering in Atlanta, "the bar has been raised in terms of the culinary expecta-

tions of business jet passengers" and, as a result, flight attendants in growing numbers are spending time in her kitchen to learn various culinary disciplines.

Other business aviation catering kitchens also offer some degree of culinary familiarization and training.

Casacchia keeps her advanced culinary classes small, no more

than a half-dozen students at a time, and she has a waiting list. The \$1,600, two-day course is taught by a trained chef and covers considerable ground, from saucing techniques to menu planning. It is typical for the chef to use a single basic ingredient, such as spinach, as a teaching tool for an entire day, incorporating it into crepes for breakfast, salad at lunch and

mashed potatoes at dinner.

Sources for culinary training are varied, from such formal settings as The Culinary Institute of America to the more intimate one-day classes offered by A Store for Cooks in Laguna Niguel, Calif. Many colleges and universities offer culinary classes, and wineries often feature classes on the pairing of wines and foods.

The CIA, in fact, offers a three-day course designed specifically for corporate flight attendants. Training includes such subjects as holding and reheating food, product identification and knowledge, knife cuts and exceptional in-flight service. Classes are held at the institute's Hyde Park campus. The next courses are scheduled for February 12-14, March 26-28 and May 13-15.

If in-flight food preparation and cooking is called for, so is a course in food handling and safety. While dining is one of life's more exquisite experiences, Jean Dible of Georgia Food Safety Professionals in Atlanta warns, "food also kills." Dible teaches a one-day course in food safety designed specifically for company employees involved in food handling and preparation. (See sidebar on page 51.)

Is in-flight food preparation and cooking just a phase propelled by growing interest in the culinary arts? Or is it something more long-term created by business jet passengers who, once weaned off fast food, have no intention of going back? Flight attendants, chefs and even business jet cabin designers are betting on the latter.

So as passengers become more demanding, flight attendants are becoming more attuned to the culinary arts, chefs are adapting to the limitations of the cabin and aircraft interior designers are creating galleys more suited to on-board food preparation and cooking. □

With regard to in-flight cooking and food preparation, the FAA regulations offer virtually no guidance. A search of the regulations—Part 91 and Part 135—by an FAA source disclosed nothing more than the requirement for "proper" storage of food and beverages for passenger service. As for electrical appliances, such as coffee makers and microwave ovens, the only requirement is that they must be approved by the FAA for installation in the galley and covered with an interior supplemental type certificate.

Air Carrier Operations Bulletin No. 194-16 did, however, refer to "potential fire problems related to electrical equipment and circuit breakers, including that located in galleys." It also noted that paper, plastic or cloth products stored in ovens can ignite easily and are difficult to extinguish. "Galley ovens used in this manner," warned the bulletin, "have been turned on and caused a fire and dense smoke." —K.J.H.

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