

November 15, 2006

GWBAA Contributes to Aero Club Foundation of Washington

- **Golf Proceeds Go to the Aero Club Foundation of Washington:**

GWBAA is again proud to contribute a portion of the golf tournament proceeds to the Aero Club Foundation of Washington. The funds will be used to support aerospace education programs at public schools in the District of Columbia, including TransTech Academy at Cardozo Senior High School and Stuart-Hobson Middle School. Thanks to the following sponsors for their contribution to the success of this outing!

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- **Golf Tournament Survey Results:**

Our survey results confirm that GWBAA's golf outing at the end of September was a very big success. The survey solicited feedback from golf participants, and the results show that 87.5% want to return to Herndon Centennial next year and 75% favored a mid-October, 2007 date. Information on next year's golf outing will be posted in the newsletter after the first of the year. If you have any questions, please don't hesitate to call Bob Blouin at (202) 415-1512, or email info@gwbaa.com.

- **GWBAA Holiday Reception:**

Come and enjoy some luscious hors d'oeuvres and wash them down with a glass of holiday cheer on December 1 with your fellow GWBAA members. Signature Flight Support at Ronald Reagan Washington National Airport will host us from 4pm until 6pm. We will even have some door prizes! To RSVP and for more information, please download GWBAA's flyer at <http://www.gwbaa.com/GWBAAHolidayInvitation.pdf>.

- **User Fees Debate Continues:**

One of the primary topics of discussion at last month's NBAA convention in Orlando was user fees. Readers of GWBAA News will recall that the Congressional authorization for FAA is due to expire on September 30, 2007, as well as the system for funding the agency. Airlines are

aggressively advocating introduction of user fees to fund FAA financing that would shift \$2 billion of their obligations, annually, to general aviation.

At a panel discussion, Ed Bolen of NBAA, Tom Poberezny of EAA, Pete Bunce of GAMA, Jim Coyne of NATA, and Andy Cebula of AOPA agreed that GA should oppose such proposals. GWBAA is coordinating with the national organizations in anticipation of a major conflict on Capitol Hill next year. But in the meantime, you can contact Congress to express your opinions via website set up by NBAA; visit <http://www.nbaa.org/userfees> for additional details.

- **ASRS Electronic Reporting System Goes Live:**

The Aviation Safety Reporting System (“ASRS”) – a joint FAA/NASA project – has since 1975 enabled pilots, mechanics, and other aviation industry participants to submit confidential safety incident reports in order to lessen the likelihood of aviation accidents. Last month, ASRS introduced a new feature, which for the first time allows reports to be filed electronically. To learn more about electronic filing, please visit http://asrs.arc.nasa.gov/forms_nf.htm. To learn more about ASRS in general, please visit http://asrs.arc.nasa.gov/overview_nf.htm.

- **Aircraft Ground and In-Flight Icing Courses from NASA:**

NASA has made available an updated and free online course: “A Pilot's Guide to Ground Icing”, and has updated it for all pilots. The course was developed in conjunction with the FAA and a range of industry participants and allows users to access information relevant to their particular operation, ranging from general aviation to business pilots. Please visit <http://aircrafticing.grc.nasa.gov/courses.html> for more details. Also available at the same link is “A Pilot's Guide to In-Flight Icing,” a course primarily intended for the general aviation pilot who flies aircraft certified for flight in icing, although much of the information is applicable to all pilots.

- **GWBAA Scheduling a Safety/Security Stand Down for 2007:**

GWBAA is planning a Safety Stand Down event to be held on **March 8, 2007**. NBAA has been encouraging regional groups to promote safety as an ongoing effort and to add a safety element to their organizations’ mission. One way that many regional groups have promoted safety is through the founding of an annual Safety Day in their cities and regions. The Georgia Business Aviation Association (GBAA) recently demonstrated a fine model with its recent Safety Day held in Atlanta, which attracted more than 100 business aviation operators from across the southeast U.S. Speakers from NBAA, FAA, Flight Safety Foundation, and other business aviation organizations led informative sessions. GWBAA’s operations, safety and security chairman, Jim Lumley, has led a committee that will be finalizing the agenda for our event. Further details will be posted in upcoming newsletters and on the website at <http://www.gwbaa.com>.

- **Interested in Joining the New Schedulers and Dispatchers Committee?**

A few GWBAA members have shown early interest in volunteering to form a Schedulers and Dispatchers Committee. Please contact us via email at info@gwbaa.com if you want to play an active role forming the group.

- **9/11 Compensation for D.C. Area GA Operators:**

We reported last month that DOT has solicited comments on a proposed rule that would allocate \$17 million among fixed-based general aviation operators and providers of general aviation ground support services in the greater Washington area for the financial losses they incurred while five airports were closed, or GA operations were limited, in the aftermath of the September 11, 2001 attacks. The parties filing comments included Signature Flight Support, the FBO at Reagan National (and a GWBAA member); Glenwood Aviation, the FBO at the South Capitol Street Heliport; Potomac Airfield; College Park Airport; NATA; and AOPA. Comments also were filed by the Airport Security Coordinator and various tenants of Washington Executive Airport/Hyde Field, who argued that compensation should include a three-month period in 2002 during which TSA shut down the airport for alleged security violations, even though the specific issues cited by TSA were resolved within days. All of the comments can be accessed through DOT's docket website; please visit <http://dms.dot.gov/search> and select docket 25906.

- **Regional News Roundup:**

The seventh annual "Air Fest" at **Culpeper Regional Airport** ended tragically, when pilot Nancy Lynn was killed after her aircraft crashed during a performance. Lynn was the owner of Lynn Aviation, an aerobatic flying school based at **Bay Bridge Airport**. GWBAA extends its condolences to her family and colleagues.

The Loudoun County Board of Supervisors has begun its review of the "Crosstrail" development that is proposed to be built near **Leesburg Executive Airport**. The property is located in Loudoun County, but the Town of Leesburg has expressed concern about the proposal because it could threaten the viability of the airport. The Board was scheduled to hold a public hearing on the proposal on November 14; GWBAA News will include an update on the hearing in the next issue.



Manassas Regional Airport has announced proposed changes to its rules and regulations, which are available for review online at <http://www.manassascity.org/archive.asp?AMID=&Type=&ADID=1530>, as well as at the Office of the Airport Director during business hours. Any comments should be submitted to the Airport Director, J.E. Rivera, Manassas Regional Airport, P.O. Box 560, Manassas, VA 20108, by December 11, 2006.

The last flyable Fairchild C-82 "Flying Boxcar" arrived at **Hagerstown Regional Airport** on October 16, returning to its place of manufacture for display at the Hagerstown Aviation Museum. For photos, please visit <http://www.hagerstownaviationmuseum.org>. In other news, access between Air View Road and U.S. Route 11 will be closed for construction starting on November 17 until approximately May 2007.

On October 19, a Piper PA-46 crashed near **Tipton Airport** in Maryland, with two fatalities. FAA and NTSB have not publicly commented on the accident, but published accounts assert that ATC had directed the aircraft to return to Tipton because the transponder was not set with a unique code for entry into the ADIZ. For additional details on this story, please visit http://www.avweb.com/avwebflash/12_43a/leadnews/Piper_crash_ADIZ_Tipton_193517-1.html.

Montgomery County Airpark recently posted 10 MPH speed limit signs at various points as a reminder that it is both a legal and safety requirement. In other news, Midasco Company, Inc. has begun work to relocate the airport electrical vault; most of the work is expected to be completed by year's end and should not disrupt airport operations.

- **Upcoming Aviation Events:**

- **November 27 – December 1:** Fourth Annual Aviation Security Technology Symposium, sponsored by the National Safe Skies Alliance, at the Omni Shoreham Hotel in Washington, DC. For more information, visit <http://www.sskies.org/symposium.htm>.
- **December 1:** GWBAA's holiday reception, to be held at Signature Flight Support's terminal at Ronald Reagan Washington National Airport. For additional details, see above.
- **December 15:** Aero Club of Washington 2006 Wright Memorial Dinner, honoring Norman Mineta. For more details, visit <http://www.aeroclub.org>.
- **March 8:** Mark your calendar for a half-day GWBAA Safety Stand Down; for additional details, see above.
- **April 14:** The 1st Semi-Annual National Capital Region Airline Collectible Expo will be held at Holiday Inn Washington Dulles Airport, from 8am-3pm. For more details, visit http://www.specialtyexpo.com/Washington_IAD_Airline_EXPO.html.

- **GWBAA Offers Online Benefits:**

We are continuing to add member information for GWBAA's electronic membership directory – <http://www.gwbaa.com/directory.html>. This service is available to GWBAA members at no cost. Please contact Bob Blouin (info@gwbaa.com) if you want to post your company's information.

- **GWBAA Contacts:**

GWBAA President Bob Blouin (info@gwbaa.com) and GWBAA Secretary Jol Silversmith of Zuckert, Scoutt & Rasenberger, LLP (jasilversmith@zsrllaw.com) write and edit GWBAA News. GWBAA's success and ability to make a difference depends on the breadth of its support and your participation – so please send any ideas or comments for future newsletters, or for GWBAA, in general, to Bob or Jol, or any of the following people:

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