

June 25, 2010

Upcoming GWBAA Events Announced

Legislative and Tax Update Luncheon to Be Held on August 11

GWBAA is currently finalizing plans for a Legislative and Tax Update Luncheon featuring news and updates from Capitol Hill, Maryland, and Virginia to be held on Wednesday, August 11. Speakers will include Lisa Piccione, NBAA's Senior Vice President for Government Affairs. Details will be posted on the website (<http://www.gwbaa.com>) and included in the next newsletter.

Also mark your calendar for the sixth annual GWBAA golf tournament, to benefit the Aero Club Foundation of Washington, which is scheduled for Tuesday, September 28 at the Herndon Centennial Golf Course.

Regional News Round-Up

Aviation Week reports that TSA is mulling changes to the DCA Access Standard Security Program (DASSP), which allows GA operations at **Ronald Reagan Washington National Airport** under limited circumstances. Speaking during the National Air Transportation Association's Air Charter Summit, Brian Delauter, general manager of TSA's General Aviation branch stated that: "I have an open goal of increasing flights into DCA." Federal law allows up to 48 daily general aviation operations into DCA, but: "We're not remotely touching that. I think it's an obtainable goal." He added that any changes to DASSP must address the concerns of the Secret Service and Department of Defense.

The former flight school at **Hagerstown Regional Airport**, Hagerstown Aviation Academy, closed on March 22, but has been replaced by a new flight school, Hagerstown Flight School LLC. The principal of the new school is one of the old school's former instructors, Aaron Harrison, who told the *Herald-Mail* that without a flight school, Hagerstown was "going to lose students to Frederick and Carroll counties." Airport Business Development Manager Greg Larsen said that Harrison was quick to provide the airport with the necessary documentation and airport officials are pleased with the new flight school's operations.

ProJet Aviation hosted the grand opening of its new Jet Center at **Leesburg Executive Airport** on June 9. Six corporate aircraft are already based at the facility, which features over 25,000 square feet of hangar and office space. At the event, Airport Director Timothy B. Deike provided an update on airport improvements, including an Instrument Landing System (ILS) that will be operational this November, and future growth plans including a runway extension and air traffic control tower.

On June 8, a historic Stearman biplane flipped while landing at **Ronald Reagan National Airport**; the pilot and passenger were not injured. This probably isn't the model that you pilot - but as always, fly safely!

If you're aware of any news of interest to business aviation occurring around the greater Washington area, please let us know at info@gwbaa.com.

GUEST VIEWPOINT:

New Retirement Law Could Change Mindsets, But Little Else

GWBAA is pleased to present the following discussion from Paul Koscak.

You could argue aviation matured when Congress in 2007 authorized airline pilots to fly until they're 65. The Fair Treatment for Experienced Pilots Act ended the decades-old practice of forcing prime-time pilots out of the cockpit simply because they enjoyed too many birthday parties.

The new law is good news for airline pilots or anyone considering a late career change—if you can get by on fast food wages—but business aviators never had to fear being forced out of a job as long as they could hold their medical certificates.

Still, the mandatory retirement law set a benchmark and encouraged the entire aviation community to compare graying with competency. Some flight schools, for example, trolling for students eager to become first officers pitched to those “up to 50” in their ads as if 51-year-old applicants somehow had less promise.

Proficiency, not age, is really the bottom line for Paul Boone, 67, a contract King Air captain, based in North Carolina who formerly flew a Dash 8 for a regional airline. “There’s not one accident in the NTSB registry attributed to old age,” he asserted.

Boone said the best benefit of the new law allows pilots to continue their health insurance until 65, when Medicare kicks in, avoiding a potential five-year gap in coverage. “At 60, if I’m kicked out, I have to pay the COBRA at exorbitant rates and wonder if I can find a job.”

“Proficiency is everything,” he concluded. “Someone with 30,000 hours doesn’t impress

me if they’re just flying from here to Egypt. Straight and level doesn’t do it. It’s cycles (the number of take offs and landings).”

Practice is what keeps older pilots like Mike Gooden competent. Gooden, 60, a King Air captain based in Goldsboro, N.C., who entered professional aviation 10 years ago after retiring from his medical practice, claims the best way to stay proficient is to use your hands. “I try to hand-fly the airplane below 10,000 feet,” he explained. “For lots of guys, it’s wheels up, props forward and autopilot on. And then it stays on until 200 feet.”

Gooden says the autopilot can become a crutch and he urges pilots to avoid it as much as possible, particularly when flying without passengers. “I think that makes you a better pilot.”

He also suggests practicing with a computer flight simulator to keep situational and scanning skills sharp.

Practice also trumps age for Bill Griffen, vice president of flight operations for Linear air, an East Coast charter company specializing in very light jets and Cessna Caravans, but so does the ability to cope with change as new techniques, software and equipment are introduced.

“Many of our senior pilots have arrived at their last platform,” and resisting complacency is critical, he said. “I’m all for the [age 65] extension.”

While younger pilots’ may have swifter reaction times, that perceived advantage is negated by older, seasoned pilots. “An experienced person

anticipates things sooner than a younger person," he explained.

Comparing aviation to professional golf, Griffen said champs such as Arnold Palmer and Tiger Woods continue to practice their swings despite having a working memory of the technique. "When people use their faculties, they tend to stay sharp."

So what can business pilots expect from the new law?

Fewer company buyouts, more dual-captain crews or at least a captain paired with a type-rated or highly experienced first officer and more pilots holding first class medical certificates, claims Don Baldwin, an aviation safety consultant and former corporate pilot.

"These are good operating practices we should all be adopting," he said.

With so many reasons to fly until 65 and beyond, how did 60 become aviation's end-of-the-road, an age when many of today's workers are launching new careers, building businesses or even running marathons?

According to Richie Lengel, a 11,000-hour piston and jet pilot and prolific aviation author, American Airlines—as well as many other carriers in the 1950s—needed a mandatory retirement rule to avoid retraining and paying its older pilots' higher salaries as jets started replacing the aging prop airliners.

Gen. Elwood Quesada, the first administrator of the newly formed FAA, and American Airlines president C.R. Smith happened to be buddies when American prevailed on the FAA to start working for an age-60 retirement statute. The proposal became the law in December 1959. In January 1961, Quesada retires from the FAA and is immediately elected to the American Airlines board of directors. "Quite a generous payoff for solving a labor dispute the airlines could never win without the help of an insider at the FAA," Lengel explains.

Paul Koscak (raydiopk@aim.com), an aviation journalist and 2,100-hour pilot, is exploring first officer positions.

Upcoming Aviation Events

- **June 30:** Wayne Pennell, Director of Operations for the Maryland Aviation Authority will discuss operations at BWI with the Washington Airline Society at the National Air and Space Museum at 7pm. For information, visit <http://www.washingtonairlinesociety.com>.
- **July 15-16:** Airport Consultants Council summer workshop series at the National Airport Crowne Plaza. For more information, please visit <http://www.acconline.org/AM/CM/ContentDisplay.cfm?ContentFileID=3243>.
- **July 19-20:** AAE & ALA Summer Legislative Issues Conference, at the Capital Hilton. For more information, please visit <http://events.aae.org/sites/100702/index.cfm>.
- **July 26-28:** FAA, AAE and USCTA annual workshop on the Contract Tower Program at the Westin City Center. For more information, please visit <http://events.aae.org/sites/100708/index.cfm>.
- **August 11:** Save the date for the GWBA Legislative and Tax Update Luncheon.
- **September 11:** Virginia Air Show at Front Royal-Warren County Airport. For more information, please visit <http://www.virginiaairshow.com>

- **September 18:** 6th Annual Fly-In, Car Show, Bike Show and Community Celebration at Stafford Airport. For more information, please visit <http://www.staffordairport.com>.
- **September 18:** Wings and Wheels Fly-In at Essex Skypark. For more information, please visit <http://www.essexskyparkassn.org/essex/index.jsp>.
- **September 23-25:** 15th Annual Maryland Regional Aviation Conference in Columbia, Maryland. For information, visit <http://www.marylandairportmanagers.org/conference>.
- **September 25:** 2010 Dulles Family Day & Plane Pull at Washington Dulles Airport. For more information, please visit <http://www.planepull.com>.
- **September 28:** Save the date for the sixth annual GWBAA golf tournament at the Herndon Centennial Golf Course.
- **October 9:** Air Fest at Culpeper Airport. For more information, please visit <http://web.culpepercounty.gov/CountyGovernment/Airport.aspx>.
- **October 23:** Airshow and Hangar Dance at Leesburg Executive Airport. For more information, please visit <http://www.leesburgva.gov/index.aspx?page=76>.
- **October 24:** 55th Annual Air Traffic Control Association conference at the Gaylord National Resort and Convention Center. For more information, please visit <http://www.memberservicecenter.org/irmweb/wc.dll/vaaleatca?id=vaaleatca&doc=events/event&kn=50>.

GWBAA Offers Online Benefits

We continue 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 Jol Silversmith (jasilversmith@zsrlaw.com) if you want to post your company's information.

GWBAA Contacts

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