

August 30, 2010

GWBAA Golf Tournament Scheduled for Sept. 30

Sixth Annual Tournament to be Held at 1757 Golf Club



On Thursday, September 30th, GWBAA will hold its sixth Annual Golf Tournament to benefit the Aero Club of Washington Foundation. This year's event will be at the 1757 Golf Club in Dulles, VA, with a shotgun start at 8am and lunch and awards to follow at Noon. Visit <http://www.1757golfclub.com> to learn more about this new course. For information and to register as a player, as well as to sign up for one of many sponsor opportunities, please visit <http://2010gwbaagolf.eventbrite.com>.

Regional News Round-Up

Effective August 18, TSA has added Republic Airport (FRG) in Farmingdale, New York and Nashville International Airport (BNA) to the DCA Access Standard Security Program (DASSP). Flights granted access to **Ronald Reagan Washington National Airport** under the DASSP must be screened at an approved FBO on a gateway airport prior to arriving at DCA. DASSP screening will be available at SheltAir Aviation Services in Farmingdale and at Signature Flight Support in Nashville.

Local airports are among the recipients of recently-announced federal grants to improve safety at airports. **Charlottesville-Albemarle Regional Airport** will receive a \$3.1 million federal grant to pay for runway improvements. **Louisa County/Freeman Field Airport** will also receive \$190,000 for runway improvements. **Front Royal-Warren County Airport** will receive a \$90,000 federal grant for land acquisition that is needed for the removal of runway obstructions.

Plans to extend one of the runways at **Easton Airport/Newnam Field** have encountered some public opposition, according to *WBOC* of Salisbury. Runway 4-22 currently is 4,775 feet long and would be extended by an additional 1,800 feet. Mike Henry, the Airport Manager, told *WBOC* that lengthening the runway would allow planes to take off with more passengers, fuel and cargo. But at least three homes neighboring the airport would be in a safety zone and would need to be torn down.

Virginia Governor Robert F. McDonnell has announced two appointments to the **Virginia Aviation Board**. John Mazza Jr. of Matoaca, VA and Alex N. Vogel of Upperville, VA. Mazza is President of Medallion Swimming Pool Company and a member of Richmond's Capital

Region Airport Commission. Vogel is co-founder and a partner of Mehlman Vogel Castagnetti, Inc. and lobbies on behalf of aviation organizations.

Lake Anna Airport is scheduled to be closed for construction until October 6, 2010. Please check NOTAMs for updates.

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: Wet Weather Landings Require Some Homework

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

Before you fly, think about how you'll land.

If you're heading to a major metropolitan airport on a severe clear day, that may not be very challenging. But some business destinations end up at many of the nation's second-tier airports, so understanding landing distances is not only critical, it's lawful.

Preflight requirements under FAR 91.103 compel pilots to "become familiar with all available information concerning that flight," clearly a catchall for broad enforcement. However, the same regulation gets quite specific in requiring you do your homework: "For any flight, runway lengths...the takeoff and landing distance information" found in the aircraft flight manual or pilot's operating handbook.

So the aircraft handbook becomes the legal guideline for calculating landing distances. Despite the pun, it's not that cut and dry. Wet, or contaminated runways as they're called, require prudent aeronautical decision making. Several sources are available to help pilots determine if a landing is safe.

Airport managers, along with pilots, report braking conditions to air traffic control which are broadcast on ATIS frequencies as "braking action advisories are in effect."

Airports with friction measuring equipment provide NOTAM information with the Greek letter Mu (pronounced "myew") showing friction values ranging from 0 to 1. Braking starts deteriorating along with directional control with Mu values less than .4. Pilots need to request this information from ATC. Obviously, pilots should consult their aircraft handbook in applying this data because what may be critical for a Cessna 172 may not matter for a Boeing 737.

Another yardstick is how the FAA grades contaminated surfaces. The Aeronautical Information Manual defines braking action as good, fair, poor and nil. Good means there's more ability to brake than you might need. Fair calls for "noticeably degraded braking conditions." Poor defines braking ability as "very degraded, with potential for hydroplaning and significantly longer stopping distances." Nil, as you'd expect, means no braking action and poor directional control.

Check your company's operations specifications. Most operators prohibit landings when braking conditions are nil.

Interestingly, you don't need rain or puddles to create slippery conditions. Even light drizzle, dew, frost or heavy rubber deposits can increase stopping distances, according to Advisory Circular 91-6. Newly surfaced asphalt can be extremely slick when only

slightly wet. And remember, land-and-hold-short operations are prohibited on wet surfaces. Grooved runways, however, can dramatically preserve braking ability. Check the runway's surface before you depart by consulting the Airport/Facility Directory.

One word of caution: You risk hydroplaning or loss of directional control with water 1/8 inch or more deep, dry snow one inch or more deep, wet snow 1/4 inch or greater and slush 1/8 inch or more deep. These conditions may require large weight or V-speed adjustments or may prevent a takeoff or landing all together.

In 2006, the FAA proposed that turbojet pilots operating under Parts 121 and 135 must add 15 percent to their calculated landing distance for contaminated runways. However, a committee of experts representing the FAA, airport managers and flight departments are holding meetings

throughout the country determined to find a better solution. The goal is to give pilots more options when flight planning.

Stopping aircraft safely on contaminated surfaces is other times more about training—understanding how anti-lock brakes operate or simply how to use brakes properly. It's not a one-solution-fits-all situation.

Paul Koscak is an experienced Part 135 ATP turbine pilot exploring first officer positions—contract, temporary, part time or full time. A former military officer with an added background in corporate communications, journalism and business management, he holds a top secret clearance. Contact him at raydiopk@aim.com or (703) 743-5198.

Upcoming Aviation Events

- **September 4-5:** “Thunder Over the Blue Ridge” air show in Martinsburg, WV, featuring the Thunderbirds, Golden Knights, and other performances. For more information, please visit <http://www.martinsburgairshow.com>.
- **September 11:** Virginia Air Show at Front Royal-Warren County Airport. For more information, please visit <http://www.virginiaairshow.com>.
- **September 16:** Committee for Dulles luncheon featuring James S. Cheng, Virginia's Secretary of Commerce and Trade, at the Dulles Hilton. For more information, please visit <http://www.committeefordulles.org/events.html>.
- **September 16:** The Royal Aeronautical Society of Washington will host “An Evening with J. Randolph Babbitt” at the British Embassy. For more information, please visit <http://raeswashingtondcbranch.cloverpad.org/Default.aspx?pageId=603363&eventId=195849&EventViewMode=EventDetails>.
- **September 16:** National Aeronautic Association “Above and Beyond Public Benefit Flying Awards” presentation at the U.S. Capitol. For more information, please visit <http://www.naa.aero/html/awards/index.cfm?cmsid=71>.
- **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 30:** Save the date for the sixth annual GWBAA golf tournament at the 1757 Golf Club; for more information, please visit <http://2010qwbaagolf.eventbrite.com>.
- **October 9:** 11th annual 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>.
- **November 2-4:** NTSB Bar Association conference. For more information, please visit <http://www.ntsbbbar.org/public/NTSB%20Bar%20Conference%20Schedule%20and%20Information.pdf?menuID=13&menuID>.
- **November 7:** 33rd annual Gaithersburg railroad-transportation artifacts show and sale at the Montgomery County Fairgrounds in Gaithersburg. For more information, please visit <http://www.gserr.com/shows/2010FallLetter.pdf>.

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

GWBAA President Paige Kroner of Chantilly Air (paigekroner@chantillyair.com) and GWBAA Secretary Jol Silversmith of Zuckert, Scoutt & Rasenberger, LLP (jasilversmith@zsrlaw.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 Paige or Jol.

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