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Aviation Expo, Golf Tournament, and Other News

Aviation Expo Information and Sponsorship Opportunities

The 14th annual Aviation Education & Career Expo will be hosted by ProJet Aviation at Leesburg Executive Airport (JYO) on Friday, November 1. The event hosts 750 high school and college students from all over Virginia, Maryland, West Virginia, Pennsylvania and Washington, DC.

GWBAA will be one of the 75 vendors representing the diverse educational and career opportunities in the field of aviation. The association will also be contributing \$5,000 again this year towards the over \$300,000 in scholarships that will be awarded during the event.

If you would like to learn more about supporting this event as a vendor, corporate sponsor or scholarship sponsor, please visit - <http://www.aveducationexpo.com>.



Please Plan to Join Us for the Annual Golf Tournament

The 2019 GWBAA Golf Classic is just under three months away. This fun day is a great to join other aviation professionals in support of GWBAA, the Aero Club of Washington Foundation, and Corporate Angel Network. GWBAA would like to thank all our sponsors and golfers who have already signed up. There are still some sponsorship opportunities available. Check your schedule and gather your foursome and join us on September 12th. Sign up today at <http://www.birdeasepro.com/2019GWBAAgolf>.

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Charitable Donation of Aircraft Time

I had the pleasure of meeting the head of PR for the Corporate Angel Network (CAN) at a recent GWBAA (Greater Washington Business Aviation Association) get together. Most of us are aware of the existence of CAN, but outside the 500 or so flight departments that work with them, I doubt many are overly familiar with what they do or how they work. This is not an admission of guilt and I can't get into specifics without my lawyer present, but I too was ignorant about what they do. This is a shame because what they do is mighty impressive.

Since you can go to their website, www.corpangelnetwork.org, and get more in depth, and accurate, information about this organization, I'll provide only a brief summary. With an executive director, four staff, and about 25 volunteers, they manage to find seats on corporate aircraft for cancer patients needing to get from A to B. Since December 1981, they have managed to do this successfully for sixty thousand (that's a 6 and 4 zeros!!!) patients. Again, 60,000 patients. And all of this is at no charge to the patient (that's a \$0 and no zeros!!!). Again, \$0. Impressive.

There are a few criteria that patients must meet. They must be going to appointments at recognized centers for cancer treatment or diagnosis, or to give or receive bone marrow or stem cells. They must be ambulatory and must not need medical assistance while on board. A patient's financial status does not enter into the equation.

If you have a corporate flight department and aircraft, and you would like to explore participating in this program, your best bet is to go to their website and review the steps to do so. It is incredibly easy, and participation is non-invasive to your operation. Simply stated, you register, you provide your flight schedule, you are contacted when a match or need is found, and you say yes or no. CAN understands the security of your information is paramount.

As a rule, CAN only interfaces with operations that fly with two pilots. So if you want to become involved in providing charitable services via your aircraft and don't meet this criterion, or just want to explore other options, what other organizations do this? None in exactly the same way. But there are literally hundreds of non-profit organizations providing aircraft related services listed on www.guidestar.org. In fact, if you do a search on just those providing air ambulance type services the count is 2,504. Other opportunities for donating exist in the areas of disaster relief, animal rescue and transport, organ transport, and, well, you name it.

Take a gander at www.aircharitynetwork.org. Made up of several regional organizations this group, like CAN, matches pilots with access to aircraft to people or organizations in need. Unlike CAN, their efforts are not limited to cancer patients nor are they limited to two pilot operations. Pilots that want to contribute sign up to be contacted, provide the plane and all expenses, and it might be a Piper Cub, Aztec, or Tri-Pacer. All told, there are some 7,500 pilots making themselves and their equipment available.

Ground volunteers then try to match requests for assistance, of which there are some 40,000 annually, to pilot/aircraft availability. These requests vary from flying a medical patient between A and B to transporting dog booties for the rescue dogs used to search buildings after 9/11. Legs are limited to 300 nautical miles, at which point, should the trip exceed this, the flight is handed off to another pilot/aircraft combination. As you can imagine, the ground volunteers face a significant task in making all this happen but do so to the tune of over 20,000 missions annually.

And finally, given my interest in animal rescue work, I must bring your attention to the website www.pilotsnpaws.org. This is not an organization that arranges flights as described above. Rather it is an electronic "ride board". If you too are as old as dirt you will recall ride boards from your college days as a means of matching "I need to get there" to "I have a car and I'm going there". In sum, the website provides all sorts of information on and search capability for pilots that will fly your pooch (or?). Post your requirement and if a pilot who can and will do the trip, he/she will contact you. If nothing else, go to the website to read some cool stories.

Is all this tax deductible for the provider and tax exempt for the user? Probably. But I'm no accountant or tax lawyer, so check with yours. In any event, it is good to know the spirit of charitable giving is alive, well, and thriving in the aviation community.

--**Bob Rockwood**

Social Media Updates

Some recent items from our social media feeds:

- NBAA scholarship deadlines are coming up in July. With nearly \$100,000 awarded annually in cash as tuition reimbursement for enrolled students, you don't want to miss this opportunity - <https://nbaa.org/professional-development/scholarships/>.
- The Tax Cuts and Jobs Act (TCJA) provided a boost to general aviation through the extension and modification of 100-percent bonus depreciation. However, the TCJA also made tax policy changes that could pose challenges for aircraft owners and operators. See <https://nbaa.org/news/business-aviation-insider/regulatory-hot-topics-tax-reform-provisions-affect-business-aviation/>.
- Check out NBAA's new security risk assessment tool. The instructions and format are designed to enable users from across an organization to be effective risk assessors with minimal additional training - <https://nbaa.org/aircraft-operations/security/security-risk-assessment/>.
- Did you know a single private jet can bring \$2.5 million in economic benefit to the airport and community where it's based? Just one of the interesting stats shared in this article from Forbes - <https://www.forbes.com/sites/dougcollan/2019/06/08/know-the-facts-about-private-jets-before-you-bash-them/#1f67e3a21e71>.
- Learn what business aviation is doing to recruit the next generation of aircraft maintenance professionals from NBAA's Flight Plan podcast - <https://nbaa.org/news/flight-plan/ramping-recruiting-business-aviation-maintenance-professionals/>.
- The FAA has mailed invitations for participation in its annual General Aviation and Part 135 Activity Survey, and we encourage all operators who receive an invitation to complete the survey. Learn more: <https://www.aviationsurvey.org/Media/2/FAASINDEX.HTM?st=FF6xn6IOAifpd7W0LvLvOCa8EHTWjUN1SEdnBvosTfw%3D&tui=&invalid=False>.
- NBAA applauds action by the U.S. House of Representatives Appropriations Committee to support aviation workforce development programs through the Fiscal Year 2020 Transportation, Housing and Urban Development, and Related Agencies Appropriations Act - <https://nbaa.org/professional-development/workforce-initiatives/nbaa-welcomes-house-committees-support-industry-workforce-development-efforts/>.
- The FAA will soon complete its Clearance Relay initiative, which streamlines clearance delivery procedures at uncontrolled airports. The agency also announced discontinuation of the HIWAS in the contiguous U.S. - <https://nbaa.org/aircraft-operations/safety/flight-service-evolves-changes-coming-clearance-delivery-hiwas/>.

- International operators face challenges in monitoring company aircraft, which may be operating thousands of miles from a scheduler's work station, while also ensuring their own staffers remain alert and attentive. Learn more in Business Aviation Insider - <https://nbaa.org/news/business-aviation-insider/managing-international-flights-home/>.
- NBAA joined with 13 aviation associations to oppose H.R. 1947, a bill recently passed by the U.S. House of Representatives which includes a cap on reimbursements available to military veterans who pursue commercial flight training at public universities. See <https://nbaa.org/advocacy/advocacy-letters/nbaa-others-oppose-flight-training-reimbursement-limits-veterans/>.

Regional News Round-Up

Chantilly Air has broken ground on an expansion of its facilities at **Manassas Regional Airport**; 90,000 square feet of additional hangar and office space is slated for completion in 2020.

Various airports in the region announced the receipt of new federal grants, including \$3.9 million to **St. Mary's County Regional Airport** and \$5.5 million to **Easton Airport** for runway construction projects.

Winchester Regional Airport is considering the purchase of the 30,000 square foot hangar originally built at the airport by ProJet Aviation in 2007, and acquired by Wells Fargo in 2017. If acquired, the airport would expect to lease the hangar.

On June 6, an experimental aircraft flipped on take-off at **Frederick Municipal Airport**; the instructor aboard was reported to have been injured. As always, fly safely!

Upcoming Events

August 13-16: 45th Annual Virginia Aviation Conference in Roanoke. For more information, please visit <http://www.virginiaaviationconference.com/>.

September 11: GWBAA's Golf Reception and Summer Social at MatchBox One Loudoun. This is a free event but please register in advance if possible at <https://www.gwbaa.com/event-3442844>.

September 12: GWBAA golf tournament; for more information, please see above.

September 17: International Aviation Club L. Welch Pogue Award Dinner. For more information, please visit <https://iacwashington.wildapricot.org/event-3444927>.

NBAA Membership Discount

As a new GWBAA member benefit, if you are not currently a member of NBAA, you can now join at a discounted rate using promo code using promo code GWBAA100. When you join NBAA not only will you receive \$100 off your first-year NBAA membership dues, NBAA will return 50% of your dues to GWBAA, allowing us to keep working on regional issues on your behalf.

NBAA members enjoy a direct line to industry experts, career development opportunities, discounts to all NBAA events, including the NBAA's Business Aviation Convention & Exhibition (NBAA-BACE) and much more. Learn more - <https://nbaa.org/membership/>.

About GWBAA

GWBAA President Bob Blouin (info@gwbaa.com), GWBAA Executive Director Cheryl Goldsby (cheryl@gwbaa.com), and GWBAA Secretary Jol Silversmith of KMA Zuckert LLC (jsilversmith@kmazuckert.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, Cheryl, or Jol.

Also, if you are a business aviation professional and interested in volunteering to serve on the GWBAA Board of Directors please contact Bob directly at boblouin@msn.com or (302) 500-2782.

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