

From the President

I want to start this month's missive by thanking EVERYONE for their contribution, participation, support, and camaraderie, all of which combined to make the 9th Annual POPA Convention in Kansas City a raging success! We are now planning next year's Convention, which we intend to be the very best for our 10th Anniversary; but I gotta tell ya, this year's event will be difficult to surpass. Keep tuned in for more details...

If you have been a reader of the POPA newsletter for any length of time or have been to any of the conventions, you have certainly perceived my enthusiastic support of Angel Flight America. I now have to tell the story of an odd and challenging mission I participated in, indirectly via Angel Flight.

It seems that in April of 2004, in the town of Port Aransas Texas (a small, beach front town northeast of Corpus Christi, on the northern-most of the Padre Islands) an infant dolphin beached itself. Fortunately for said dolphin, Port Aransas is the home of the University of Texas

Marine Science Institute, which also houses a privately funded charitable entity called the ARK (Animal Rescue Keep). Tony Amos, a marine biologist and Research Fellow in Physical Oceanography at UT, was the primary rescuer of the dolphin, and developed the long term program to rehabilitate the dolphin (a spinner dolphin) who was dubbed "Harley".

As Harley returned to health, it became evident that there would be no way to return her to the wild; she had never developed the skills to live in the open ocean, and had no family group with which to associate. Given the extremely limited size of the ARK facilities, Amos started looking for alternative locations for Harley to spend the rest of her life.

Amos was eventually able to secure a life-long opportunity for Harley at the Mote Marine Laboratory in



POPA 2005 - Kansas City, KS
Photo Courtesy Art Schumer

Sarasota FL. At Mote, they already had two dolphins and one more could be accepted. They also had a large enough facility to handle them comfortably for life. Now Amos' challenge was to get appropriate transportation. When a dolphin travels, there are some interesting considerations. First, the dolphin's skin must be kept moist. Second, even though they are air breathers, they must be transported in water to keep them buoyant; otherwise, their own weight can cause damage to their internal organs. Lastly, they must be sedated to prevent injury, so they can only be in transport for a few hours.

It is about 775 nm from Port Aransas to Sarasota (great circle distance). However, that route is across the Gulf of Mexico. By land, it is well over 1,000 miles. It was

immediately apparent that trucking Harley to Mote Marine Lab was not a viable alternative; she needed to fly. Fortunately the US Coast Guard was willing to offer the use of a C-130 to do the job. Unfortunately, the C-130 ended up in Indonesia flying tsunami relief. What to do???

Well, as anyone in the know would tell you, when your C-130 is not available, bring out your Pilatus PC-12!!!

I was contacted and asked if I would be interested in the "challenge" of transporting a dolphin in a tank of water, plus two trainers and a veterinarian, from a 3,500' runway, over what turned out to be about a 950 nm route (we followed the coast line of the Gulf) in the name of charity. Oh, and yeah, the C-130 crew doubted anything smaller than their aircraft was capable of doing so.....

(continued on page 2)



(continued from page 1)

So, on March 28, 2005, at approximately 0930 CST, we did just that.

The prelude to the flight was interesting. The weight and balance calculations were interesting. It turns out there is a section of the POH that deals with just such challenges, and instructs you very carefully how to calculate the placement, the CG, and the moment arm for "odd" cargo. A quick call to PiBAL provided me with both a loaner cargo kit (tie-downs, braces, etc.) as well as some insight on the impact on flight performance ("don't expect much..."). We removed 4 of the passenger seats (leaving #1 and #2 in place) as well as the carpeting so we could fully utilize the cargo kit. The ARK staff build a 24" X 30" X 96" wooden crate. They built a frame to fit inside the crate, that held a rubber liner

filled partially with salt water, that ultimately also held the custom-fitted sling in which we would transport Harley.

We loaded the crate and frame/liner into the plane. Then we added the salt water. Last, we added the dolphin, two handlers and vet. I did my final cargo check, walk-around, prayer, and got in and fired up the PT6. We taxied out, fire-walled the PCL, and were airborne quickly. However, climb-out was slow, because I did not want to pitch the nose up any significant amount for fear of water sloshing out of the tank (sitting above the electronics bay!!).

We had an uneventful 3:10 trip to Florida. Upon arrival at SRQ, the tower welcomed the newest resident of Sarasota by name and



Here she is, slightly wet, in her sling, inside the blue water-tight bag, inside the reinforced box, strapped into the airplane, ready for her first flight. The dark blue bubble-pak in the rear is to prevent her from thrashing and splashing with her tail if she gets upset in flight.

cleared the airspace to allow us any type of approach we desired. We chose to take a left hand visual to runway 32 which kept us over the bay and in relatively smooth air to the ground. After yet another perfectly greased landing, we rolled in to a special parking area they had cordoned off at (appropriately) Dolphin Air, the

local FBO. They had a transport truck waiting, and within about 10 minutes, Harley was on the last leg of her journey to her new home at Mote Lab, about 17 miles away.

On the technical side...we departed RAS (Port Aransas) with one dolphin, three pax, one pilot, some fish, water, medical supplies, and 2,000



She will remain in this isolation tank for a week (with her brother, Tony from Texas). This is a safety precaution to protect the area from transmitting disease. Then, she will be introduced to her new pal, Abigail, and eventually the two of them will transfer to the main lagoon to live.

pounds of fuel. TOW was 9,668 pounds, and were very near the FORWARD limit of CG! We flew the mission at 25,000 feet. From engine start to shutdown was 03:24, and we burned 1,300 pounds of fuel.

On the less technical side, we had a blast! News media and police escorts on both ends; both print and TV coverage on both ends; fun people doing a "right thing". And, I got to pet the dolphin...

And that's my \$0.02 for this month. Keep the blue side up, wheel side down, and keep flying safe!

Phil Rosenbaum
POPA President
S/N #289
Austin, TX



Let Me Think About That...

A few months ago Laura asked if I would provide an article for the “Technical” portion of the POPA Gazette. I thought, “Wow, there are a lot of people out there more qualified than me to write a technical article”. I looked at the inputs from John Morris and thought, “Now there is a technical expert on the Pilatus”.

A series of accidents however made me think that something other than lift and drag curves or V-n Diagrams might provide a reason for some discussion, even in the name of “technical discussion”.

For many years my favorite periodicals included the likes of “Flying”, “AOPA Pilot”, EAA’s “Sport Aviation” and other covering general aviation. My “business” reading consisted of the “Dash One” (the military version of the POH), Air Force Instrument Flying Procedures, et al. One item I was required to read in the Crew Information File was the accident reports. On occasion, I used to think either “man, it wasn’t his day” or “wow, that

was stupid”. Every once in awhile the accident would result in the issuance of an Operational or Safety Supplement to the Dash One so we might avoid this type of accident in the future. It was business as usual.

After retiring from the Air Force and getting back into general aviation, I didn’t think much about reading about accidents. I had to keep up on the FAR’s to continue the -135 operations – at least enough to correctly answer the examiners questions at check ride time. After all, I had all the answers, so why not just look at the pretty pictures of the new aircraft in my magazines. Then I got into this wonderful airplane and back to a little more of the serious side of flying.

I always had a liking for articles that talked about flying mistakes that others had made and the outcomes. Usually an article such as “I Learned About Flying From That” brought a knowing “been there, done that” and wow am I lucky to have made it out safely and quietly! Lately my

reading habits have changed. I find that periodicals such as NTSB Reporter, IFR Refresher, IFR, and Aviation Safety have come to the top of my list. I continue to find out what I don’t know after decades of flying in the system. A recent article about the approaches into Reno really brought it home after I had to miss and go home on a charter flight after the ceiling dropped and kept me off the ILS. How many times have we looked off to the side of the approach path, seen breaks in the clouds and thought “maybe just another hundred feet would get me out of this stuff and put the runway in sight”? These publications are filled with the “how’s, why’s and wherefores” to maximize

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**If it wasn't for the potatoes,
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Hello From Pilatus Australia

Well since the last edition we have been very busy with air shows, demonstration tours and promotional events getting the PC-12 in front of potential clients all around Australia.



During March we had a large display at the Australian International Airshow at Avalon Airport in Victoria. This show goes for over a week and is the biggest in the southern hemisphere. Trade days attract thirty to forty thousand visitors and public days up to one hundred thousand. All the major aerospace companies from Australia, Europe and the US participate.



This year Pilatus had its biggest ever display stand and attracted a lot of favorable comment from both within the industry and potential PC-12 owners. Quite a few subsequent demonstrations have followed on from the show and we believe sales will eventuate.

To top off a great event for us our demonstrator VH-PCE won the Excellence Award for the Best Single Aircraft display on the flight line. This award was won in competition over all types of aircraft such as the Global Express and Hawker 800 and is highly regarded within the flying fraternity.

As a direct result of the show Sebastian flew PCE to Perth in Western Australia to do a full weeks worth of demonstrations including flights to the Abrolhos Islands to land on a 550 meter gravel island strip and also to mining centres in the far northern outback regions. We are very confident of adding to the PC-12 numbers in the west after this trip.

Following this we were off in April to the island state of Tasmania for the Targa Tasmania, a car rally that covers over 2500 kilometers and traverses the entire state. The Targa attracts entrants from the Pacific region as well as Japan, Indonesia and Europe. We sponsored a Porsche 996 GT2 in the race which includes time trials and tests the endurance of both the teams and their vehicles. There are over 250 competitors and not all make it to the end. I am glad to say our car, number 910, driven by Andrew Bullard and navigated by his son Richard made it to the finish without incident and in one piece. We also managed to demonstrate PCE to a number of new potential clients, including landing in a paddock and were both kept very busy.

Immediately following Targa we flew to Alice Springs in the Northern Territory to support our major client, The Royal Flying Doctor Service, and also the South Australian Government in a promotional event for the Ghan railway trip from Adelaide to Alice Springs. Our job was to meet the RFDS in the Alice and fly thirty two national and international travel writers over Ayres Rock and the Olgas. If you get a chance to fly in this part of the country do it

as the scenery is unique. None of the writers had previously been in a PC-12 and all were delighted with the aircrafts performance and comfort. Look out for articles on this trip as there were US journalists on board.

Another big event for us was the ferry flight to Australia of S/N 617, Bill Bristow's new aircraft and Australia's latest PC-12. Our contract pilot Peter Tippet, an ex RFDS Chief Pilot, helped Bill and his mate Alan Dunbar bring VH-WBI back. The trip from Stans was via Cairo, Dubai, Bangalore, Langkawi, Bali, Darwin and finally home to Brisbane.



By the time you read this article, there should be at least one more PC-12 delivered to Australia and Sebastian and I will have spent time in Switzerland. Our next big demonstration tour is to New Zealand in June and I'll let you know what we see in the land of the long white cloud.

Until then, safe flying!

Mike Lester
Pilatus Australia Pty. Ltd.
mlester@pilatus.com.au

Let Me Think About That...

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your chance to get in, and the consequences as to what happens if you press your skills and put yourself in too far.

I had gone into Houston the day before the recent Gulfstream accident. The weather was pretty much the same, low ceilings (at the airport) but many breaks in the local area. We would think that the crew should have been visual at the DH, so why continue the descent. (The cockpit transcript was recently published and gives an insight into what was going on). The PC-12, with its approach speeds, modern avionics, flight control systems, is a joy to fly on instruments and may tempt one to press farther than is sensible

to go. If I ever get the temptation, I reflect on the articles, the NTSB Reports, and personal experience to let me know that while many have tried and through extreme skill and dumb luck have succeeded, but many others have tried and failed.

Since I first wrote those words, I have (probably because of my advancing age) added another factor to my checklist. Am I ready to fly? Awhile back I had a serious health scare. As most of us do, I felt I could separate the things going on in my life from my flying. Not true! Now, each time before I take on the responsibility of flying, I make sure that I am fit to fly. The pressure to fly can come in many different forms.

The most common is “get-home-itis”. We all have suffered that from time to time and weighed the consequences to make our decisions. I have one regular passenger who, without fail, asks me “why do we have to file IFR, my previous flights always started and took right off”. This is from an uncontrolled field that lies close to Class B airspace. The question is asked when a look out the window reveals low ceilings, lowered visibility and precipitation. The field is surrounded by hills with the only low exit being directly into the Class B airspace. The destination usually lies just south of the Class B, flights last about 25 minutes and hardly ever get above 9000 feet. The destination has an MDA of

about 1200 feet AGL. A short hop, yet all the ingredients of a first class IFR in IMC flight usually exists. It is difficult to obtain a clearance at the usual departure airport and if another aircraft is on approach (a GPS approach) it can sometimes take 10 minutes of sitting to get the clearance. Each time, I persevere through the questioning of “why do we need to go IFR” and each time I patiently explain. If the time comes that I feel unduly pressured, the flight will cancel.

Thanks for your patience and happy flying!

Mark Smith - Pilot
S/N #516
Piedmont, CA

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STANS TO AUSTRALIA ON BOARD S/N #617

We got chatting with the singer in the Cairo bar, (did I hear somebody say “as you do”?) who it turned out was an ex hostie for Emirates. We explained that we were on a ferry from Switzerland to Australia with a day here, two days there - Bali, Langkawi, Oman, etc.

“That’s not a ferry,” she announced, “that’s a jolly.”

So here are a few photographs of our thirteen day jolly from Stans, Switzerland to Brisbane, Australia via the middle east and the Malaysian peninsular.

If you are hoping for tall tales but true of PC-12 drama and horror weather read no further. VH-WBI just did its thing to perfection and each leg ran within half an hour of the original, month old plan.

Forty flight hours after spearing up into the Stans stratus VH-WBI needed a litre of oil and a major bath.

A Swiss friend who for most of his life lived just north of the Pilatus factory said that the April weather would either be 24 degree C or snowing. It was far closer to the snow end of the continuum with the temperature never above 10C and the surrounding hills



always shrouded in cloud often very low, certainly by Australian standards.

So we flew the very strange instrument departure from Stans, 244 degrees to 10,000 feet then headed off down the west coast of Italy. Sadly very little chance to ogle and photograph the snow capped mountains that were no doubt hidden right below.

I had a feeling that this trip would make the world a smaller place for me and it did just that. Watching the moving map as the whole of Italy slid past brought a completely different perspective to the pre-ferry atlas. We flew right across the toe of Italy’s boot then on to Cairo grabbing hazy photographs of Cheops’ pyramid through the pollution; 16 million people make a lot of smoke. The pyramids were right there on left downwind.

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Aside from a tour of the pyramids, the Sphinx and the museum we picked up some souvenirs and I picked up a bacterial stomach infection.

There were three endorsed PC-12 pilots on the ferry so I got to spend the Cairo to Dubai leg flat



out on an air bed in the rear of the PC-12 covered in blankets and coats and still shivering. My stomach has led a sheltered life.

The shopping mecca (bad choice of words probably) of Dubai I spent in bed still shaking but with the antibiotics I had brought as a precaution starting to win the bacterial battle. Dubai - rich, modern, a mix of old and new - you've heard all that.

The hop to Muscat was short and the country of Oman, rugged, tough, sparse, fascinating and easy to tour. Oman is going to be the next



big thing in middle eastern tourism and they are tipping plenty of oil money into tourist infrastructure. If you would like to see a big, unspoiled, mountainous, rocky desert with a glorious coastal fringe you'd better hurry. We spent two and a half days driving and shopping.

Then across to Bangalore in India. The flying challenges were largely those of communication. The HF busy at best and flaky at worst, likewise the English of the controllers. Taxi instructions were probably the most challenging. But we didn't hit anything big or offend anybody nasty so it IS possible - and memorable.

It is no doubt self-evident to say that the greater the population density of a city the greater the likelihood of road traffic chaos but if you need a little action in your life drop into Cairo or Bangalore for a drive around.

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STANS TO AUSTRALIA ON BOARD S/N #617

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Between the airport and the hotel in Bangalore we found ourselves locked in a genuine gridlock, no vehicle could move. A couple of irate drivers and a white clad cop eventually sorted the shambles but this is not a relaxed place to visit. We were off in the morning for



Langkawi on the far, north west coast of Malaysia.

After Bangalore, Lankawi seemed almost deserted and although the physical damage of the recent tsunami was evident along the west coast, this resort island is relaxed with beautiful, white sand beaches and markets everywhere.

My wife and I visited Bali in 1969 and it is again self evident to say that it has changed drastically in the intervening years. But sad to say that the spectacular, tropical paradise of 1969 now looks and feels like a worn out, dirty, noisy, old tourist destination. We tourists have a bit to answer for. The stunning, terraced rice paddies have all but grown over with weeds and the roadside views are almost completely obstructed by shanty shops selling carved cats, stone masks and wind chimes of every sort. I drove for six hours looking for

a glimpse of the original Bali and did not find it. Then home! Be it ever so humble, the map of Australia that came slowly into view on the Bali to Darwin leg, sure looked good to me. The dirtiest PC-12 in the world at that time touched down in Darwin just after lunch and into the waiting arms of an inspector from the quarantine office who made us spray for insects before she minutely inspected each and every timber carving and bamboo wind chime on board. Everything passed.

The final leg from Darwin home to Brisbane was the longest of the trip and with the weight of cargo and five passengers now starting to reduce the available fuel, this final leg was all flown at max endurance power at FL290.

About mid way across we chatted on 123.45 frequency with a friend flying the reciprocal heading in his Singapore Airlines 777. He went



directly over the top of us, praising the accuracy of our GPS. We returned the praise.

Seven and a half hours after take off we landed "at home" and nosed up to WBI's newly leased



hangar to be met by family and friends including our first grandchild now four weeks old. "Needs a litre of oil," announced Peter Tippett, our chief pilot for the jolly.



Bill Bristow
S/N #617
Fortitude Valley
Queensland, Australia

ASK LANCE TOLAND...

I am a resident of Georgia. My aircraft is registered in Delaware. My passengers are residents of Florida, how does this effect my coverage?

Coverage is not necessarily governed by which state you live in or register your aircraft in, but Lex Loci (not a super villain in comic book series) or the Law of the location will. All aviation insurance contracts recognize the local jurisdiction of loss. This is typically embedded in the actual contract and is not endorsed unless you have an excess and surplus lines placement written through a foreign underwriter such as Lloyds.

How would this apply in the event of loss?

Knowing this could never happen to a POPA member, let's assume you are a Georgia resident and individual owner of a PC-12, insured by a US based insurer maintaining hull and liability insurance, further your aircraft is free and clear of

any liens. On a routine trip from Atlanta to Key West Florida with some friends and family you experience low ceilings and fog. After several hold waits and a missed approach or two ,you finally shoot an approach to below minimums and have and accident just south of the Georgia state line while executing a non-precision approach into Fernandina, FL. Result is the total loss of the aircraft and severe bodily injury to several guest passengers, your wife suffers a broken back. Post NTSB findings cite improper pre-flight planning which resulted in the owner operator pilot maintaining controlled flight into terrain while trying to avoid fuel exhaustion.

Good news...all of your certificates and training are up to date, within seven days of the loss you are paid in full for the hull loss, minus your in motion deductible. All passengers, including your wife, look to their personal medical coverage to take care of their medical bills and begin to recover. Although close friends, several of the passengers

sue for pain and suffering resulting from the accident. The courts find you negligent and your insurer settles within the policy limit. Now comes your wife, she sues you for pain and suffering. Although as a resident of Georgia you both enjoy interposal immunity, the loss occurred in Florida which has no interspousal immunity. Your insurer has to settle with her or face trail. A settlement is reached which barley comes in under your total policy limit remaining.

Is damage to my engine covered as a result of ingesting something?

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ASK LANCE TOLAND...

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Engine ingestion is a covered item in most contracts unless endorsed otherwise. Typically ingestion coverage carries a deductible which follows your in-motion deductible. Some contracts carry no deductibles for any loss.

There are two types of ingestion losses, domestic and foreign. Foreign ingestion losses usually result from birds, ice, sand or gravel or other foreign objects, such as nuts and bolts sucked but on take off or landing in reverse with the inertial separator off. These types of losses are usually discovered during a hot section inspection or at

overhaul. Turbine blade impact damage can be ascertained as to what caused the loss through metallurgical analysis, every ingested object has a peculiar signature. Erosion is typically considered normal wear and tear and would not be paid as a FOD claim. Domestic FOD is not a covered item and is easy to ascertain, usually this occurs when an engine component such as a turbine blade fails in the first stages of the turbine then travels downstream and damages other components such as hot section turbine blades, housing, burner cans, liners and vanes. Usually this type of damage is picked up by the engine manufacturer. Also consider that any airframe component that is ingested such as baffling screws would be considered foreign not domestic.

Is my propeller covered?


Yes, your propeller is covered damage resulting from impact with a foreign object or bending as a result of impact. Erosion is not covered. An applicable deductible will apply.

Will my insurance cover windshield cracks?

Yes, if it is determined that there is an actual impact to the windshield. Again this can be determined through special analysis. Bird strikes, hails and stone impacts are easily determined. Stress cracks and delamination are not covered and are considered airframe wear and tear or fatigue by the underwriters. An applicable deductible will apply. For example in flight hail windshield damage would be subject to an in-motion deductible, whereas hail damage on the ground would be subject to a not-in-motion deductible.

Lance Toland
Griffin, GA

Ask Lance Toland will provide POPA members with a better understanding of their insurance contracts with an on-going response to commonly asked questions. For more information visit the aviation insurance glossary at www.lancetoland.com.

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Pat Epps and Epps Aviation have come a long way since the aviation pioneer days when Epps' father, Ben T. Epps, the first pilot in Georgia, built and flew his first vintage aircraft in 1907. Ben Epps built another six aircraft designs until 1937 when he was fatally injured in a takeoff crash at the Athens, GA airport, which is now named in his honor. His six sons and two of his three daughters all became pilots.

In 1965, Pat Epps bought a small fixed-based operation at Dekalb-Peachtree Airport and began Epps Air Service. The original facility consisted of a main hangar (40,000 square feet) and a shop-office area. There were 19 employees. For over 40 years, Epps has continued to grow and improve its operation. Today, Epps employs over 180 and is located on a total of 20 acres. The facility consists of the original main hangar, a terminal lobby, two maintenance / avionics hangars totaling 54,000 square feet, five corporate aircraft hangars, 40 T-hangars, and its own fuel farm. Epps offers a location that is nothing short of perfect when it comes to fast, easy access to the business capital of the Southeast.

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Avionics: The Epps Aviation Avionics Department is a full service avionics shop capable of Flight Line Trouble-Shooting all major systems, bench repairs, and comprehensive avionics installations. We are dealers for all major avionics manufactures. Our avionics department employs the best technicians

available and supports them with training from our manufacturers and flight safety. Our staff has performed many upgrades to the PC-12 including TAWS, Traffic Systems, MFD's, Radar, Satellite Telephone Systems, Entertainment Systems, RVSM, EVS-1000, EFB's, and many others. Epps has invested in the latest test equipment to allow quick and efficient turn around times for our customers.

Parts: Epps Aviation is an Authorized Service Center for Pilatus, Cessna, Mitsubishi, Cirrus, Mooney and Piper. Our expansive inventory caters to a wide variety of aircraft both Turbine and Piston at competitive prices. We are here to serve you Monday through Friday from 8:00 to 17:30 eastern time.

Aircraft Sales: Epps has two sales departments. Pilatus Center South handles sales for the PC-12/45. Our territory covers GA, FL, AL, MS, LA, and AR. We also service the Bahamas and Caribbean region. Epps Aircraft Sales Department handles new Cessna sales and specializes in corporate re-sales (jet, turbo-prop & piston aircraft). We also offer brokering and acquisitions.

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Spring 2005 Answers!

Question #1

What is the Maximum Outside Air Temperature Limit (Cold) for the PC12?

- A. -50° C C. -55° C
B. -67° C D. -49° C

Answer #1 - "C"

Question #2

Is the above limitation?

- A. Indicated B. Calibrated
C. Estimated D. True

Answer #2 - "D"

Question #3

What is the freezing point for JET-A (without Prist)?

- A. -45° C C. -49° C
B. -55° C D. -40° C

Answer #3 - "D"

Question #4

What is the freezing point for JET-A (with Prist)?

- A. -46° C C. -51° C
B. -49° C D. -55° C

Answer #4 - "A"

Question #5

When the Auto Balance (Fuel) system activates to correct an imbalance, how is fuel redistributed?

- A. The fuel is transferred from the higher tank to the lower tank through the cross-vent line.
- B. The fuel is transferred from the higher tank to the lower tank by PFM.
- C. The fuel is transferred from the higher tank to the lower tank through the FCU return line.
- D. The fuel is transferred from the higher tank to the lower tank through the Motive Flow line.
- E. The fuel is not transferred from the higher tank to the lower tank. It is consumed by the engine.

Answer #5 - "E"

Note: There may be a portion of the fuel returning to the low side tank, but it could also return to the high side as well through the motive line.

Summer 2005 Questions!

I am going to depart from the normal questions with multiple choice answers this time. I will pose a couple of questions to the members and you consider the possible results. As always, I will post my thoughts on the answers in the next issue or if you cannot wait please go to the POPA website with your solution(s). Note: I am always open to suggestions, questions or comments so feel free to contact me at pc12jm@earthlink.net.

Condition: You are flying in icing conditions; PUSHER ICE MODE is on, preparing for an approach. (The scenarios listed below are meant to be individual (and have happened to POPA Members).

- A. Your amber CAWS [DEICE BOOTS] (Series 10) or [DEICE] with green CAWS [DEICE BOOTS] (flashing) annunciators illuminate. What are you required to do and what should you do?
- B. Your amber CAWS [FLAPS] annunciator illuminates just as you start to deploy flaps. What are you required to do and what should you do?
- C. The stick shaker activates when airspeed and attitude to do warrant this, and you follow procedure related to it. What are you required to do (after the procedure) and what should you do?

Newsletter Submissions

Members are invited to submit articles on any subject. We reserve the right to edit, correct, or delete information to fit the newsletter format.

<u>Issue</u>	<u>Period</u>	<u>Deadline</u>
Spring	Jan.-Mar.	Mar. 1
Summer	Apr.-Jun.	Jun. 1
Fall	Jul.-Sept.	Sept. 1
Winter	Oct.-Dec.	Dec. 1



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2005 CONVENTION WRAP-UP!

POPA had their 9th annual Convention in Kansas City, Missouri in late April. The Convention was held at the Fairmont Kansas City located adjacent to the famous Country Club Plaza, a Kansas City Landmark. The Plaza has over 120 stores and restaurants and kept the POPA Companions very busy during the convention. The Fairmont was a wonderful location and provided us with elegant room accommodations, as well as convention facilities.

Kansas City Aviation Center (KCAC) was the host FBO at the airport and did a great job. Upon arrival everyone was quickly guided to their parking spot and directed to the shuttle buses or rental cars that were lined up and waiting. We thank Angelo Fiataruolo and his gracious staff for their dedication and hard work in making our convention a huge success. The final count on planes was 44, and made quite a site for everyone at the airport and a great photo opportunity.

Wednesday afternoon started with a pre-convention tour that visited Honeywell's \$50 million

dollar, high-tech, 570,000' facility in Olathe, KS. The tour had 38 participants. The tour was a huge success and when the opportunity exits, POPA will be offering these tours at future conventions.

This year was a record for vendors, with a total of 22. There were booths representing the following companies:

- Aero Insurance
- Air Journey
- Angel Flight
- Center Capital Corp.
- Concord Battery
- CMC Electronics
- Falcon Insurance
- Flight Display Systems
- Garmin International
- Hartzell Propeller Service Center
- Heavens Landing
- Honeywell Bendix/King
- Max-Viz
- Mountain Air
- Nations Air Insurance
- Parker Hannifin
- Pilatus Business Aircraft
- POPA
- Prizm Productions
- Standard Aero
- The Trend Group
- Travers Aviation

In addition to the vendor booths, we also had all of the auction donations on display, plus an internet café for POPA members. The internet café was a huge success, with both laptops computers being used almost full time. This will be a

permanent part of all future POPA Conventions.

The sessions at the convention this year were very well received and averaged over 100 people per session. Dick Rutan, our featured speaker, gave a riveting talk that had the audience in awe. The video and audio clips from his Voyager trip were remarkable.

POPA President Phil Rosenbaum opened the academic sessions with welcoming remarks, and two days of academic sessions were presented to the owners. A sample of the first day sessions were several seminars by PilBAL on Technical, Policy, DOC, and Safety Issues plus the State of the Company and Industry. Jeppesen, Advocate Aircraft Taxation and the Partners Training Program filled out day one.

Day two started with Atmospheric Phenomena That Cause Reduced Visibility, Clear Air Turbulence, Stall Protection System, Honeywell Update, Enhanced Vision Systems Capabilities & Limitations, Pratt & Whitney Update and ended with a Website Tour with our webmaster and POPA Member, Art Schumer.

Of course there were numerous social events that started with a two-hour cocktail party on Wednesday evening. Also joining us that evening we tornado sirens going off all around us! Luckily, the tornadoes never got close enough to cause any damage. Weather for the remainder of the convention was uneventful.

Thursday's highlight was a wonderful reception, dinner and POPA Silent Auction that raised over \$2,000. Friday night everyone enjoyed the Farewell reception and dinner, and the POPA Live Auction that raised another \$30,000, making the total auction receipts of \$32,000. In addition, there were wonderful breakfasts and lunches on Thursday and Friday with plenty of food and time for members to socialize and visit the vendor display area.

If you attended you know what you have gained. If you did not attend, make plans to attend next year. Next year's convention site and dates will be available shortly.

Bill Alberts
POPA Convention Director
alberts46@aol.com







2005 QUEEN OF THE FLEET! S/N #540

Queen of the Fleet! Wow, what a true honor after seeing the many beautiful Pilatus's on the flight line. Like many of the owners and pilots that we met at POPA, we take a lot of pride in our bird and feel honored. Our Pilatus is serial number 540 and is named "Kelly Marie", which is the Granddaughter of the owner, Charlie Clark.

RVSM certification, MaxVis with two IR monitors in the cockpit, Flight Display for all passengers in the cabin. The passengers can select what they want to watch, which includes MaxVis, Flight Display, or DVD movies. Passengers also enjoy wireless headsets and a custom mini bar which sits on top of the entertainment console.

Some of the options that we have installed in the aircraft are: 5" EFIS both sides, KMD-850, and two Garmin 530's. Some of the other systems include:

We have taken such pride in our Pilatus, we recently finished an eight month refurbishment on our Cessna 182 and duplicated almost every aspect of its beauty, including the paint scheme and interior appointments. It's the most beautiful Cessna 182 in the country, which is fitting as its bigger sibling is "Queen of the Fleet".

**Mark Huntley and Michael David
Lodi, CA**



Courtesy of Art Schumer



Courtesy of Mark Huntley

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NEWS FROM WESTERN AIRCRAFT, INC.

WESTERN AIRCRAFT AWARDED PC-12 'DEALER OF THE YEAR' AND 'EXCELLENCE IN SERVICE AND SUPPORT' IN 2004

Boise, Idaho – March 30, 2005 – Pilatus Business Aircraft Ltd. awarded Western Aircraft the Pilatus PC-12 Dealer of The Year along with The Excellence in PC-12 Service and Support Award in 2004. The company has been an authorized Pilatus PC-12 Dealer and Service Center since 1996.

“Western Aircraft’s success is a key driver in Pilatus’ overall success,” said Thomas Bosshard, Pilatus Business Aircraft’s President and CEO. “Their professionalism in sales and total dedication to supporting their customers sets a benchmark for the rest of the industry to aspire to. We’re delighted to celebrate yet another achievement for the entire Western Aircraft team.”

Since joining the Pilatus network, Western Aircraft has been devoted to developing and supporting the PC-12 market. Allen Hoyt, Western Aircraft’s CEO stated that the company “has delivered 90 new PC-12 aircraft to date in our market area, and is on schedule to deliver another 13 aircraft by the end of 2005. The fact that Western Aircraft has sold almost 20% of the factory’s production over the past 10 years certainly speaks well for Western Aircraft, but also proves that the PC-12 has established itself as an ideal aircraft for corporate, charter, and private owner/operators throughout the Northwestern United States.”

WESTERN AIRCRAFT RECEIVES FAA DIAMOND CERTIFICATE OF EXCELLENCE

Boise, Idaho – March 12, 2005 – Western Aircraft has been awarded the Federal Aviation Administration (FAA) Diamond Certificate of Excellence. This prestigious award is the highest level of recognition for the FAA’s Aviation Maintenance Technician (AMT) Program.

John Walker, Boise Flight Standards District Office presented Western with this award. “The Diamond Award for a company is the highest award given by the FAA for technical maintenance training. I have been in the FAA for twenty years and have never had the opportunity or privilege to present the Diamond Award. This says a lot about Western Aircraft’s commitment toward safety and customer service to provide an excellent product to the aviation industry,” stated Walker.

The AMT Program is designed to encourage aviation maintenance technicians to take advantage of initial and recurrent training. Brian Rehberg, Western Aircraft’s Vice President of Aircraft Services stated that “the company’s dedication to training is an investment in our employees that benefits our customers and demonstrated our commitment to a high level of customer service.” It is a great honor that Western Aircraft’s dedication to ensuring the safety of its employees and customers has been recognized by the FAA.

They keep us flying.

KCAC does for us what we do for our customers - respond to our needs. We fly throughout the U.S. conducting business and servicing our clients' needs, and as volunteers for Angel Flight. The maintenance team at KCAC goes the extra mile to keep us flying. We have limited down time and can rely on the maintenance team being well-trained and have parts available.

Our PC-12 is the fifth aircraft that we've entrusted to the mechanics at KCAC. We won't go anywhere else. -Steve Carter, Regional Managing Principal and CEO, Right Management Consultants-Heartland Region, and Ty Carter, President & CEO, The Prospect Group, Inc.

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THE PC-12...A Fine Single-Pilot IFR Platform!

A recent trip I made from Tucson to south Florida and the Northeast demonstrates what a fine single-pilot IFR platform we have in the PC-12. Multiple, low IFR approaches conducted in the busy airspace around Miami and later, Washington DC and New York City gave this desert pilot quite a workout, but showed clearly the PC-12 as an airplane that will take care of the single-pilot crew, provided one establishes and uses basic procedures and stays organized.

Thorough knowledge of the aircraft, power settings, configurations, and the onboard navigation systems are essential for comfort and longevity in this environment. I found that the older KLN90B GPS coupled to the newer KMD850 display provided good utility and situational awareness. The full-color screen clearly shows the aircraft position in relation to each waypoint in the flight plan. Additionally, our new uplink weather system greatly reduced my pucker factor by providing detailed real-time weather information directly to the cockpit and was an excellent complement to our existing weather radar and Stormscope.

Some of you may wince at the fact that we are still using the KLN90B for primary GPS navigation. I know that this equipment is not the latest and greatest technology, and someone weaned on the current Garmin equipment would probably wonder why we're still plodding along with technology from the previous century. It's so 90's, you might say. But there is a lot to be said for sticking

with what works. "If it ain't broke, don't fix it!" (We also still have VOR receivers in the plane that we actually turn on and use from time to time!) I have found that the KLN90B is a dependable, tried-and-true navigation tool that, when understood and used to its full potential, can provide just as much spatial orientation and utility as the newer big-screen units.

Flying east from Houston on the gnarly side of a fast-moving cold front one afternoon last winter, the Stormscope was using every available pixel. I couldn't hit the refresh function often enough to keep the screen clear for more than a few seconds. Now normally I like the Stormscope better than conventional weather radar for pointing out the rough stuff. But today it wasn't giving me much useful info.

I was relying on the Nexrad Base reflectivity feature of my new KMD850 and my good old-fashioned eyeballs to thread my way through the towering CBs. The weather radar was also confirming what I was seeing.

Crossing into the Florida panhandle, I was looking at a real mean line of weather stretching west to east about 200 miles in front of me. The weather service supplied by Honeywell shows the (aged) position of the storms, but lacks tops and movement info. Still, knowing the weather was "out there" in the distance gave me plenty of time to call my friendly Flight Watch specialist and query him for that missing info. Between the two of us I was able to plan a new course that would keep us clear.

The ability to see weather anywhere in the country in flight in my mind is nothing short of miraculous. But just as is true with on-board weather radar and lightning detection, uplink weather data must be viewed as a tool that must be used with proper understanding and interpretation. First of all, it is important to treat the ground-based weather information as strategic, not tactical. The age of the information, as well as the relatively coarse resolution of the presentation precludes the safe use of this info for close-in tactical weather avoidance.

Flying IFR single-pilot requires a set of procedures be adhered to religiously to keep the level of safety. One procedure I use to help

with situational awareness is to integrate the KLN 90B into the ILS approach procedure. Of course, the 90B does not incorporate ILS approaches into its database like some later generation boxes do.

But it is really not that hard to do. Once I have determined which ILS or localizer approach is in use, I set the final approach fix into the flight plan as a waypoint prior to the airport itself. Then I set up the radios as follows: ILS tuned and identified, set primary navigation mode to LOC and set the CDI to the final approach course. Then back to GPS mode and OBS mode on the GPS, again setting the CDI to the final approach course.

Select direct to final approach fix previously entered into flight plan. Set CDI to final approach course, set Nav 5 page on GPS on both sides to see a moving map. (Now that we have the KMD 850, the flight plan is also depicted on that display. Having it also on the 90B enables me to select other pages on the 850, such as terrain and/or weather. I also set Nav 1 to GPS so that the pointer is indicating the relative bearing to the final approach fix. I get distance information as well.

If the weather is such that a missed approach may be required, I also set the missed approach point in the flight plan after the airport.

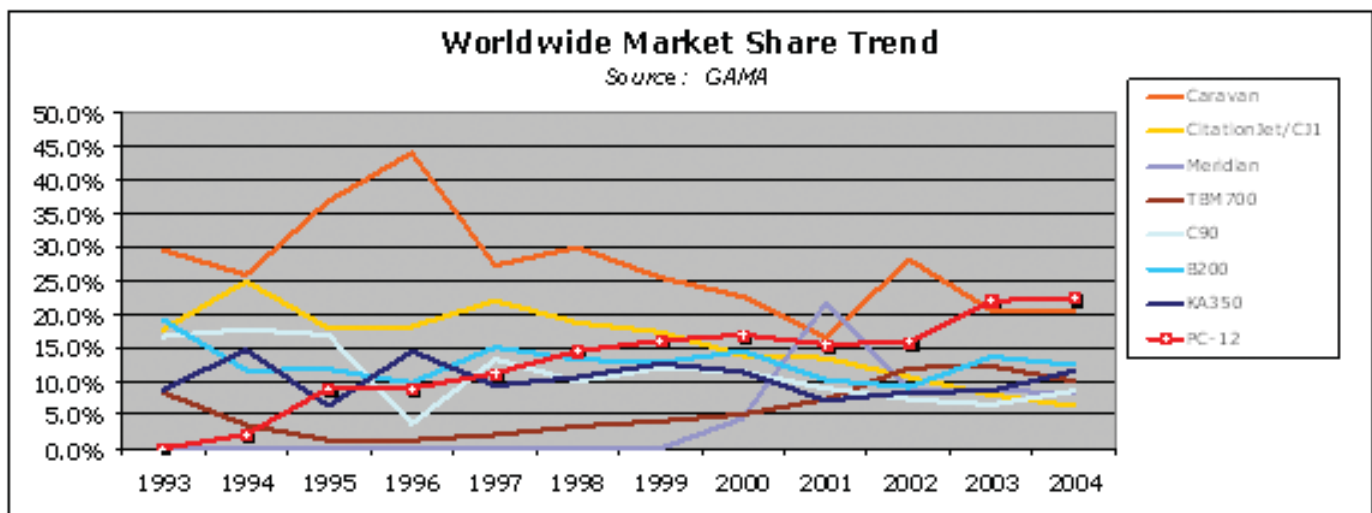
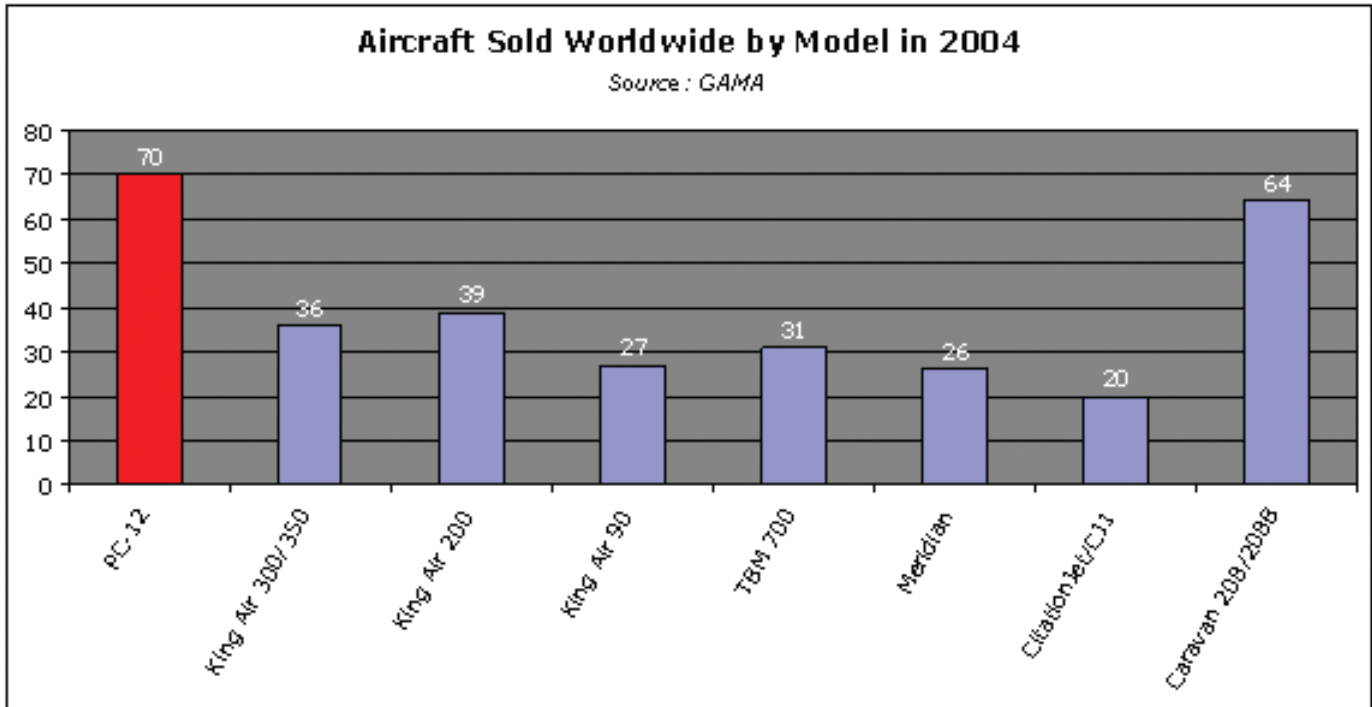
The above procedure assumes that I am being vectored to the final approach course. If I'm flying the full approach I simply fly to the Initial Approach Fix (a waypoint in my flightplan) in Leg Mode, then use OBS mode to perform the procedure turn. I use the VORs for backup, tuned and identified, but the whole initial leg can be flown using the GPS, switching to the ILS once inbound on the procedure turn. At that point the GPS becomes the backup, and my position on the approach is displayed on the KMD 850 screen, as well as the KLN90B's smaller monochrome screen.

I'm sure that someday I'll be making the jump into the 21st century and I'll have to become as comfortable with the new generation Garmins as I am now with my KLN90B. But until that day arrives, I'll keep the shiny side up using this dependable tool.

*Raymond Kingsley - Chief Pilot
S/N #271
Tucson, AZ*

PC-12 Increases Market Share in 2004

For the second year in a row, the Pilatus PC-12 has been the top selling turbine powered business aircraft. Pilatus employees around the world should take pride in this remarkable achievement, as PC-12 market share increased again for the recently ended calendar year. Since its introduction in 1994, the PC-12 has been steadily increasing market share during each year of production. In 2003 it finally surpassed all other aircraft in this competitive market. This trend is expected to continue for the next several years, as PC-12 production rates will increase in 2005, and sales demand for the year has continued at an unprecedented pace.



ANNOUNCEMENTS, NEWS, & NOTES!

Flight 1 Software Releases Pilatus PC-12 for Microsoft Flight Sim

Flight 1 Software has announced it's reproduction of the Pilatus PC-12 now available for Flight Simulator 2004 - A Century of Flight. This aircraft package offers several different configurations that include: commuter, executive, cargo, and multimission surveillance. This versatility along with the PC-12's advanced aerodynamic airframe will allow you to explore the FS world with unmatched flexibility.

The aircraft add-on features include: a visual model with and without a virtual cockpit/cabin, accurate flight modeling, advanced glass avionics suite and a custom GPS system. Caution and warning voice alerts in 4 languages; English, German, Spanish and French which can be selected from the included configuration manager.

Both high and low resolution virtual cockpit options are available, and Flight1's Text-O-Matic repaint utility will allow you to expand your fleet with customized paint schemes. Also included is a detailed manual, point-and-click interactive tutorial and much, much more. For more information visit www.flight1.com or go directly to the Pilatus PC-12 page at

Welcome New Board Member Bob MacLean

Economist by profession. Retired Executive VP, Human Resources Boston Scientific Corporation. Ski instructor, fly fisherman, lover of travel and the great outdoors. ATP, CFI and the proud owner of S/N #576.



I got my private pilot license in 1963. Starting with a Beech Sierra, moving up to a C182 RG and Barons, while dabbling in acrobatic work and a partial ownership in a Citabria. The PC-12 became the obvious next step.

Prior to the PC-12, I was, and am still an active and enthusiastic participant in the Bonanza Pilot Proficiency Program. I earned Wings Level 6 through it and regular SimCom training. I am a member of AOPA, the Northeast Bonanza Association, the NBAA, and CAA. I have served on various non-profit Boards and Corporate Boards as an officer for the last 15 years of my professional life.

With a little more time on my hands, and since joining POPA as a member, I would like to give something back to the organization. I would like to help advance the cause of continuous learning and mutual support especially among those of us who are Part 91 pilots.

Write a story for Pilatus...Get a Jacket!

A reminder to everyone who missed Pilatus Marketing VP Tom Aniello's presentation at the convention in Kansas City. Pilatus would like to gather interesting PC-12 stories to feature owners and their aircraft on the Pilatus website. In return, Tom offered to send a Pilatus Avirex leather A-2 flight jacket to any owner who submits a story. Submit a one-page story about why you bought your PC-12, what you were flying before, how you use the aircraft, and any interesting tales, along with two or three high resolution photos. Be sure to include your jacket size and mailing address, as well. You can send your stories directly to Tom by e-mail at taniello@pilbal.com.

POPA Directory

The Membership Directory is available for distribution. Please contact me at the POPA Home office to receive a copy. We have made every attempt to include only those names that wished to be published. If your name is on the directory and you wish it removed, please let me know.

***Laura Mason
POPA Executive Director
Tucson, AZ***

Please Note: The Membership Directory is meant to be shared only with other POPA Members. It is not sold, or intended to be use for solicitation purposes.

ANNUAL POPA DUES!

Please use the renewal form enclosed with this newsletter to renew and update the information regarding your membership. Please be sure to note whether you wish your information to be included in the POPA Directory.

***Thank you once again for your interest in, and support of
Pilatus Owners &
Pilots Association!***

WELCOME NEW POPA MEMBERS

Pilatus Calendar 2005

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N186WF

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N192PC

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N209PB

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N388PC

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N535BB

Adam Baker
Sandie Tillotson
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S/N #577
N577BF

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S/N #582
N582DT

Dick Thompson
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N600PE

Scott & Carolyn Archer
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N21AU

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N610NK

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N417AR

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N120CJ

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ALEA
Reno, NV

July 25-31st
EAA AirVenture
Oshkosh, WI

September 14-18th
MMOPA
Groton, CT

September 15-19th
Reno Air Races
Reno, NV

September 24-28th
IACP
Miami, FL

October 3-5th
AOPA
Tampa, FL

October 15-17th
NBAA
New Orleans, LA

Volunteers Needed!

In search of volunteers to support Pilatus in their booth at upcoming shows throughout the year. A few hours hanging out with Pilatus and answering any questions you can...or possibly assisting in the actual sale of a PC-12! (No...you won't get a commission!) What an opportunity to have POPA cover your hotel costs, clothe you in a lovely POPA polo, and the chance to mingle with the PiBAL honchos.

If interested, contact Laura at the POPA Home Office.



NEWS — FOR IMMEDIATE RELEASE

PILATUS TEAMS WITH OCEANAIR TO MARKET PC-12 IN BRAZIL

Broomfield, Colorado (March 28, 2005) – Earlier today, Pilatus Aircraft and OceanAir Taxi Aéreo Ltda. officials signed an agreement appointing OceanAir to be Pilatus’ exclusive factory-authorized sales and service representative for Brazil. The entry of Pilatus into the Brazilian market represents a high level of confidence by Pilatus that an even larger market exists for their flagship PC-12 single engine turbo-prop.

“We are delighted to break into the Brazilian business aviation market with such a strong and experienced partner in OceanAir,” says Thomas Bosshard, President and CEO of Pilatus Business Aircraft, Ltd. “We see tremendous potential for the PC-12 in Brazil. The combination of the PC-12’s long range, spacious cabin, high speed, low operating economics, and outstanding reliability make it uniquely suited to the operating environments presented by such a large and diverse country.”

According to OceanAir’s General Director, José Eduardo Brandão, “This new partnership opens huge possibilities for the PC-12, since the Brazilian market has a great demand for sophisticated small business aircrafts”.

In both 2003 and 2004, the PC-12 was the top selling turbine-powered business aircraft. Production levels of the PC-12 will increase in 2005 to support strong demand and the geographic expansion of the Pilatus Center network. In addition to the sales success of the PC-12, Pilatus Customer Support has been ranked number one by an independent survey for the past three years in a row. Earlier this year, the 500th PC-12 was delivered to a customer, and the fleet of aircraft passed the 1 million flight hour milestone.

OceanAir Táxi Aéreo is a branch of Sinergy Group and has been operating since 1998. In 2003 the company was named as the exclusive representative for Bombardier Business Jets in Brazil. Due to a new partnership with Target Company, Ocean Air Táxi Aéreo is beginning to operate a maintenance center at Congonhas Airport, in São Paulo, certificated by Bombardier, which will benefit Pilatus’ clients as well. The center will guarantee not only the preservation of the aircrafts but also convenience for owners and passengers, with conference rooms, VIP treatment and ground transportation.

NEWS—FOR IMMEDIATE RELEASE

Aerodynamics, Inc. Appointed Authorized Pilatus PC-12 Satellite Service Center

Broomfield, Colorado (May 4, 2005) – Atlas Pilatus Center, an authorized distributor for the Pilatus PC-12 in the Northeast United States, announced their appointment of Aerodynamics, Inc. (ADI) as an Authorized Pilatus PC-12 Satellite Service Center. Based at Oakland County International (KPTK) airport in Pontiac, ADI will provide parts distribution and service for Pilatus PC-12 owners in the Michigan area.

ADI was established in 1959, and has developed a strong reputation as industry leader in aviation service, quality and value. The company currently employees 165 people and have 4 hangars with 136,037 square feet under roof. Located conveniently in the heart of southeast Michigan’s business community, ADI provides complete aviation support for Fortune 500 companies and small businesses alike. At the foundation of ADI’s success is a dedicated team of professionals committed to the level of excellence Pilatus customers have come to expect. Open 24 hours, ADI is the perfect partner to represent Pilatus and Atlas in Michigan and the Northeast United States.

Atlas Pilatus Center, established in 1998 in Manchester, New Hampshire, has extensive experience with the PC-12. Atlas supports PlaneSense, a PC-12 exclusive fractional ownership program. PlaneSense is the largest fleet operator of PC-12s in the world, with 19 PC-12s under management. Atlas also maintains over 30 PC-12’s owned variously by individuals and corporations.

WHAT PILOTS SEE WHEN THEY DREAM

The High-Performance Pilatus PC-12.



At Pilatus, we've met many pilots through the years. And though they fly all types of airplanes, most have something in common. They'd love to own a PC-12. For some, it's because no other aircraft—no single, no twin turboprop, no jet—combines the cabin size, range, and payload of the PC-12 with an operating cost under \$350 per hour. For others, it's because the PC-12 is a model of Swiss craftsmanship. We think there's an even simpler reason. We built it for people who love to fly. The Relentlessly Swiss PC-12. See one during normal waking hours at your nearest Pilatus Center.

270 KT CRUISE • 330 CU FT CABIN • 2,261 NM RANGE • 9 PASSENGERS PLUS PILOT

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Non-Profit Status

The Pilatus Owners & Pilots Association has been granted exemption from income tax under Section 501(c)(7) of the United States Internal Revenue Code. The Internal Revenue Service (IRS) has classified POPA as a "social club" and has assigned Employer Identification Number (EIN #31-1582506 to our Association. A first-year return was filed in May, 1998. Future returns are filled in a timely manner in accordance with IRS-mandated rules. Annual dues are not deductible as a charitable contribution, but members will likely be able to deduct annual dues as a business expense. Consult your tax advisor for details.

Disclaimer

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THE PILOT IN COMMAND (P.I.C.) IS RESPONSIBLE FOR THE SAFE AND PROPER OPERATION OF HIS OR HER AIRCRAFT. IT IS THE RESPONSIBILITY OF THE P.I.C. TO OPERATE THAT AIRCRAFT IN COMPLIANCE WITH THAT AIRCRAFT'S PILOTS OPERATING HANDBOOK AND OTHER OFFICIAL MANUALS AND DIRECTIVES.