From the President

As I sit here and contemplate the tornado watch in my area today, I am reminded that we are deeply into Spring and approaching Summer in the south central and plain states. Ah, dreams of the stability of more northern air masses. Like we had at this year’s Convention?

For those of you who could not clear your calendars to attend the 8th Annual POPA Convention that took place on April 28th - 30th at The Broadmoor Hotel, in Colorado Springs, CO, you missed out on one great event after another! Wednesday, April 27th you would have sworn we were in mid-summer; 80 degree temperatures and balmy. On the 28th, as we were being welcomed at PilBAL for a facility tour and BBQ lunch, it was in the 70s, but rather turbulent in the air (can you say “continuous moderate below 14,000’?”). By the evening of the 29th, it was below freezing, and we received about 2” of snow. On Saturday at departure time it was a crisp 55 degrees and sunny. And then there was the agenda of sessions, to boot!

Weather aside, we had about as strong an agenda of topics this year as we have ever had. Along with the anticipated technically informative sessions with Pilatus and Pratt & Whitney, we were given some very tantalizing insights on what to expect in the coming year from Honeywell and PanAm/SimCom. The new programs described by Bob Wright of the FAA, being developed by industrial players in cooperation with the FAA FITS program office, will be welcome additions as they filter across to our training environment. John Senior’s (VP, Research & Development Pilatus Aircraft, Ltd.) presentation sharing insight into the icing certification of the PC-12 combined with Kurt Blankenship’s (NASA Glenn Research Center) discussions on the research efforts into in-flight icing phenomenon were very informative. The CD/DVD provided by Kurt will prove to be a great refresher device come next Fall/Winter as we head into another icing season.

Topping off the agenda was Al Haynes sharing his insights on cooperation and teamwork, using his experience as Captain of the ill-fated United Flight 232 as his base of examples.

We had two additions to the Convention this year; Bill Alberts, and the First Annual POPA Auction. Bill, as the Convention Director, was an invaluable resource in making the convention run smoothly. The auction (also under Bill’s management) raised significant funds for the on-going operation of POPA. We extend our thanks to all of those who contributed items to the auction, and to all of those lucky members who were able to successfully bid and win these great offerings!

I would also like to thank a few special people, the people who rose to the challenge to help make POPA a vibrant, successful organization. Let newsletter, as well as during the convention, I shared the Board’s directions for the future. We enumerated programs we feel need to be pursued by POPA to fulfill our mission to our membership. These initiatives embrace topical areas such as Training; Insurance; Membership; Communications; DOC; and Fuel Cost Management. We want to applaud the members who volunteered to head up these initiatives. People like Aaron Henschel of New Jersey; Art Schumer of Florida; Sarah Richardson of Las Vegas, NV; Chad Barta of Mesa, AZ; and Allen Morris of Coral Gables, FL. Last but not least by a long shot, I would like to introduce and welcome to the Board our newest director, Doug Bradley, of Salina, Kansas. You can find out more about Doug in his bio in this issue. These new players are going to need assistance to be successful with their initiatives. Consider how you might get involved and help make POPA a stronger organization.

Lastly, I would like to thank Roger and Gayle Block for their service to POPA. Roger has selflessly over the past 6 years given his time, energy, insight, and intelligence to the cause of POPA as a member of the Board of Directors, as Vice President of the Board for 2 years, as President of the Board for 2 years, and as past-President for the last year. Roger was instrumental in the development of an STC for the Whelan strobe light replacement, for which he received and receives no compensation. He and his wife Gayle took total responsibility for the presentation of the 5th Annual Convention in 2002. We extend our thanks to them both and to everyone who contributed to making this year’s convention such an overwhelming success.
It's that time of year again where high outside air temperatures can adversely affect our operations. I recently came across some old training notes on the subject. I've used some of my handwritten notes as well as borrowing liberally from the factory notes in my library for this short piece.

A factor that helps to make an engine powerful and efficient, high internal temperature, is also a factor that contributes to its deterioration. Any choice of cruise power settings for a turbine engine becomes a compromise between good performance and good engine health. It is unrealistic to expect the engine to be trouble-free operating at maximum ITT for significant periods of time. Raw pilots operate near the ITT redline, and few pilots will reduce power so much that they fly well below the book speed. If we accept the concept that high temperature and cycling temperature will hasten engine deterioration and should be avoided whenever possible, what can we do? This is where good hot weather operation plays a big part.

Burning more fuel in an engine does not necessarily create higher temperature. When we examine the effect of compressor speed (Ng) on inter-turbine temperature (ITT), when other factors such as OAT and accessory loads are constant, we find that fuel flow is increasing as compressor speed increases, but total airflow is also increasing. Since 75% or more of the engine's airflow is used for cooling, not combustion, it is easy to see why ITT actually decreases as compressor speed increases (up to about 70%); the cooling effect of the air is greater than the heating effect of the fuel. Recognizing this relationship and making it work is one of the best steps a pilot can take to promote engine health and longevity.

The cumulative affects of high field elevation, high OAT, high accessory load, and low compressor speed can guarantee that the ITT on a PT6 can exceed maximum ground ITT limits. Since we can't control the high OAT or the field elevation, we must lower our ground ITT by control of the engine idle speed and the accessory load. Not such a difficult task in our PC-12s.

Next time you find yourself in a hot and high situation, give it a try. Get rid of the ECS and watch your ITT. Turn the ECS back on, and after letting the ITT stabilize, go to Flight Idle after making certain you're in a position to avoid any prop damage or foreign object damage. Watch your ITT and see how much difference it makes.

Taxing in Flight Idle isn't such a good thing, but it may be the only way to keep you from exceeding your ground ITT limit on that really hot day. Leaving the ECS off for takeoff is a common practice, which I use often in the Southwestern USA, and used extensively in Africa. Before takeoff, be sure to advise your passengers that they will feel a bump in the cabin pressure when you turn your ECS back on after you are airborne and you've cleared your obstacles.

For the most part, we've been discussing the relationship between ITT and Ng during steady state ground operations. The ITT can change drastically when not in a steady state and changing from one speed to another. When power is advanced from idle, ITT can zoom well above its final stabilized temperature as fuel enters the combustion chamber before the engine accelerates and the compressor brings in more cooling air. On a hot day this can be quite severe.

Most pilots are careful to avoid those huge spikes when adding power for takeoff, but there are a couple situations when a spike can occur without being realized. The first one might happen when taxiing after landing and they add power to make a tight turn into a spot on the ramp. A bunch of the accessories are still on and the pilot's attention is on the line person, or on his wingtip, and the spike slips by unnoticed. The second one can occur immediately after the tight turn with power. The engine is immediately shut down without allowing time for the spiked temperature to cool and normalize. The Pilatus Manual says to allow the ITT to stabilize for at least two minutes at ground idle before shutdown. I consider the taxi from runway to parking as part of the two minutes at ground idle if I don't have to add power at any point.

Randy Stephens
Chief Pilot
S/N #261 - Vail, CO

Tech Corner

The last one for me and a big thanks for the great service! I would like to thank all those who expressed their enjoyment when reading my Tech Corner articles. After six years, my term is up and I am now retiring from the board.

POPA has the same issues it always has had. The biggest one is worthwhile and concise - communications! For without this we will still continue to struggle with membership retention. People who own PC-12s, or any other expensive aircraft are by definition busy and frugal people. They will not waste their time or money coming to a meeting where the same material is covered year after year. Those who are new to the PC-12 should be exposed to the material, which may be old hat to seasoned owners. Perhaps we could structure the POPA convention so existing material and issues for the Series 10 can be given to the new owners/members, while subsequent days would have the issues that encompass the entire fleet. This will give Pilatus and PW&C people a chance to get to know the new owners and address issues on a one-on-one basis.

One issue I would have liked more discussion on is an old subject - the flaps. Talking about the cost of operation, the flaps still add significantly to it for us low annual time owners.

Unfortunately during POPA, our plane was at Centennial getting new main tires. We are flying to Puerto Rico in June and wanted to have everything in good shape. I would like to say Aviation Sales, Inc.’s service was exceptional; bar none, it was the best I have yet encountered. While Pilatus was talking about the engine driven fuel pump AD, I had Gayle find Dave Domenico, from ASI, who was attending. Gayle found him on the phone talking to work with a note in his hand with our N number and the words “fuel pump”. In other words, he was already thinking ahead and taking care of us and we are not even in his service area! Now that is customer service! Thanks Dave and all of the people at ASI; the tires are great!

Roger Block
S/N #185 - Reno, NV
Stepping Into The PC-12

It was my first landing in the Pilatus; I wanted to impress the chief pilot. On downwind I called for "gear down, before landing checklist, please". He gave me a big grin and said "you're not at the airlines anymore, this is a single pilot operation. You want the gear down: Put it down!" Thus...my transition to the Pilatus was nearly complete!

Pilots look forward to moving up to a new aircraft. They're brushing up on their skills, learning something new, and probably flying faster and higher than before. It's a time of excitement and challenge. Think faster, staying ahead of the plane. Try thinking slower and lower.

The Pilatus is a unique aircraft in that it draws many owner/pilots up from other smaller, slower, and decidedly simpler aircraft. On the other hand, it's capabilities and utility make it a great lateral change for operators of light jets and twin turbo props. There is currently a good selection of highly experienced pilots that the major airlines no longer needed after downsizing. Operators like hiring those pilots for their ease of training, insulation, and personal comfort. Many of these fine aviators are currently flying for a charter or corporate operator near you. That's my story. Soon after finishing training in the A-320 for United Airlines I realized I would be furloughed in about six months and had better secure my next job.

I was fortunate to meet Mark Wenzel, the chief pilot for Marc Air, a small charter operation with several PC-12s based out of San Luis Obispo (SBP), CA. They appreciated my flight time and experience, and I appreciated their willingness to work with my impending furlough from United.

How does the PC-12 compare to flying an Airbus 320 or B-737? I initially had a sense of dread. I had flown for the airlines eleven years. In late 1980s there were two types of corporate/charter operators: The high dollar, big jet operators that flew non-stop; or the mom and pop operators that seemed to get by. Avionics was usually outdated stuff from the 1970s. The airlines were comfortable with quality maintenance, training, sim time galore, and the latest avionics. The mom and pop operators have almost been put out of business through the requirements to upgrade to TCAS and some form of ground proximity warning. Advances in computer memory chips and integration of GPS made portable nationwide data bases available in small aircraft. Combine this with cost of avionics going down and you will see these systems in smaller piston aircraft.

My sense of dread has been assuaged: quality maintenance, a well-cared for, clean aircraft. OK, now I am off to ground and simulator school. Here was the first big difference. One week. A-320, B-737, and CL-65 (continued on page 5)
The Airbus max take off provide. The TCAS is a great set formation than most copilots can quality avionics provide more in- 

sisted by talking to the plane, I 

sion would catch it. I compen-

That took a lot of adjustment for me. The moving map (King KMD 850 / Garmin 530) in the Pilatus is great. Even a bit nicer than the /Garmin 530). The avionics in the Pilatus has closed the divide between the airlines and GA. Do not feel you are flying a simple airplane in the Pilatus. I encourage all pilots to get into the simulator on a regular basis and practice emergen-

sary to follow, even if the con- 

practice emergen-

What do they have in common? The moving map (King KMD 850 / Garmin 530) in the Pilatus is great. Just as in the Pilatus you start your flare with a seat height of close to 100 feet and a speed of about 140 Knots depending on your weight. The radar altimeter would then audible your descent: "50...30...10...retard, retard (the throttles)". By the time it said "30" you had better be well into your flare and pulling the throttles to idle. When you touched down your seat height was actually 35 feet above the runway. Just as in the Pilatus you brought the throttles into reverse, but used more power; about 50% power in reverse. Now the differences really jump out at you. On descent you probably selected "auto braking" at one of several levels. The auto brakes used the transducers from the anti-skid brakes to determine your current wheel speed. A computer would then determine your rate of deceleration. Depending on what rate of deceleration you had opted for, the brakes might be applied to give you additional stopping power other than the reverse thrust. By 80 knots you want to be at idle power and by 60 knots you need to be out of reverse for RD ingestion. Grab the steering tiller on the out-

have opted for, the brakes might 

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What do they have in common? The moving map (King KMD 850 / Garmin 530) in the Pilatus is great. Even a bit nice
I received a complimentary copy of your POPA newsletter, and was inspired to write an article for the POPA Membership. My interest in Pilatus aircraft started through the same self-interest that the Pilatus Porter PC6 drew out of people. I teamed up with a ex-school teacher that I knew had the same level of interest to build a radio controlled model of the PC6 with the combination of the then learning curve of building a website. (www.acr.net.au/~tony/completed.html)

The other common interest we had was the appreciation of the building of the Australian Snowy Mountains Scheme during the early 1970s. Two PC6 Porters, VH-SMA and VH-SMB were used to transfer some of the many items and people required to assist in the construction. After several owners SMA is still flying today in France under a new registration number, F-GFDC. (www.acr.net.au/~tony/sma.html)

Through the developing interest from the website I started to receive input from other Pilatus aircraft users from around the world. One of the most satisfying groups to have contact with is the PC Porter group involved with the Australian Army Aviation that used the Porters in Vietnam. This web page of information has also help reform friendships from past years. (www.acr.net.au/~tony/experience.html)

The website has been enhanced with contributed information about aircraft that Pilatus produced over the past years like the B4 Glider, PC9 and the P3. This enhancement included assistance from Pratt & Whitney Canada staff and Pilatus staff world wide.

The most recent addition to the website is the page for PC-12 users. This page was developed following requests by some PC-12 users (pilots) for a common place to relate to how other PC-12s are utilized. Again this page has brought together people world wide of same interests. (www.acr.net.au/~tony/pc12history.html)

In some ways the website could be renamed to the Pilatus Friendship-Enthusiasts web site thus giving me the opportunity to THANK everybody who has contributed to the web site to help share with others of their involvement with Pilatus aircraft. I invite you as PC-12 users to contribute to my website any information that other users would appreciate.

“Remember gravity has the greater power.”

Tony Roberts
Bombala NSW 2632
Australia
troberts@acr.net.au

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Rural Days
The delta of the Rio Paraná is another place where you don't want to lose your only engine: Vast, uninhabited and soggy. Gradually, the cultivated lands around Rosario came into view. Looked lush and fertile from above, but down close it was downright ugly. W ithout radar, we had to fly the full ILS approach. On the ground, the prospective CEO and COO of the forest project were waiting to greet us. I decided to test their managerial skills and asked the CEO to have my aircraft washed, a fateful decision, it turned out. He immediately delegated the task to the COO. He washed, a fateful decision, it would turn out. He immediately delegated the task to the COO. He immediately delegated the task to the COO. He immediately delegated the task to the COO. He immediately delegated the task to the COO. He immediately delegated the task to the COO. He immediately delegated the task to the COO. He immediately delegated the task to the COO. He immediately delegated the task to the COO. He immediately delegated the task to the COO. He immediately delegated the task to the COO. He immediately delegated the task to the COO.

The drive went over progressively deteriorating roads: From Freeway to divided highway to highway to dirt road to literally no road at all. Nevertheless, the Finca turned out to be a mansion with all amenities - except electricity. That was provided, when required, by a generator. It sported a tennis court, a golf course and a polo field. W e could almost have landed the PC-12 on the polo field. The forestry project looked good. Suffice it to say that there are around 260 species of trees there and about a dozen yield wonderful hardwoods.

Wrecked Nerves
When we arrived back at the airport a couple of days later, we were met with a strange air of nervousness. A courageous lady finally admitted: "Bad news; somethings wrong with your airplane". I figured I had messed up with the paperwork. It turned out that the wash truck had wrecked the fairing of the innermost flap actuator. Technically not a big deal (could be fixed with high speed tape), but legally!

The airport commander summoned me to his office and let me know that he would not let me fly before an inspector from the Civil Aviation Authority would have traveled from Buenos Aires and declared the aircraft airworthy. Now the prospective COO could really prove his abilities. After an hour long skillful negotiation he convinced the commander that this could be done by fax and e-mail. Another hour was spent with the police who wrote a meticulous report of the events that led to the mishap. W eay too late to press on to Peru today! W e decided to scrap the planned trip to Tacna and Nazca, so Cliff filed a flight plan straight to Lima for the morning and we retired into a charming hotel.

High!
W e crossed the Andes over northern Chile. The vast Altiplano with dry lakes and dry deserts remind us of North American West. Flying along the pacific coast in Southern Peru, Irene thought she spotted some of the geoglyphs near Nazca that we had planned to see the day before. After 5 hours, Lima's smog engulfed us and I shot the ILS to runway 15.

Actually, Lima had not been on our planned itinerary. W e had to go there anyway. The Peruvians won't let anybody fly to Cuzco, our real destination, without a safety pilot and he has to be picked up in Lima. H.G. Schmid had recommended Juan Holste who also served as our handling agent. He smoothed things brilliantly but even he could not save us from having to pay a fee of .20US cents per kilometer over Peru. All fees added up to over $700US.

The Airport in Quito - In the middle of the city!
Travellers, the habitants. We stayed in a wonderfully romantic hotel, the Monasterio. That’s exactly what it once was and in many ways still feels like. Soft Gregorian chants fill the halls and even the lush gardens. They claim the air in the rooms is oxygen enriched.

The famed Inca walls with the precisely fitted roof stones are really there. Nobody seems to have figured out how they did it. The only tools they had to grind the building stones to razor blade precision were other stones!

Machu Pichu was to be the apex of the trip. The train was to leave at 6AM! We learned that it was delayed to 7AM. Seven came and went and the train was not coming. It finally did - for about 500 yards, then it stopped and rolled back into the station. It had been raining steadily for the last few days and a landslide had covered the tracks somewhere along the route. There would be no train to Machu Pichu today. After discussions, there were six votes in favor of planning a departure tomorrow rather than try for Machu Pichu again. A wise decision it turned out, as the train was not running the next day either. We had an extra day to explore this picturesque city and its charming people. We were disappointed to have missed Machu Pichu.

Leaving Cuzco proved complicated, but well organized by one of Juan’s chums. Above all, it was expensive! Now we paid for the long leg out of Peru. The total, including Lima, was above $1300!

The Pilatus was unimpressed with the density altitude and lifted off with more than a mile of runway to spare. We climbed to 19,000’ inbound to a VOR as Juan had suggested and then turned north to our route. The terrain display was not showing anything red nearby and soon we were out of the clouds and confirmed with our own eyes: the mountains were now below us. We were about to complete our second crossing of the Andes.

Back To Our Hemisphere

The approach into Quito is interesting to say the least. Well, there were radio vectors. Still, flying low over densely populated hills and to land in the middle of the city was kind of unusual. Juan had promised that the paperwork in Quito would be easy and it was. Immigration waved us through.

Quito looked like a city that would be nice to stay for longer than just overnight. We’ll be back. Here Tadia left us to return to New York commercially. That made it possible to fill the tanks and we were glad we could, for tomorrow would be a long leg mostly over water. Before taking off for that leg, we were sorry one more time that we didn’t hire a handling agent. While getting in was a whiz, getting our turned out a bear. The offices we had to visit were scattered all over the rather large terminal and at one point they actually required a weight and balance sheet.

Departure was as interesting as arrival. It was right too early and you end in a residential neighborhood, too late and you encounter cumulus gentilis. We pilots had our hands so full that we had no time for that equator bump this time. Before long, the Pacific Ocean came in sight; we had crossed the Andes a third time! About halfway Panama glided by under us. The boats waiting at the locks in the canal were quite easy to make out.

Over the Caribbean Again!

The first and only sign of trouble with our trusty Pilatus manifested itself just about as far from land as we would ever get - where else! Both fuel pump indicator lights started cycling on and off intermittently. How could that be? The pumps are only supposed to come on automatically, one side or the other, to balance fuel. We suspected a defective solenoid and pulled the fuel pump CBs. "Fuel Pressure Low" was the immediate response on the CAWS. The CBs went back in a hurry and we let the pumps run permanently for safety. When all else fails, consult the manual. We figured out that we had a partially clogged fuel filter and the motive flow pumps were not producing the required pressure. What could clog the filter? Ice crystals, maybe, if the fuel contained some moisture. After all, we had been at -24° for over 4 hours now. There was only one way to test: descend to warmer temperatures. We asked for 12,000 ft. and got it. A quick calculation showed that we had enough fuel to waste at the low altitude. After 20 minutes at about +10° the pumps stayed off when we switched them to auto. Bingo! The torque wavered a bit while the melt water went through the turbine but other than that all was back to normal. Jet-A had only cost $1.30 in Quito. They didn’t charge us anything for the water in it.

After landing at George Town Airport on Grand Cayman we had reasons to feel back to normal. Everybody speaks English and the paperwork is handled efficiently. They even volunteered to make Xerox copies of the GenDec!
Grand Cayman is another place where you hate to leave. The price level helps, though. Hotels, restaurants and shops were the most expensive we have seen on this trip. We left late that last morning. Before take off we called US Customs in Key West to announce the exact time of our arrival. They expect punctuality!

Havana Center’s English was crisp and clear. So was the Cuban landscape below us. Cayo Largo del Sur could certainly be turned into a great resort if the market forces would be allowed to do their thing.

We were almost on time for customs and they actually met us at the airplane. We had to unload all the luggage and bring it inside for inspection. The agents were polite and friendly but it took nearly an hour. Immigration now has yet another set of Irene’s and my fingerprints. Are they profiling us because we are Swiss?

The leg home was simple and direct in stark contrast to the bureaucracy we had endured for the last three weeks. Spruce Creek came in sight in the twilight. I gave Cliff the landing. He geared it in. Of course...

Simon Aegerter
Cliff Johnson
S/N #336 - Spruce Creek, FL

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Trip To Germany

Gerhard and I are on our way to Munich, Germany to see Muller - Wilfährt again and to do some work there with a number of customers as well. This trip will be significantly different from our last one in that we are going to fly ourselves in the Blauto. We usually refer to any travel in the airplane as adventure travel, but this is raising the adventure quotient a little higher. Our wonderful trip planner/project manager, Tamy Paulus has done all of the hard work of setting this all up with Jeppesen flight planning services and made all of the arrangements for Atlantic data cards for the G-100s, new approach plates and charts for Europe and cars and hotels as well. Vicky Freeman has updated all of the 200 Jeppesen approach plates for the United States and all of Europe. Jeppesen will even be filling the flight plans and all we have to do is show up on time and not make any really big mistakes. Tamy even magically found us two pairs of snow shoes out of season after my own search came up empty handed. The Canadians require these as part of the survival equipment needed to fly in the arctic. Jude and I went to REI to get the required survival stuff which included arctic sleeping bags, parkas, gloves, camp stove with fuel, cooking pots and utensils, signaling mirrors, compasses, space blankets, mosquito repellent, suntan lotion, hatchets, knives, large orange tarps to signal with, waterproof matches, fire starter, mosquito hoods, food and water for three days, and water proof cases to put it all in. Wow! The clerk thought we were going on a really great camping trip.

The trip over here was a gas! The first day we went to Coquit, Minnesota, (4.7 hrs.), fueled and then on to Goose Bay Canada for the night (5.4 hrs.). Everyone talks about the risks of flying over the ocean, but we are very well prepared for these with immersion suits, life raft and a host of ocean survival gear. The landscape between Minnesota and Goose Bay is one of the bluest I have ever seen, just miles and miles of tundra, snow trees, and frozen lakes and no roads, communities or places to land an airplane! All the stuff we got at REI makes more sense now.

Goose Bay is an extension of this scene, just a bunch of buildings randomly plopped down around the intersection of the only two roads for about a thousand miles in any direction surrounded by an ocean of dirt, rock, mud, sand and tundra. The temperature is just above freezing with a 30 knot wind blowing sleet. The visibility is very low with a cross wind and the turbulence on the approach is too much for the autopilot so it hands the airplane back to me. I go around once and it takes two attempts to land but we are down successfully. No big deal really, just the stuff all the training is for.

The airport is an immense thing left over from World War 2 with a German Air force Training Squadron based here flying Jaguars, I think. They love it here as they can do some really aggressive training out in the tundra.

Dinner this night was a 3-block walk through the semi frozen quagmire of ice, snow and mud down to Subway (of all places) where we could get something of a vegetarian fare for Gerhard. Most of our choices for dinner were a variation of other moose meat and beer cuisine. After working in China for a while, Gerhard is not interested in eating anything that had "eyes or a mother". Go figure...

We stayed in the Loftleidir Hotel, a really nice place on the fourth floor. Latitude at Reykjavik is about 64 degrees north so the sunset at about 11PM. We had lots of time for our sight-seeing. This is early May. Som it will be light 24 hours/day.

Next stop was Reykjavik, Iceland for the night. This leg of the trip is the first over water. Mandatory position reports are a new lesson in communication. All works well even when we couldn't raise Gander control once, but we were able to call an airliner flying higher, for a relay, which worked fine. The view initially was of vast fields of ice in the water, which were tracing a pattern of the outlines of the wind and current flow on the water. Then the clouds moved in and we didn't see anything until we let down to Iceland.

The trip to Iceland was only about 5.4 hours and we should have had time to fly on to Germany but the planners at Jeppesen wisely had us stay overnight. Iceland is just too good to rush through, it is about the most poorly named place, from a marketing standpoint, that I have ever been to. The big surprise here is that it is 68 degrees in sunshine and it is absolutely beautiful, sort of the best of Alaska, old Puulla, Washington (little town full of Norwegians and Swedes where my grandparents lived), and the Alps all rolled into one. The people could not have been any more pleasant and the city is spotlessly clean and covered in tidy parks and artwork, with lots of old world architecture and some really modern looking stuff as well. It probably didn't hurt that everyone there looked like me. My mother suggested that Icelanders are probably just shipwrecked Swedes. We invited the young man servicing the plane, Jkelte, (say yelty) to the hotel for their fabulous dinner buffet (did you ever see a buffet with loches and caviar?). This was a real switchover after Goose Bay. After dinner he took us on a tour of the town. Jkelte is from a fishing family and that isn't too unusual as fish, it turns out is the only export from Iceland. Jkelte is also trying out the flying business and has about 400 hours, is commercial, instrument, multi engine and instructor rated. Very sharp guy.

We stayed in the Loftleidir Hotel, a really nice place about 100 feet from the airplane so we had a grand view of the airport and our airplane from our rooms on the fourth floor. Latitude at Reykjavik is about 64 degrees north so the sunset at about 11PM. We had lots of time for our sight-seeing. This is early May. Som it will be light 24 hours/day.

The next leg was over more of the ocean for about 2 hours, and then over Scotland. We could see the NW side of it with its mountains and locks but all of the rest of England. The Channel and Europe (continued on page 11)
was covered in clouds so we didn't see anything until we popped out of the bottom of the clouds in Germany. At Munchengledbach (try and say that over the radio!) to clear customs, which turned out to be a total waste of time as the stop in Iceland with their customs was all we needed. The rules have been changing since the formation of the EU. Each country interprets them a little differently. As a matter of fact they had a perfectly good customs office on the airport in Augsburg, which was our destination. I'm still not sure why the flight planners at Jeppesen had us land in Munchengledbach in the first place. Live and learn.

Everyone wants to know how much fuel costs. When I'm flying it really doesn't matter as long as we can get it when we need it. I have done some rough calculations and it works out to about $6.88 a gallon including the Vat tax. This doesn't include landing fees, handling fees, etc.

Gerhard is up in Berlin at the Air Fair stirring up business so I am on my own and using taxis to get around and doing just fine. Gerhard made arrangements for us to visit his friend building the reproduction FW 190 fighters on Saturday, May 22nd then on to Austria. Tuesday we will drive back to Munich, get organized and then plan to take off on the 25th and fly to Iceland.

Stay tuned for late breaking developments! The trip here "log" (and photos) will have to wait until next issue!

Mike Dennis
Oregon Aero
S/N #462 - Scappoose, OR

Footnote - Our aircraft is equipment with Garmin 430/530 radios, EGPWS, and most of the other stuff found in all PC-12s. The point is we didn't do anything special to prepare the plane for this trip. No HF radio. I did find out after we got here, that we could have had the radio shop turn on the frequency split feature in the Gaminis. This would have made them compatible with the European requirements. This caused us to fly at FL23 instead of FL27 over the continent, a very small inconvenience.
**Summer 2004 Quiz!**

**Question #1**
Can we takeoff with Flaps 0°?

A. YES  
B. NO

**Question #2**
If the GWS FLAPS illuminates during flight, can we regain use of the Flaps?

A. NO  
B. YES

**Question #3**
What is the FLAP INTERRUPT switch used for?

A. This is a "DFW" switch  
B. To interrupt flaps operation in lieu of the FCWU protections  
C. For maintenance purposes only  
D. You use this switch along with the flap reset button to regain use of the flap system.

**Question #4**
You are doing a short field takeoff (Flaps 30°). After positive rate of climb, you raise the landing gear first and hear a warning tone (no GWS). What is this tone and why are you getting this warning?

A. This is a flap overspeed tone. Flaps should have been raised first.  
B. This is the Landing Gear warning tone. The airspeed was too low due to the short field takeoff; need to accelerate before raising gear.  
C. This is the AIR/GND warning. Because of the landing gear being raised first, the warning is sounded.  
D. This is the Landing Gear warning tone. The landing gear was raised first instead of the flaps.

---

**John Morris**  
Pilatus Program Coordinator  
PanAm/SimCom Training Centers  
Orlando, FL  
pcl2jm@earthlink.net

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**Spring 2004 Answers**

**Question #1**
FAR Part 91 - When can the Autopilot be engaged after takeoff?

**Answer #1**

1C - FAR 91.9a - Civil aircraft manual, marking, and placard requirement - Pilatus AFM Section 2-22, 23 (Series 9 and earlier), 2-27 (Series 10)

The autopilot must be disengaged, when the airplane is below 1000' AGL, except in accordance with the conditions given below.

For aircraft equipped with a functioning Pilatus option radar altimeter installed, the autopilot must be disengaged below 200' AGL during ILS approach operations provided that the autopilot is coupled to glide slope vertical guidance of 6° or less. The system is approved for Category 1 operation (approach mode selected).  

**Question #1A**
FAR Part 135 - When can the Autopilot be engaged after takeoff?

**Answer #1A**

1B FAR 135.93a - Autopilot: Minimum altitudes for use.

(a) Except as provided in paragraphs (b), (c), (d), and (e) of this section, no person may use an autopilot at an altitude above the terrain which is less than 500 feet or less than twice the maximum altitude loss specified in the approved Aircraft Flight Manual or equivalent for a malfunction of the autopilot, whichever is higher. Pilatus AFM Section 3-61 (Series 9 and earlier), 3-63 Series 10).

Maximum Altitude losses due to autopilot malfunctions:

<table>
<thead>
<tr>
<th>Configuration</th>
<th>Alt Loss</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cruise, Climb, Descent</td>
<td>30'</td>
</tr>
<tr>
<td>Maneuvering</td>
<td>20</td>
</tr>
<tr>
<td>APR 3° ILS</td>
<td>70</td>
</tr>
<tr>
<td>APR 6° ILS</td>
<td>40</td>
</tr>
</tbody>
</table>

Note: Actually, it should be 600' AGL since the published losses for Cruise, Climb, Descent are 30'.
Question #2
FAR Part 91 - When do you have to disengage the Autopilot from a Non-Precision or Visual/VFR approach?

Answer #2
"B" - See Question #1.

Question #2A
FAR Part 135 - When do you have to disengage the Autopilot from a Non-Precision or Visual/VFR approach?

Answer #2A
"B" - FAR Part 135.93b - (b)
When using an instrument approach facility other than ILS, no person may use an autopilot that is less than 50 feet below the approved minimum descent altitude for that procedure, or less than twice the maximum loss specified in the approved Airplane Flight Manual or equivalent for a malfunction of the autopilot under approach conditions, whichever is higher.

Question #3
FAR Part 91 - When do you have to disengage the Autopilot from a coupled ILS Approach?

Answer #3
"E" - See Question #1

Question #3A
FAR Part 135 - When do you have to disengage the Autopilot from a coupled ILS Approach?

Answer #3A
"E" - See answer #1 and below.

135.93c - (c)
For ILS approaches, when reported weather conditions are less than the basic weather conditions in Sec. 91.155 of this chapter, no person may use an autopilot with an approach coupler at an altitude above the terrain that is less than 50 feet above the terrain, or the maximum altitude loss specified in the approved Airplane Flight Manual or equivalent for the malfunction of the autopilot with approach coupler, whichever is higher.
The operating experience and safety record achieved by operators of Pilatus PC-12 aircraft is commendable and also represents a positive model for an expanding population of single-pilot owner and professionally flown small turbine-powered aircraft. The challenge will be to maintain low fatal accident rates in the face of significant increases in the number of such aircraft operated with a single pilot. An opportunity exists for the general aviation community to learn from the experience of Pilatus owners and operators and apply those lessons to the operation of new turbine aircraft that will soon be introduced in the marketplace.

Small numbers of single pilot turbine-powered aircraft have operated successfully in the National Airspace System (NAS) for some time. As a percentage of total operations of such aircraft, however, the number is small for the turboprop fleet, and much smaller still for pure turbojet/turbofan aircraft. As a practical matter, most of these aircraft are operated by two pilots, while most turbine aircraft flown with a single pilot are operated by a paid professional, rather than an owner pilot. This is largely the result of corporate policies and norms, customer desires, and insurance requirements. An exception to this is the growing number of single-engine turboprop aircraft that are flown single pilot.

Data presented at the POPA Convention in April 2004 suggest that the PC-12 accident rate and fatal accident rate is very low. This is a tribute to a number of factors, including the quality of training programs, the proactive use of installed avionics and other safety equipment, the basic design of the aircraft, and the responsible approach to aircraft operation by owners and pilots. Clearly, there are some "lessons learned" that can be extracted from this operational experience and shared with other turbine aircraft operators and the general aviation community.

In order to maintain an excellent safety record and perhaps even improve on it, POPA members may

(continued on page 15)
want to participate in the larger safety discussion occurring today regarding single pilot operation of technically advanced aircraft (TAA) in an increasingly complex National Airspace System (NAS). In this regard, the Federal Aviation Administration (FAA) and the general aviation community have banded together under the Safer Skies program to examine areas responsible for most fatal accidents. These include weather, loss of control, controlled flight into terrain (CFIT), and takeoffs/departures. The root cause analysis of such accidents is leading to ways in which they can be mitigated. Some of these mitigations may affect or benefit Pilatus operators and POPA members.

Another factor to consider is the progressive modernization of the NAS and the impact this will have on flight operations and safety. For example, the availability of the Wide Area Augmentation System (WAAS) to enhance Global Positioning System (GPS) accuracy, availability, and integrity will permit GPS/Area Navigation (RNAV) approaches with vertical guidance at most general aviation airports. This will allow WAAS equipped aircraft to fly “Instrument Landing System (ILS)-like” approaches at many more locations. In addition, the FAA is moving to a concept of Required Navigation Performance (RNP) that will establish precise arrival and departure procedures in busy terminal locations. Equipped aircraft will receive priority handling since they will not interfere with air carrier traffic flows while adhering to these special procedures. Safety will increase, but only if pilots are adequately trained in these procedures and can recognize certain limitations as well as benefits of using WAAS and RNP/RNAV. For example, WAAS RNAV approaches may not include full ILS lighting and obstructions may also exist at remote airports, thereby increasing minimums.

The modernization of the NAS described above may present special challenges to operators of single pilot aircraft. These challenges are being addressed in the FAA/Industry Training Standards (FITS) program with concepts such as Single Pilot Resource Management (SPM) and risk management. These techniques are being integrated into training programs through concepts such as scenario-based training. The techniques, tools, training curricula, and procedures developed under this program may be of direct benefit to Pilatus owners and POPA members.

In view of the safety issues and changes in the NAS described above, POPA and its members may wish to take a more active role in their future safety success to complement the commendable record already achieved. You may want to consider the following actions as a way to move forward.

1. Become engaged in FAA/industry programs such as Safer Skies and FITS. This is as simple as taking advantage of products available on the FITS website at www.faa.gov/avr/afs/fits/. Also, explore the safety products and electronically register for seminars under the FAA Aviation Safety Program by visiting www.faa.gov.

2. Band together with other organizations that have common safety issues, such as other owner associations representing operators of single engine turboprop aircraft.

3. Work with your training provider to adopt changes in training curricula that provide for more realistic training, such as scenario-based training, SPM, and risk management.

4. Consider approaching your insurance providers to work in partnership to provide incentives to owners who adopt more structured training or operating procedures. For example, this could include participation in or development of quarterly “distance learning” modules that are web-based and focus on topical safety issues such as practical risk management procedures.

These examples are meant to illustrate possibilities for actions that can maintain a positive momentum and ensure your future safety success. You or your association may develop an even more proactive program. During my brief visit with your association at the annual convention in Colorado Springs, I was impressed by the dedication of the membership to safety issues. The FAA will certainly work with POPA to promote proactive safety solutions and continue to improve the general aviation safety record.
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.
STRONG DEMAND FOR PC-12

After increasing sales by 35% in 2003 relative to 2002, demand for Pilatus’ PC-12 single, engine business turboprop continues to grow at an unprecedented rate. At the end of the first quarter, nearly the entire Pilatus’ 2004 production of 70 PC-12s is already committed for purchased by retail customers and Pilatus’ dealer networks.

“We’re delighted to see such tremendous market demand continue for the PC-12, even in this uncertain economy,” noted Oscar J. Schwenk, President and CEO of Pilatus Australia, Ltd.

"With 500 PC-12s in operation soon worldwide by the end of this year, word is spreading rapidly about the unmatched performance, comfort, economy and versatility of the PC-12. The positive experiences of our customer base continue to be our strongest sales tool."

Tom Aniello, Vice President and Chief Marketing Officer of Pilatus Business Aircraft, Ltd. Continued, "By ordering additional aircraft, the Pilatus sales network sent a clear message to us about how confident they are of the market for PC-12s in 2004. With only a few retail positions still available this year, US customers wanting to take advantage of the bonus depreciation tax incentive program will have to act soon, or run the risk of missing out on a great opportunity."

On-Line Tool To Predict In-Flight Icing Below FL180

Using a new web-based tool, operators who typically fly below Class A airspace can now obtain icing forecasts up to 12 hours in advance of their flight. The FAA tool provides a color weather map and a flight route display of icing potential from 3,000 to 18,000 feet. The user can select forecast times from three, six, nine, and 12-hour intervals to help plan their routes. The new feature is part of a family of on-line FAA-developed weather products, operated by the National Weather Service and publicly available online.

http://adds.aviationweather.gov/icing/

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www.lancetoland.com
my name is Chad Barta. I am the Director of Maintenance for Native Air Services in Mesa, Arizona. I am writing this article regarding the use and maintenance of our four Pilatus PC-12s.

Native Air is a Part 135 On-Demand Air Carrier that was started primarily as an Air Ambulance and has grown into the Executive Charter and Cargo areas. Its core maintenance base is at the Williams-Gateway Airport in Mesa, AZ. In addition to our PC-12s, we operate a Cessna Citation 560XL, a Canadair Challenger 601, three American Eurocopter AS350s, and an Augusta A119 Koala that is currently in completion. We have just recently completed our Validation Flight for overseas operations with the FAA. We have received approval of our Operational Specifications to provide International Services to include: Europe, Pacific Rim, Hawaii, etc. This approval will allow us to provide air service for both medical and executive charters to and from foreign countries. We are a diverse company with a lot of knowledge, experience, and ability to handle a variety of missions.

Native started out based in Arizona in August, 1995 with Jetstream 31s. Since then we have expanded our fixed wing base of operations to Rochester, MN associated with the Mayo Clinic, Dallas-Fort Worth, TX associated with Care Flight, and have recently opened a base in Kalispell, MT associated with the ALERT Program at Kalispell Regional Medical Center. Future plans include a fixed wing base, in Show Low, AZ, to provide additional support for the helicopter already based at Show Low Regional Medical Center. We have three Arizona helicopter bases in Show Low, Rayon, and Lake Havasu, as well the Phoenix Metro area. We have an additional seven helicopter bases throughout Arizona utilizing aircraft provided by OmniFlight Helicopters, Inc.

By 1998, Native realized there was a better aircraft on the market for the flight profile that they flew and future profiles they saw coming and acquisition of their PC-12 fleet began. Since the arrival of the first PC-12, Native has logged an operational total of 18,650 flight hours. What is impressive and unique about our totals are the 30,340 cycles acquired during these flight hours. This equates to approximately 1.62 cycles/hr. Needless to say, we have a lot of experience and exposure to the effects of hours and cycles on the airframes and engines, and how to maintain them. Along with that experience, we have taken the appropriate steps and have the appropriate monitoring systems in place, to have the TBOs of our engines escalated up to 5000 hours of operation and the Hot Section Inspections are On-Condition. The "hard times" of the components still apply, which is why we have elected to stop the escalations at 5000 hour TBO due to the 5000 hour Power Turbine Blade replacement. It seemed to be the most economical place to stop.

The PC-12 has fit our operation very well and has performed to expectations. We continue to operate our aircraft in air ambulance configuration, but with more "outlying bases" opening up, flight profiles are changing. We are happy with the PC-12’s performance and predictability. The engine is predictable and the airframe is very solid.

Native is very self-sufficient when it comes to maintaining the PC-12. We have 14 maintenance technicians that serve our main and outlying bases, seven of which are Pilatus factory trained, two trained in Pratt & Whitney PT6A-60 Series Heavy Maintenance. This training allows our maintenance department to do our own Hot Sections and heavy maintenance. Our in-house trained Pratt & Whitney Engine Condition & Trend Monitoring (ECTM) Mechanic allows us to do our own Trend Monitoring. We have a computer-based program to track the parts history as well as the history of our aircraft, as it pertains to maintenance. This allows easy access and evaluation to see any trends in premature wear or weaknesses in the aircraft and its systems.

If you are ever around Williams-Gateway Airport or Mesa, please stop in and see us.

Chad Barta
Native Air Services
Mesa, AZ
E-mail: cbarta@native-air.com
POPA's 8th Annual Convention was held in Colorado Springs, Colorado this past April. The convention was held at the world famous Broadmoor Hotel ("Grand Dame of the Rockies"), which is located at the base of the Rocky Mountains, and had truly fantastic views of Pikes Peak and the surrounding area. The Broadmoor did a tremendous job for POPA from room accommodations to the convention facilities and especially the wonderful food. Thursday night we had 135 room reserved, representing a total attendance of over 180 people...a record for a POPA Convention.

Colorado Aviation was the host FBO, and did a great job in getting everyone parked together. Upon arrival everyone was quickly guided to a parking spot and rental cars were lined up and waiting. We wish to personally thank Craig & Kim Powell, the owners, for their dedication and hard work in making our convention a huge success. The final count on planes was 46...another record!

Prior to the convention, many members went to PilBAL in Broomfield for a guided tour of their facilities, which included a barbecue lunch.

The Partners Training Course was held on Thursday and Friday mornings. Instructors were Ted and Ken Otto from PanAm/SimCom Training Centers.

Wednesday evening started with a "Welcome" cocktail party. Thursday's highlight was a wonderful reception and dinner. Following dinner, the 1st Annual POPA Live Auction raised over $16,000. Friday night everyone enjoyed the "Farewell" reception and dinner, followed by the 1st Annual Silent Auction that raised another $4,000.

If you were in attendance...you know what you gained. If you did not attend, make plans now to be at POPA 2005! Convention site and dates will be available shortly. Thank you again for all your support, and making POPA 2004 such a success!

Bill Alberts
POPA Convention Director
Laura Mason
POPA Executive Director

The interior of the aircraft is an 8-seat executive configuration. The Skandia thermal insulation modification was done before the BMW platinum interior was installed. Dual DVD players provide the passengers the choice of two movies on individual screens located at the seats. Passengers may also watch the image provided by the MaxVis system or a moving map of the aircraft location provided by Airshow. Bone noise canceling headsets are provided for each seat that can be used by the passengers to listen to the movies or the stereo CD player. Aircell ST3100 satellite phones are available for the passengers. There are three AC outlets for laptop computers and a data port for Internet use.

The aircraft as configured provides a very enjoyable flying experience for passengers and an extremely safe environment from the pilot's perspective with all the redundant systems.

PC-12 #492, was purchased in September 2003, and spent some time at W Aircraft being fitted with the options listed below.

The aircraft has pilot and copilot 5" EFIS tube sets. Navigation is provided by dual Garmin GPS 850s. The aircraft has both MBD 850 and MCD 820 multi-functional display. These displays show information from the Storm Scope WV500, E-GRMS, weather radar, TCAS, WSI weather system and the King FIS weather service. Installed but not yet operational pending FAA STC approval is the MaxVis 2000 system that will provide enhanced vision to the pilot in low light and low visibility conditions. The MaxVis image will be provided to the pilot on a CRT located to the left of the instrument panel.
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To learn more, call 1-877-712-2386 (1-913-712-2613 outside the U.S.) or visit us at www.bendixking.com.
I grew up in a little town in Minnesota where I went to school with my wife Kathy. I guess you could say we were high school sweethearts.

We started a trucking business in 1973 in Minnesota and have been in it ever since. In 1990, we decided to leave Minnesota’s winters behind. We set up an additional terminal, more centrally located, in Salina, KS, at the crossroads of I-135 & I-70.

When I started flying in 1988, our Minnesota terminal was right across from the airport. I think that’s what sparked my interest in flying. We owned a car/truck wash adjacent to our terminal. Occasionally, the local FBO would bring a fuselage over to wash off. Our site was also used for overflow parking for air shows and the like giving us a great seat for such events!

We have four grown children and seven grandchildren (so far!), all of them familiar with different modes of transportation. If they can’t fly, they most prefer to drive a truck. Our sons and one son-in-law work at our businesses; our daughter and daughter-in-laws have jobs outside of our business, but are called on to help out at times. We had three sons graduate from Kansas State, one with a degree in Business Management, and the other two with degrees in aviation, (A&P and Commercial Pilot). The two pilots and I have taken the Pilatus PC-12 course at SimCom.

We started a new company in 1999 called Salina Aircraft Services, Inc. with a partner. With this company we buy, sell, charter and lease aircraft. This is one way we get to do more flying. It’s hard to believe what a pilot will go through to fly more!

Before purchasing our Pilatus in December 2000, we had flown many other planes. With our family and business growing, we realized we needed a larger plane. We decided on a Pilatus, partly because of its great load and range capabilities. After acquiring S/N #194, we added two more passenger seats.

I have always considered myself to be a very lucky man having the greatest family, friends and (what I believe) airplane ever built. I would like to thank the Board for asking me to join them. I think POPA is a great organization and would encourage any Pilatus owner or pilot to join.

Doug Bradley
POPA Board Member
S/N #194 - Salina, KS

EXECUTIVE DIRECTOR PROMOTION!

I am pleased to announce that the POPA Board has asked me to continue to work for POPA in a full-time capacity...and I have gladly accepted the position! I thank Pilatus, the Service Centers, and all the POPA Members for your support!

Laura Mason
POPA Executive Director
Tucson, AZ

IS YOUR ADDRESS UP TO DATE?

Is your address listed with the FAA correct? If not, the FAA requires you to update your information with them before July 1, 2004. As quoted in the May 25, 2004 AIN Alerts "It’s a safety issue, not just a paperwork issue," said Mark Lash, manager of the FAA civil aviation registry. "The agency and manufacturers must be able to notify aircraft owners to distribute safety and maintenance related information, including ADs. The database also helps local law enforcement and Flight Service Stations begin the search for a downed or overdue aircraft."

A list of incorrect addresses is scheduled for posting June 1 at http://registry.faa.gov. If you have any questions on this requirement or find a correct address on this list, contact FAA at (866) 762-9435.

Pilatus Aircraft encourages all operators to maintain this information, both with the FAA and with Pilatus. "Correct mailing and contact information significantly improves communication between Pilatus and its customers/owners," says Kathy Bormuth, Pilatus Business Aircraft. Pilatus is in the process of including a customer information update form on PilatusServiceWorx.com.
All Members are invited to submit articles and pictures on any subject. The deadline for articles are:

<table>
<thead>
<tr>
<th>Issue</th>
<th>Period</th>
<th>Deadline</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spring</td>
<td>Jan.-Mar.</td>
<td>Mar. 1</td>
</tr>
<tr>
<td>Summer</td>
<td>Apr.-Jun.</td>
<td>Jun. 1</td>
</tr>
<tr>
<td>Fall</td>
<td>Jul.-Sept.</td>
<td>Sept. 1</td>
</tr>
</tbody>
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We reserve the right to edit, correct, or delete information to fit the POPA newsletter format.

Welcome New Members

S/N #152  Bob Lux
N444CM    Minneapolis, MN

S/N #174  Chad Barta
S/N #197  Ken Penning
S/N #223  Mesa, AZ
S/N #226  

S/N #228  Robert Korbelik
N12JD     Salina, KS

S/N #336  Warren Dean
N422MU    Colorado Springs, CO

S/N #447  Bill Seymour
N447PC    Charlotte, NC

S/N #483  Chris Worden
N483PC    Ft. Lauderdale, FL

S/N #533  Harrison Ford
N533PC    Santa Monica, CA

S/N #552  Billy Shurley
N152PC    Cabot, AR

S/N #553  Robert Burwell
N553PC    Gary Smith
Joe Holloway
Sarasota, FL

S/N #570  Dan Dorsch
Pending   Tampa, FL

Pilatus Calendar

April 13-19th
Sun-N-Fun
Lakeland, FL

April 15-17th
LABACE
San Paulo, Brazil

April 28-30th
POPA
Colorado Springs, CO

May 15-16th
Alaska Aviation
Anchorage, A K

July 21-24th
ALEA
Charlotte, NC

July 27-August 2nd
EAA AirVenture
Oshkosh, WI

September 16-19th
Reno Air Races
Reno, NV

October 6-9th
MM O PA
Palm Springs, CA

October 12-14th
NBAA
Las Vegas, NV

October 21-23rd
AOPA
Long Beach, CA

Newsletter Submissions

POPA Members

New Associate Members

Dale Taunt on
The Trend Group
Clovis, CA

New Affiliate Members

Rick Ross
American Aviation Insures
Colorado Springs, CO

ANNUAL MEMBERSHIP DUES

POPA dues run from July 1st to June 30th. Please use the renewal form enclosed with this newsletter to renew your membership.

Thank you very much for your interest in and support of Pilatus Owners & Pilots Association!
The comments, articles, stories, letters and information contained in this newsletter are the personal opinions of the writers, and are not construed to be official policy or commentary of Pilatus Owners & Pilots Association, Inc. Neither the Association, nor its directors, officers, nor the editor or publisher gives any official sanction to any of the articles, stories, letters or information contained herein.

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.