
From the President

This year's Oshkosh was great! Of course, I may be biased, since it was my first. The Pilatus booth was visible from the parking lots. Huge red and black signs were supported with steel in concrete tower structures. The center of attraction was the red and black "Swiss" PC-12. Showing its history of being "Relentlessly Swiss" was a 1958 P-3 in a camouflage paint scheme. Lapel buttons saying: "Would you buy a watch made in Wichita?" were a hit at the AOPA booth. Even though I am told the attendance was down from last year, I was also told why. The regional EAA shows are drawing from Oshkosh. In light of recent USA events, this is likely to continue. I think Pilatus sales should pick up because of these events. Business travel will be even more of a hassle domestically boosting sales for business aircraft as well as fractionals.

We will have a board meeting in Memphis on Oct 3rd. **We will report on this meeting both on the website and in our next newsletter.**

*Roger Block
POPA President
PC-12 S/N 185
Washoe Valley, NV*

PLEASE NOTE

All Members and Associate Members are invited to submit articles on any subject. The deadline for receiving articles for the Winter Issue is December 1st, 2001. Please submit articles to the POPA Home office via USPS or e-mail at POPAPC12@aol.com.

SEPTEMBER 11, 2001

In the wake of September 11, we need to be very grateful that we have the means to provide for our own air transportation, and we always (well almost always) know who our passengers are. The freedoms that we enjoy in this realm of air travel will certainly be impacted, but to a much lesser degree than the general public, having to tolerate the parking, the terminal lines, the cramped seating, the noxious air, crying children not properly supervised by idiotic parents, the airline food (or lack thereof), etc., etc., etc. However, we must be vigilant, to defend the freedoms that do remain, to zealously prevent the FAA and the Government from overreaching their authority in generating "protections", as is their tendency in the aftermath of tragedy. All too often the wide broom of regulation is substituted for good old fashioned common sense, as the following dialogue relates.

*Jack Pezold
POPA Board Member
S/N #155 Big Red
Columbus, GA*

As it was at most U.S. airports, last Saturday was the first near-normal day at Denver International since the terrorist attacks. On United's Flight 564 the door had just been locked and the plane was about to pull out of the gate when the captain came on the public address system. "I want to thank you brave folks for coming out today. We don't have any new instructions from the federal government, so from now on we're on our own."

The passengers listened in total silence. He explained that airport security measures had pretty much solved the problem of firearms being carried aboard, but not weapons of the type the terrorists apparently used, plastic knives or those of wood or ceramics.

"Sometimes a potential hijacker will announce that he has a bomb. There are no bombs on this aircraft and if someone were to get up and make that claim, don't believe him. If someone were to

Press Releases & Pilatus News

July 24, 2001

PILATUS CELEBRATES 1500TH SINGLE-ENGINE TURBOPROP

OSHKOSH, WI – Pilatus Aircraft is celebrating the production of its 1,500th single-engine turboprop. The Stans, Switzerland-based manufacturer is commemorating the event in several ways, including a celebratory paint scheme for the milestone aircraft, a PC-12 dubbed “Relentlessly Swiss”. The aircraft’s striking red, white, and black design incorporates the Swiss flag and features the words “heritage,” “commitment,” and “expertise” – concepts that have served as a basis for much of the company’s success.

“Relentlessly Swiss” is more than just a name,” said Angelo Fiataruolo, CEO of Pilatus Business Aircraft, the Swiss company’s U.S. division. “It’s the philosophy behind everything we do, from research and development to customer support – and that’s enabled us to sell more single-engine turboprops than any other manufacturer in the world.”

Pilatus has a very rich history of single-engine turboprop design and construction, dating back to the first flight of the legendary PC-6 Porter in 1959. Since that time, Pilatus has delivered 469 PC-6 Turbo Porter STOL utility aircraft, 452 PC-7 Turbo Trainers, 73 PC-7 Mk II Turbo Trainers, 245 PC-9 Advanced Turbo Trainers, and 261 PC-12 business turboprops.



“Relentlessly Swiss” a factory-new PC-12, is the 1500th single-engine turboprop manufactured by Pilatus. The aircraft will be flown as a demonstrator through the end of the year.

July 20, 2001

PILATUS AIRCRAFT REPORTS CONTINUED EXPANSION OF THE PC-12 MARKET WITH 2ND QUARTER DELIVERIES

STANS, SWITZERLAND – Pilatus Aircraft announced today 2nd quarter 2001 deliveries for the PC-12 continue to remain very strong, in spite of the slowing U.S. economy. In the 2nd quarter, Pilatus delivered a total of 16 new PC-12 business aircraft. Of those, 11 went to North and South American customers. This brings the worldwide total of PC-12 deliveries in 2001 to 24.

“The continued strong delivery rate indicates that the market realizes the PC-12 is an extremely versatile aircraft perfectly suited to a changing and uncertain economic environment,” said Ignaz Gretener, Vice President General Aviation at Pilatus Aircraft Ltd. “With outstanding performance, a large cabin, unmatched versatility and very low operating costs, the PC-12 allows savvy owners to continue to expand their own businesses without sacrificing the advantages of business aircraft travel.”

July 20, 2001

PILATUS BUSINESS AIRCRAFT ANNOUNCES ALIGNMENT OF PRODUCT SUPPORT ORGANIZATION

BROOMFIELD, CO –As the result of the substantial growth in the size of the Pilatus PC-12 fleet, Pilatus Business Aircraft, Ltd. announced several changes to its product support team. The organizational changes were implemented in an effort to better support customers and align support activities with the network of Pilatus Service Centers.

Spare parts organization is being split into separate sales and operations functions. Duane Saari has been promoted to the position of Parts Sales Supervisor and Jerry Frank will assume the new position of Manager of Warehouse Operations. Additionally, Angela Kraft has been promoted to Purchasing Supervisor and Kathy Bormuth to the position of Warranty Supervisor.

The Product Support group has been aligned into four main sub-groups:

- Customer Service, which includes Parts Sales, Warranty Administration, Field Service Engineering
- Warehouse Operations, which includes Shipping/Receiving, Rotables Administration and Warehouse management
- Procurement, which includes Procurement and Purchasing
- Maintenance Training

Announcements - Upcoming Events

INDUCTION OF POPA VICE PRESIDENT

At the October 3rd 2001 POPA Board Meeting in Memphis TN Phil Rosenbaum, a current POPA Board Member, was nominated and elected Vice President of the POPA Board. As Vice President, Phil will be hosting the upcoming 2002 POPA Convention in his home town of Austin, Texas. Congratulations Phil!

www.pilatusowners.com

Please utilize the POPA website. It is a valuable tool to both owners and pilots. Should you have any questions or problems logging on to the website, please contact Laura Mason at the POPA Home Office, (520) 299-7485 or via e-mail at POPAPC12@aol.com.

PRATT & WHITNEY CANADA PILOT FAMILIARIZATION BOOKLETS

Free copies of the PT6A-67B Pilot Familiarization Customer Training Booklets are still available. Please contact the POPA Home Office to receive a copy.

2001 Trade Show and Sales Meeting Calender

| | |
|-------------|-----------------------------------|
| 6/17-6/24 | LeBourget Airshow - Paris, France |
| 7/01-7/07 | Toronto Aviation Show - Toronto |
| 7/24-7/30 | EAA Fly-In - Oshkosh, WI |
| 9/13-9/13 | Reno Air Races - Reno, NV |
| 9/18-9/20 | NBAA Convention - New Orleans, LA |
| 10/04-10/07 | MMOPA Convention - Asheville, NC |
| 11/04-11/08 | Dubai Airshow - Dubai |
| 11/08-11/10 | AOPA Expo - Ft. Lauderdale, FL |

Please note all events are subject to change.

IRIDIUM SATPHONE 9505

For the past three weeks I have been utilizing the Motorola Iridium Phone Model 9505 in my aircraft. While I have an AGRAS/Wulfsberg phone installed in my PC-12, I've been continually looking for a cheaper solution. With AGRAS pricing averaging about \$7.00 per call, the bill adds up QUICKLY! The Iridium phone, at \$1.50 per prepaid minute, available in airtime blocks suitable to your needs, is far more cost efficient.

Using the telephone, with its portable antenna placed on the inside of my side cockpit window, I have "logged" about an hour of usage over the test period over both the US and Canada. The phone is simple to operate, has about 5 hours of battery talk time and can be run through your headphone mike with the GA5000 adapter, available from Kennedy Technologies (cellset.com) for \$190. An added feature of the phone is that you can have users call you on your phone number, with the caller being charged for the call.

The Iridium phone and its system of 66 low orbit satellites is now secure with the new consortium which bought out the assets earlier this year, headed by aviation professional Dan Colussy. More importantly, since their buy-out, they have now secured a major contract from the US Department of Defense.

The phone and its associated apparatus retails for \$1,495, plus the pre-paid phone block of your choosing. The distributor for the phone is World Communications Center (wccpl.com).

However, as an incentive exclusively to POPA owners, the company will offer 10 phones at their list of \$1,300, a savings of \$200 off retail, plus \$300 in free airtime credits. If you should desire to avail yourself of this opportunity, call World Communications Center at (480) 857-6667 and reference code WCC15.

After the 10 units are sold, phones may be purchased at the retail price of \$1,495, and the company will continue to offer 300 free minutes of airtime through 12/31/01.

Cheap, dependable, satellite phone service is here now, offering an added emergency back-up communications source for use anywhere in the world from your PC-12.

Dick Foreman
POPA Board Member
S/N #114



Member Forum Cont.

FROM NORWAY TO SICILY - TOGETHER WITH A TV CREW ALONG THE 15th LINE OF LONGITUDE

From the end of June to the middle of August, 2001 we flew a Camera Team from the Swiss National Television Station with our PC-12 HB-FOX. From Northern Norway to Sicily all exactly along the 15th Line of Longitude. During this time the six man Camera Team produced a series of popular programmes about the countries and people along the route. During the 50 hours flight time, the PC-12 proved itself to be an ideal, flexible and cost-effective mode of transport for the job at hand.

The biggest challenges on the trip were the bad weather approaches encountered at the small airfields in Norway and Sweden. Air Traffic control provided radar vectors to let down below cloud cover in a Fjord, then it was down to us to identify the correct Fjord and proceed visually to the short 800 metre long runway that was often only seen when on the final approach to land. The success of the whole operation was in no small part due to the tremendous performance of our experienced Lions Air/SkyAir Dispatch Team in Zürich. Many times the planned flights had to be scrapped as the Camera Crew finished its work earlier than expected, the weather deteriorated or there were delays in the filming schedule.

Our Dispatch Office Team of Sven Krieger and Simon Keith supported our work in the field superbly. SkyAir Postholder Trainer John Pashley flew part of the journey and the other part was flown by myself. Many of the flights were flown problem free single pilot. The PC-12 not only performed well as a means of transport, but also doubled as the TV studio. The TV Team, consisting of a Cameraman, Sound Recordist, two Producers and two Presenters were able to visualise their film clips in the improvised PC-12 TV Studio. All preparation work for the film items was carried out onboard the aircraft.

Working together with the TV Team was great fun. Over time a close team rapport developed between the TV and flight crews, this was particularly helpful when spending considerable time together often under arduous conditions. I was not only a pilot for the team but I was also responsible for all of the logistical matters at each of the destinations.

For me personally the variety along the 15th line of longitude was fascinating. Although I had previously experienced many of the things we saw, I would never have thought that there could have been so many different cultures, peoples and landscapes often only an hours flight apart. From the openness of the Norwegians to the introverted Swedes, from the modern Danes to the Poles, even though they are each only half an hour's flight apart. From war torn Slovenia to Sicily, where the Mafia and Mount Etna are constantly in the headlines. In fact, due to the eruption of Mount Etna, we returned to Sicily to take new film of the molten ash spewing from the volcano.

For us this television job was a challenge, which the SkyAir team conquered with honours. The alternative to our PC-12 would have been for the TV Team to travel by regular scheduled flights. This would have meant that the film crew would have been a month longer on the road, the flexibility for the team would have been drastically reduced and the costs considerably higher.

Our stops along the 15th Line of Longitude.

| | |
|------|------------------------|
| ENSK | STOKMARKNES |
| ENSH | SVOLVAER |
| ENRA | ROSVOLL / MO I RANA |
| ESPC | OSTERSUND |
| ESND | SVEG |
| ESKM | MORA |
| ESSL | LINKOPING |
| ESMX | VAXSJOE |
| ESMS | MALMOE |
| EKRN | BORNHOLM |
| EPSC | STETIN |
| EDBX | GOERLITZ |
| LKPR | PRAG |
| LOWG | GMÜND, landing at GRAZ |
| LJNM | NOVO MESTO |
| LDRI | KRK ISLAND |
| LDZD | ZADAR |
| LIBF | FOGGIA |
| LIRI | SALERNO |
| LICC | CATANIA |

*Jurg Fleischmann
POPA Member
PC-12 S/N 334
Zürich, Switzerland*



2001 Queen of the Fleet - Nick Grewal's Instrument Panel

Members Forum Cont.

THE TECH CORNER

I have come to the conclusion that I must not be flying enough. Not only does it show in my log book but equipment warranties have timed out on the calendar before they ran out on the Hobbs. I will fix this.

One of my co-pilot EFIS panels had its high voltage power supply die on take off. This led me into looking at my options at Oshkosh. I counted eight (8) pieces of Honeywell equipment that have failed on my plane: Drum Altimeter, Temperature Control Valve, Transponder, Cooling Turbine, Radar, Symbol Generator, NavCom 1 and EFIS Tube. Therefore, as I was looking at adding TAWS and traffic to my PC-12, I found I had developed an "ABH" (Anybody But Honeywell) mentality. After investigating all the available multifunction displays, I was disappointed. In order to get TAWS and traffic, I had to give up my WX-1000E and buy a WX-500, if I wanted to overlay the sferics on the flight plan and radar. After looking into the WX-500, I found it was not as good as the WX-1000E! The algorithm used to determine strike distance is not as accurate as the one used in the WX-1000E (so I was told). Finding no real leader to fill my needs, I simply replaced the EFIS tube. In speaking with a Honeywell regional sales rep, I was told that the EFIS 40/50 tube's high voltage power supply was re-designed in 1999! Could this be an admission of a bad design? I am happy with the same old configuration because on a flight to Greenbrier, WV for our 27th anniversary near the end of August, we had to pick our way through T-storms. By having the multi-function on 40 (line) 80 (edge) range and the pilot EDAH on 80 (line) 160 (edge), I was able to see the sferics long range and the radar close range (both overlaid with the other) without having to switch ranges and wait for a new radar sweep. Had I purchased a new MFD and swapped out the WX-1000E for the WX-500, I would not have been able to overlay the lightning data on top of the radar on the EDAH tube and I would have been concerned with only having one display for my lightning data on radar, let alone one output for TAWS and traffic. Back-ups are necessary to make both pilots and computers safe.

While I am on the subject, having had a manufacturing company, I always thought of making our products as if I were buying and using them. We started with a one year warranty and had no claims. Each year we added a year to our warranty. (We stopped at 10 years when the product was ten years old. All claims were less than .1%.) **My point: The quality of the product should be reflected in the warranty.** The warranty should not be driven by sales and marketing, but by engineering. Our customers demanded high quality. (In lightning protection, it doesn't matter how many times the product worked, if it fails just one time our reputation was gone!) Motorola, one of our customers, demanded we apply for the Malcolm Baldrige Award. We did, twice, which led us to getting ISO-9001 certification and demanding better quality, backed by MTBF test data, from our suppliers!

We, as users, demand quality for the price we paid and not just a good warranty. Warranty is not a substitute for poor quality! Bad designs must be fixed, or recalled and replaced before reputations are lost forever! All failures, regardless of the manufacturer, reflect on the main product manufacturer! Warranty does not cover the down time, trouble shooting time, labor, frustrations, shipping, Hobbs time (D.O.C.) to the service center, phone calls, fuel, ill-will, or any of the other pain-in-the-you-know-what factors!

*Roger Block
POPA President
PC-12 S/N 185
Washoe Valley, NV*

INSURANCE COSTS RISING! WAR RISK SEIZURES AND CONFISCATION

"PC-12 owner operations will experience increased insurance costs in the upcoming months." This was the message I delivered to all who attended POPA in Phoenix, AZ. Well, here it is and it is really not as bad as it could be. At best, the events of September 11, 2001 have accelerated the inevitable by 12 months or so. Most renewals are up on average of 15% to 25%, depending on use and pilot experience prior to the WTC event.

Most noticeably, War Risk Seizures and Confiscation endorsements have reared its head in the wake of worldwide losses. The global fiscal year 2000 premium income for War Risk related coverage was approximately \$37 USD million to the underwriters. Typically this coverage, when endorsed, costs a mere \$.015/100 USD of your hull amount. Example: $.0015 \times \$3,000,000 = \450 annually. Now, the re-write of this coverage costs an additional minimum of \$.15/100 USD or $.015 \times \$3,000,000 = \$4,500$. Why such an increase? Losses and change in global stability. Between 2000 and September 11, 2001 war risk related losses had already exceeded \$500,000,000. This is mostly due to the unrest in East Timor and Sri Lanka. It seems that most pockets of unrest head for the airport, damaging and destroying airliners and other civil aircraft. This cuts off the new regime from the outside in most remote areas, and inflicts high dollar damage notable to the international press.

With such healthy losses, the underwriters who back this coverage had to back out of further obligation by giving 7 days "notice of cancellation", which is part of their endorsement conditions. This condition is designed to give you notice to "get out" of harms way, and also to protect the underwriters from additional needless loss.

(Continued on page 6)

Members Forum Cont.

CREATIVE INTERSECTIONS

Thought we might want to start a collection of fun and interesting intersection names. Here are my contributions:

In IOWA around Ames ... in the farm country EIEIO. Just off the west Australian coast there was LARRY MOOEE and CURLY. How about HAMMM, BURGR, and FRYYS, seen on one of the ILS approaches into Lebanon, NH?

Here are a few from Texas: The rather boring but appropriate TEXEZ TWO ARRIVAL into Austin: TEXEZ, LOANE, and STAWR. Down in Houston they have the ROKIT ONE Arrival: It starts with ROKIT, SSLAM, DUUNK, and MRPHY, and follows for those going towards IAH with AKEEM and RUDDI, while those bound for HOU go by way of DRXLR. But the best one is the CFOOD ONE DEPARTURE out of IAH: TOONA, SUSHI, SNOOK, and CFOOD. I had to look it up and found the Playa One departure, also from IAH, going from PLAYA (beach) to CBREZ and SKUBA. Star arrivals into Dallas area are FLIPP and FINGR. Near BWI ...SPLAT. Near LAX... LIMBO. Then there are two STARs into Orlando, Florida (the home of Disneyworld): Goofy Two Arrival and Minee Two Arrival.

Prior to the creation of DIA, there was a controller at Denver Approach (he is probably still there today) that closed his communications with you with the phrase "Dandy Day" instead of the typical "Good Day" or something of the like. When they created the new DIA airspace, they immortalized this individual with the DANDD intersection. There is an area southeast of Denver where there is good quail hunting, so they created the QUAIL intersection. After the charts were published, they realized they had put these two next to each other and now have DANDD QUAIL (reference a past vice-president). Oops!

I don't know how we got the distinction, but Augusta, GA (AGS) has the SMELL intersection on a feeder route that crosses over a water treatment plant. We commonly refer to the *odor* marker on the ILS 17 approach. Most if not all intersection names come from the people who work the airspace in which it is located. ie controllers; so..... you can thank all the people who you talk to for the neat names. At ZDC we had a fix called GAASS that was used as a non-radar reporting point. Therefore, we told the pilots to "report passing GAASS".....

I seem to remember near Las Vegas or maybe Reno there are intersections named SLOTS, CRAPS, SPADE, CLUBS, POKER, etc. REDNK in Georgia. SELEK in Hawaii (Oh my God, Magnum!)

*Phil Rosenbaum
POPA Board Member
PC-12 S/N 289
Austin, TX*

INSURANCE COSTS RISING (Continued from Page 5)

A typical War, Hijacking and other Perils endorsement covers any liability or hull loss claim that results from:

- a). War, invasion, acts of foreign enemies, hostilities (whether war declared or not), civil war rebellion, revolution, insurrection, martial law, military or usurped power or attempts at usurpation of power;
- b). Any hostile detonation of any weapon or war employing atomic or nuclear fission and/or fusion or other like reaction, or radioactive force or matter;
- c). Strikes, riots, civil commotion or labor disturbances;
- d). Any act of one or more persons, whether or not agents of a sovereign power, for political or terrorist purposes whether the loss or damage resulting therefrom is accidental or intentional;
- e). Any malicious act or act of sabotage;
- f). Confiscation, nationalization, seizure, restraint, detention, appropriation, requisition for title or use by or under the order of any government (whether civil, military or de facto) or public or local authority; or
- g). Hijacking or any unlawful seizure or wrongful exercise of control of the aircraft or crew in flight (including any attempt at such seizure or control) made by any person or persons on board the aircraft acting without the consent of the insured.

Caveat! The underwriters will not cover any loss whatsoever while your aircraft is outside your control under any of the above conditions. Your aircraft will be considered back in your control when it has been safely returned to you at an airfield which is entirely suitable for the operation of the aircraft and which is within the territorial limits covered by this policy. Safe return shall also require that your aircraft is parked with all engines shut down and not under any restrictions. For those of you who have not traditionally considered this type of coverage, it is at least available.

On an upbeat note, I have successfully placed a number of owner-flown PC-12s with Global Aerospace, formerly known as Associated Aviation Underwriters. This is a very conservative group, affording coverage and somewhat reasonable rates considering. You might recall my expectations of their market entry at my POPA presentation. With so much changing day to day in the aviation insurance market, those of you with upcoming renewals, should plan on spending a little extra time in updating your PC-12 pilot experience forms and carefully plan your next 12 months travel to avoid any last minute insurance conflicts.

*Lance Toland
lance@lancetoland.com*

WELCOME NEW POPA MEMBERS

S/N #143, N6DQ Richard & Carrie Dye
Portland, OR

S/N #216, N216KC Frank Braxton
Cape Girardeau, MI

S/N #196, C-GRJP
S/N #331, C-FASP
S/N #353, C-FASR Judson Macor
Calgary, Alberta, Canada

S/N #334, HB-FOX
S/N #349, HB-FOQ
S/N #366, HB-FOS
S/N #368, HB-FOU
S/N #386, HB-FOY Juerg Fleischmann
Zurich, Switzerland

S/N #382, N359CV Clyde Turner
Las Vegas, NV

S/N #388, N388PC Steven Lockshin
Rockville, MD

S/N #414, N905B Jimmy & Patty Barrier
Bellevue, WA

SKYAIR

LARGEST PC-12 OPERATOR IN EUROPE!

With its TimeJet Programme, charter operator SkyAir is offering small and medium sized companies tailored flight solutions. SkyAir currently operates 5 Pilatus PC-12 aircraft (two more are on order), the largest European fleet of this successful multi-purpose high performance aircraft. SkyAir operates the PC-12 daily on business and commuter flights on behalf of the aircraft owners. "Over 1200 airfields in Europe can be served by this all-weather aircraft, even those with runways as short as 600 meters," says Juerg Fleischmann, CEO of SkyAir.

The new TimeJet Programme from SkyAir designed for small and middle sized businesses. Unlike other Fractional Ownership Programmes the client does not invest vast sums of money in an aircraft share, but can subscribe to 50, 100 or 150 flight hours per year, which covers a monthly operational and leasing fee. This makes entry into the TimeJet Programme a very attractive proposition. The success of SkyAir demonstrates that small and medium sized companies are increasingly creative in finding flexible, economical and individual flight solutions. With the PC-12 employees and customers can avoid delay ridden large airports, saving time and aggravation.

***Thank you for your interest in POPA
and Welcome!***

**Don't forget to check out
the POPA website at
www.pilatusowners.com.**



Jon Eriksson Youngblut

Members Forum Cont.

PILATUS PARTNERS CORNER

What a great time we all had at Oshkosh, and from what I understand a very successful show. Too bad more Pilatus Owners and Partners were not in attendance. That beautiful black and red plane and display really did stand out. The exhibit was very strategically located near the entrance to the event.

Everyone looked so great in their black and red outfits and straw hats. What fun it was to answer questions and tell everyone about the Pilatus. It was nice to see Bill Baker when he stopped by the exhibit, but disappointed that his "Pilatus Partner" Patty was not with him.

When I arrived at the airport to work at the Reno Air Races, I was so excited to see all the Pilatus banners. I was eagerly looking forward to the arrival of the aircraft. Oh, well...we all know what happened; the races were cancelled due to the FAA restriction on VFR flying. Very disappointing.

In the interest of further educating some of you Pilatus Partners on aviation terms I have compiled a brief glossary:

EMERGENCY GENERATOR - Device which generates emergencies, also known as a Simulator.

LANDING LIGHT - Preferable to landing heavy.

BANK - Owners of mortgage on aircraft.

WALK-AROUND - Procedure when waiting for better weather.

BRIEFING - Spending a long time saying nothing.

DE-BRIEFING - Spending a long time saying nothing after you have done it.

PROPELLER - To keep the pilot cool. If you don't believe it, just watch him sweat if it stops.

BUS BAR - A place that serves cocktails on a Greyhound.

Guess that's enough for now. Tune in the next issue for more mind-expanding information!

Linda Mae Draper
info@nifti.com
(775) 782-4381



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PILATUS PC-12 EXTRAS

Some additional items to consider adding to your PC-12.

Hell Hole - This rear compartment offers a huge unused area for storage space. In our unit we have installed a rack ladder which slides through the tail cone, allowing for oil/window servicing on trips. Additionally, a Tron rack, for stowage of a spare Tron head allowing for connection to the standard tug. Caution cones (with reflector tape) are installed offering added caution in unlit airport areas. A concealed battery shut-off switch, located in an area known only to the pilot/owner is a good install, a must for trips to high crime distant airport outposts. Completing the installation is an overhead light, with light switch which will automatically extinguish after 45 minutes to guard against inadvertent battery drainage.

Cockpit - If you don't have an MFD in the aircraft, you'll want to consider a ground clearance switch with access to the #1 nav/com use before start-up. To offer full usage of the mechanical LOC/NAV indicator to the left of the EFIS, install a coupler switch interface to the #2 Nav/Com. Currently the unit is hard wired to the #1 NAV and is unusable in the case of #1 NAV failure or for cross checking both NAVS. An emergency Battery Supply for the back-up attitude indicator will allow power to the unit in the event of full power failure. The unit with its own power supply will offer 2+ hours of usage off the unit. This unit could be a lifesaver in the event of a total (including battery) power failure.

External Key - A must unless you feel that you'll never misplace your keys. Using velcro, fasten a key inside one of the external access panels for those times when the keys are gone and you still want to get home without busting a lock.

External Door Light - Access is good for the cockpit, but the light above the door does not come on. Have your shop wire the step switch to this light which offers additional entry light.

Dick Foreman
POPA Board Member
PC-12 S/N #114
Stamford, CT

Members Forum Cont.

SIMCOM RECURRENCE TRAINING TRIP

I just had the pleasure of visiting the Simcom Training Center in Orlando for the third time. My first trip was in January 1999 for the PC-12 Initial Course. This trip was to attend my second recurrent course and was a thoroughly enjoyable experience. Simcom has recently moved to a new and much larger facility near Orlando International Airport and is much easier to find and get to than the old building. Despite the administrative folks claiming that they are still in a state of confusion after the move, I found that they appeared to be as efficient as ever, and the training remains at a very high level due in no small part to its' staff of experienced instructors.

My PC-12 instructor was Paul Stephens whom I found to be very knowledgeable and able to answer most of my questions about the aircraft that I hadn't yet figured out for myself. Being the professional that Paul is, he of course said there is no such thing as a stupid question, while I then proceeded to prove him wrong.

We squeezed the 3-day course into two days, which meant concentrated classroom sessions and packing a lot of emergencies, as well as normal procedures into the simulator sessions. It took a bit of practice getting the feel for the simulator again, which doesn't fly exactly like the aircraft. After a while I got the hang of it and was then able to concentrate more on the procedure to be practiced than the actual handling of the simulator.

We did everything the course had to offer, which was good, but the most satisfying part to me was dealing with the serious failures that can't be practiced in the aircraft. It was good practice and an excellent review. I'm leaving with a greater sense of comfort in the aircraft due to the hours of practice in the simulator and the knowledge I've gained in the classroom while here.

*Randy Stephens
PC-12 Pilot
S/N #261
Edwards, CO*



5th Annual Convention - "PC-12 Parking Only"

SEPTEMBER 11, 2001 (Continued from Page 1)

stand up, brandish something such as a plastic knife and say 'This is a hijacking' or words to that effect here is what you do: Every one of you should stand up and immediately throw things at that person. Pillows, books, magazines, eyeglasses, shoes, anything that will throw him off balance and distract his attention. If he has a confederate or two, do the same with them. Most important: get a blanket over him, then wrestle him to floor and keep him there. We'll land the plane at the nearest airport and the authorities will take it from there.

"Remember, there will be one of him and maybe a few confederates, but there are 200 of you. You can overwhelm them. The Declaration of Independence says 'We, the people and that's just what it is when we're up in the air: we, the people, vs. would-be terrorists. I don't think we are going to have any such problem today or tomorrow or for a while, but some time down the road, it is going to happen again and I want you to know what to do."

"Now, since we're a family for the next few hours, I'll ask you to turn to the person next to you, introduce yourself, tell them a little about yourself and ask them to do the same."

The end of this remarkable speech brought sustained clapping from the passengers. He had put the matter in perspective. If only the passengers on those ill-fated flights last Tuesday had been given the same talk, I thought, they might be alive today. One group on United Flight 93, which crashed in a Pennsylvania field, apparently rushed the hijackers in an attempt to wrest control from them. While they perished, they succeeded in preventing the terrorist from attacking his intended goal, possibly the White House or the Capitol. Procedures for dealing with hijackers were conceived in a time when the hijackers were usually seeking the release of jailed comrades or a large amount of money. Mass murder was not their goal. That short talk by the pilot of Flight 564 should set a new standard of realism. Every passenger should learn the simple but potentially life-saving procedure he outlined. He showed his passengers that a hijacking does not have to result in hopelessness and terror, but victory over the perpetrators. The Airline Pilots Association, the pilots' union dropped its opposition to stronger cockpit doors and is now calling for retrofits. (Its opposition was based on pilot concerns about getting out easily in emergency situations.) The scandal of easily penetrated airport security will result in congressional calls for a federal takeover of the security system. Previous efforts to reform security procedures and raise standards have been talked to death. This time, however, no lobbying efforts must be allowed to prevent airport security from getting the reforms that are needed: federal operation, rigorous training, decent pay and no foreign nationals eligible for employment.

*Peter Hannaford is a public affairs consultant.
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Member Forum Cont.

IF YOU HAVE TO BE IN TEXAS...Make it Austin!

Over the recent Labor Day holiday, Lisa (my honey) and I had the pleasure of visiting friends who spend the summer in the northern Lower Peninsula of Michigan. This is not to be confused with the lower Upper Peninsula of Michigan – us Texans tend to be simple people who can be easily confused by the descriptive geographic terminology of states that try to cram all these silly distinctions into an area we would consider one county. So, I thought it might be interesting to share with the other members some discoveries; namely fun places to visit when you have the occasional free time and inclination.

Upon further consideration, I realized I might not do justice to an area where I was only a “few day visitor”, with which I am not totally familiar, and therefore might not be totally fair (hard to believe, huh?). Instead, another idea occurred to me: Why not tell people about my home area, and see if it is compelling enough to have them visit? In fact, why not challenge all of the members to do the same (via this publication) and see who is the best liar – er, uhm, I mean the best spokesman for their home territory?

So, in the following I present both; I will introduce you to south central Texas (Austin, in particular; Claude Gilmer can handle San Antonio) and then I challenge the rest of you to do the same for your home area.

Austin, as you probably know, was one of the hometowns of our illustrious President George W. Bush. He resided here during his term as Governor of Texas, but upon becoming President, relocated to a government surrounded ranch compound outside of Waco, Texas, not far from the ex-government surrounded compound of another Texas luminary. What is to be learned from this fact is that Austin is the Capitol of Texas, but not the Capitol of the United States. So, make sure you have your expectations set correctly when you visit.....

Flying into Austin is simple; from the east, make a left at Dallas. From the north, make a right at Houston. From the west.....why bother?? But if you do, from the west, go right at Dallas. The next civilized area you encounter will be the Austin metropolitan corridor. We have one major airport in the Austin area; Austin-Bergstrom International Airport. The airport authority refers to it as ABIA; however, the FAA remains stuck on AUS (or KAUS for you international guys) for flight planning. The airport opened for public use in May of 1999. It was the USAF Bergstrom Air Base until deemed unnecessary during the military base-closing years. It was given over to the City of Austin, who spent about 4 years and about \$700 million turning it into our new airport. They did a reasonably nice job; new tower, new terminals, 4 ILS approaches (17 L&R, 35 L&R) to nice new/refurbished runways (9000 feet, and 12250 feet), all within about 12 miles (by road!) from the heart of downtown Austin.

On arrival into the Class C airspace, you will likely experience some of the friendliest ATC folks in the nation. They are very open to the flying community, and are very helpful to folks unfamiliar with the area. However, don't get confused when you pass over a nice, perfectly useable (except for the white “X”'s on the runways) major airport within 2 miles of the downtown area. That is the old AUS, which was closed to make certain that the city would have a financial success at the new AUS. Well, mostly closed; it still opens on occasion (by NOTAM) to allow President Bush to land his helicopter when he has to get to Austin. But, hey, we're not bitter.....

Two FBO's occupy AUS; Signature and Austin Aero. Both are very inconveniently located on the airport, but worry not; they will provide free shuttle service to the main terminals for a cab or a rental car pick up. Both sell high priced JETA (make sure to request PRIST) but they blame the pricing on a \$0.30 per gallon flow charge imposed by the city. Likewise, the \$1300/month hangar fee for a Pilatus (at Austin Aero; Signature wouldn't have us at any price) is due to the exorbitant ground lease rates the city charges, as well as the mandated infrastructure improvements they require the FBO to provide. Can you believe that it is illegal to store a quart of oil in your plane (unless in a fireproof storage container)? Not the most GA-Friendly city in America.....

OK, so let's assume as a visitor, you don't find our local encumbrances a problem; you probably won't even notice them as a transient. Once you get here, Austin is actually a great weekend destination. Austin brings together a number of diverse social constituencies that create a very interesting city. Being the state capitol of the largest state in the lower 48, we have a thriving political community who bring the attention, and antics, that provide continuous entertainment. Austin is also the home of The University of Texas (Hook 'em, HORNS!!) which, when in session constitutes its own community of about 60,000 students and staff. The “old time money” of oil, gas, real estate, and cattle interests surrounds the city, keeping it from becoming one continuous sprawl from San Antonio to Dallas. Add in the nouveau high tech/dot-com interests, the youthful, outdoor lifestyle types attracted to Austin's climate and notoriety (Lance Armstrong is here!), add a dash of leftover '70's hippie tree huggers, and you get quite a fun population. More important, whatever entertains you, you will probably find some of it in Austin.

The Austin downtown area is compact (about 1 mile square) and very pedestrian friendly. A number of first class hotels are located in the heart of downtown; The Four Seasons, the Hyatt - Town Lake and the Marriott Capital represent some of the more popular upscale chains. Locally historical (and upscale) favorites include the Driskoll and the Stephen Austin – Intercontinental, both of which have interesting historical backgrounds in Austin. Add in a couple of funky motels on the Southside, and you have it all.

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Member Forum Cont.

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The downtown area is presently split into two dominating areas; The Warehouse District, and Sixth Street. Sixth Street is THE place for music. Within a 6-block stretch, there's probably over 50 bars and clubs with live music most nights. Much of it is "leading edge" (or leading edgy) appealing to the college student population. But there are also some great blues clubs (The 301 Club), jazz clubs (The Elephant Room, Jazz), and who knows what else you may find along the way. One "not-to-be-missed" stop is Esther's Follies. An institution, Esther's is contemporary entertainment at it's best. Imagine Saturday Night Live crossed with good old Vaudeville and you have it. They are creative, contemporary, controversial, funny, magical and raucous. Don't miss it.

The Warehouse District was just that; many old, abandoned warehouses. They are now being replaced with office, loft, and restoration projects. More of a "grown-up" area, the Warehouse District is the home to many of the best upscale eateries in Austin. Fleming's, PF Chang's, Ruth's Chris, and Sullivan's are but a few of the chains represented. However, starting here and branching out a little, the local unique restaurants really set the pace. Kenichi (for Pan Asian and Sushi), City Grill (contemporary), Vespaio (Contemporary Italian), Si Bon (French), Gumbo's (Cajun), Carmelo's (Italian), Louie's 106 (French), Jean-Luc's (very French), Stubbs and the Ironworks (Bar-B-Q), Jeffrey's (contemporary), Zoots (continental), and Aquarelle (contemporary French), just to mention a few of my favorites, all are worth the walk or 5 minute cab ride. Of course, TexMex is abundant and excellent anywhere.

Daytime hours (read: HOT) can be whiled away with many distractions. Water is abundant around Austin, due to the results of WPA projects that created a series of 7 lakes that reservoir the water of the Colorado River (the Texas Colorado River; not that other one). They lakes cascade down from the northwest toward Austin. Town Lake (in the downtown area of Austin) is for non-powered boating only, and is surrounded by a hike/run/bike path for exercisers. Canoes, rowboat, kayaks, and rowing shells are available, but swimming is not (unless you fall out of your boat). For swimming, you walk a few blocks to the Barton Springs Pool, a natural spring that flows into Town Lake. Constant temperatures of 68 degrees F and a constant flow of fresh spring water makes it a wonderful (and somewhat invigorating) place to cool off on a hot day. As you head northwest out of the city you traverse Lake Austin, Lake Travis, Lake Marble Falls, Lake Inks, Lake LBJ, and Lake Buchanan, at which point you are about 150 miles from Austin. All of those 6 lakes allow fishing, swimming, boating, drinking, eating, debauching, and roasting yourself pink in the sun to look like a true Texan. Resorts are plentiful, as are rental anythings (sailboats, yachts, personal watercraft, condos, you name it).

Austin is also home to two very interesting museums; the LBJ Presidential Library at the University of Texas, and the recently opened Bob Bullock Texas State History Museum. The Texas

State Capitol Complex is also worth a visit and tour (about 45 minutes) just to see what Texans can accomplish when they put their minds and backs into it. We also have numerous art museums, art galleries, and venues of interest too numerous to list (visit <http://www.austin360.com>), all within walking distance of any downtown location.

Finally, no visit (between late March and early November) would be complete without seeing the Bats. Now, those of you from the south may think I'm talking about the Austin Bats (our minor league ice hockey team). No, rather I am talking about our flock (???) of 1.5 million Mexican free tail bats, which live (suspended) under the Congress Avenue Bridge in the heart of downtown. These bats, who winter in caves in northern Mexico, return every spring and live in the cavernous shrouds that encase the iron I-beam structures that support the roadway of the Congress Avenue Bridge. Each evening at about dusk, they emerge to fly up and down the lakes feeding on airborne insects (thank god!). However, the sight of them emerging is astounding. They drop out of the narrow cracks in the bridge structure, and then rise into the sky forming a huge cloud of bats, which then breaks up and begins its feeding journey. At its peak moments, it very much resembles a threatening funnel cloud not unlike those that are seen more often at Texas trailer parks, emerging from the underside of the bridge as a thin (3 foot diameter) wisp and growing into a cloud of enormous dimension a mere few hundred feet off the ground. And it is living, flying, BATS!!!! So far, ATC says they haven't seen it on radar.....

That's a visit to Austin! Come on down and check us out; contact me in advance if you want more insight/recommendations/help/hospitality. So, who else is proud enough of their hometown to try to get us to visit!? Write it up and send it in. I'm waiting for someone to come up with a reason for Lisa and I to leave Texas.

Keep the blue side up and the hard stuff below; safe flying.

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All Members and Associates are invited to submit articles on any subject. The deadlines for receiving articles are:

| <u>Issue</u> | <u>Period</u> | <u>Deadline</u> |
|--------------|---------------|-----------------|
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| Summer | Apr. - Jun. | Jun. 1 |
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