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POPA Update

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From the President

Lately the World of Aviation has suffered. The latest just occurred in General Aviation with a 15-year old student stealing a plane. Fortunately, no one other than the boy was killed. The good part oddly enough, is this boy helped GA by providing a real world test of what some anti-GA have feared, that GA planes can be used in kamikaze style attacks. This proved small GA planes should not be looked at as a threat and thus should not be further regulated. I find, however, the increased security around GA airports a plus towards reducing plane theft. Unfortunately, this will not prevent stealing from within our own ranks, as this case bears out.

Your Board of Directors has been looking at ways to enhance your membership in POPA. Additional sharing of knowledge heads the list. Starting with this issue, we have an article from Western Aircraft, a Pilatus Service Center located in Boise, ID. I requested this not only for the information sharing but to get more service centers to participate. It is this center-to-center and center-to-owner or operator communications that will save grief, time and money for everyone. So, service centers sharpen your writing skills and send us an article which will enlighten us, help your fellow service centers and maybe help reduce Pilatus' DOC, resulting in more plane sales to future POPA members.

Another benefit of membership can be the use of POPA-owned STC's. Presently, we are looking into using Wheelen strobes. Being a US manufacturer, the availability, warranty service and cost are all definite advantages. The cost to POPA for getting this STC will be about \$5,000. The STC will be made available to owner or operator members only!

Happy Landings!

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



CONVENTION DETAILS

Well, it's post-Holiday time, and the blues and the blahs are about to settle in. Need a quick "pick-me-up"? Okay, then why not start thinking about and planning that trip to Austin Texas to attend the POPA 2002 Annual Convention! The month of May will be upon us before we can blink an eye. And Springtime in Austin is delightful (just ask all the other visitors who make it an annual tradition to be here for the wildflower season). So don't delay; start making those plans now!!!

The Convention will begin with arrivals on May 8. Host aviation facility is Austin Aero, at Austin-Bergstrom Int'l. Airport (KAUS) (<http://jetcenters.org/austinweb/austinaero.htm>). Plan arrivals in time to make it to the hotel for our welcome cocktail party at 6:30PM. It is a 20-minute drive from the airport to the hotel. We will have shuttle transportation available. Rental cars are also available, but parking in the hotel is pricey. Cars are not necessary to get around the downtown area. Cars are available for rental at the hotel, with a drop off allowed at the airport.

The hosting hotel for the event is the Four Seasons Hotel and Spa in downtown Austin. See <http://103.meet.fourseasons.com/austin/minisite-business/> for details. We have a special convention room rate at the hotel of \$189/night. Please make your reservations early! The hotel is full service; restaurants, spa, exercise facilities, direct access to the hike 'n bike trail around Town Lake, loaner bikes, business center, and a very central downtown location. Their concierge will be at our disposal for assistance in any way desired.

The agenda for the two days will be full and informative. We will have numerous sessions with Pilatus (US and Stans) dealing with everything from proper care and feeding of your Pilatus, to new/clarified policy sessions, to open discussion forums. We will also have sessions with FAA/ATC representatives, as well as with an AME to discuss issues relating to the aging fleet (owners). We have commitments from two executives of major aviation

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Press Releases & Pilatus News



Forbes Magazine Picks Pilatus PC-12 As “Best Single-Engine Turboprop”

BROOMFIELD, COLORADO – Noting that “maybe it’s finally time to consider a plane of your own,” one of America’s leading business publications, Forbes Magazine, has picked the Pilatus PC-12 as the “Best Single-Engine Turboprop” on the market today. In a feature entitled “The Best Private Planes,” which appeared in the October 22, 2001 issue, Forbes listed its recommendations for the top planes to consider in several different categories.

Forbes, in selecting the Pilatus PC-12 as the “Best Single-Engine Turboprop,” observed that the aircraft “has become the favorite of Silicon Valley venture capitalists,” and singled out the aircraft’s newer design and affordability as major features in its selection. Noting that its previous selection in this category had become “long in the tooth and too expensive,” Forbes said, “We have opted instead for a much newer design, the Pilatus PC-12, a \$2.7 million single-engine turboprop made in Switzerland.”

“The PC-12 is actually larger than a King Air B200 and just as fast, carrying up to nine people more than 2,500 miles for nearly coast-to-coast performance. And with pullout seats and a standard rear cargo door, your Harley can go along for the ride, too,” Forbes added. Forbes explained its selections this way: “Our bias is for aircraft that can be flown by a single pilot and are actually available on both the new and used markets...We also err on the side of comfort and ease of use.”

Angelo Fiataruolo, Chief Executive Officer of Pilatus Business Aircraft, Ltd., said, “We’re pleased to have the Pilatus PC-12 recognized for this honor by Forbes Magazine. The PC-12’s design has been proven in over 300,000 flight hours worldwide, and delivers outstanding performance, versatility, reliability, and value for over 300 customers around the globe.”



“Relentlessly Swiss” a factory-new PC-12, is the 1500th single-engine turboprop manufactured by Pilatus.

FAA APPROVES INTEGRATED HAZARD AVOIDANCE SYSTEM INSTALLATION ON PILATUS PC-12 AIRCRAFT

BROOMFIELD, CO. – Pilatus Business Aircraft Ltd. has received STC certification to install the Honeywell Integrated Hazard Avoidance System (IHAS) on Pilatus PC-12 aircraft.

One of the most advanced hazard avoidance systems, the Honeywell IHAS combines the benefits of TCAS I and EGPWS into one system. It integrates four major airborne safety systems – position awareness, weather avoidance, traffic advisories, and terrain warnings – into a single compact unit to give pilots a wealth of situational awareness and safety information.

All information is displayed on a single multifunction display, the KMD 850. Pilots can switch instantly between map, weather, traffic and terrain to get the information they need without added clutter. This reduces the time needed to manage the safety systems and allows pilots to spend less time looking at instruments and more time concentrating on flying.

The KMD 850 display also offers the benefits of sunlight readability, wide-angle viewing and a pilot-friendly operating system for displaying traffic, weather, terrain and moving map information.

The Honeywell IHAS system can be installed on new PC-12 aircraft by Pilatus Business Aircraft, Ltd. in Broomfield, CO. Existing PC-12s can have the system retrofitted by authorized Pilatus Sales and Service Centers.

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.

Announcements - Upcoming Events

PILATUS TRADE SHOW CALENDAR - 2002

2/27-3/3	<i>Alaska Air Carriers Association Anchorage, AK</i>
4/7-13	<i>EAA / Sun-N-Fun Lakeland, FL</i>
May	<i>Alaska State Aviation Anchorage, AK</i>
May	<i>Northwest Aircraft Expo Seattle, WA</i>
5/6-12	<i>ILA 2002 (Stans) Berlin, Germany</i>
5/8-12	<i>Pilatus Owners & Pilots Association Austin, TX</i>
5/17-19	<i>Aerofair 2002 (Stans) North Weald, England</i>
5/28-30	<i>EBACE (Stans) Geneva, Switzerland</i>
6/1-2	<i>Aircraft Owners & Pilots Association Fly-In Maryland</i>
6/6-9	<i>AIREX (Stans) Istanbul, Turkey</i>
7/22-28	<i>Farnborough International Farnborough, England</i>
7/23-29	<i>Experimental Aircraft Association Fly-In Oshkosh, WI</i>
9/10-12	<i>National Business Aviation Association Orlando, FL</i>
9/12-15	<i>Reno Air Races Reno, NV</i>
9/25-29	<i>Malibu/Mirage Owners & Pilots Tucson, AZ</i>
10/24-26	<i>Aircraft Owners & Pilots Association Palm Springs, CA</i>

PLEASE NOTE

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

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.

SKYTECH OPENS NEW PILATUS SERVICE CENTER

SkyTech, Inc.
Rock Hill-York County Airport
P.O. Box #37507
Rock Hill, SC 29732
(803) 366-5108

Skytech, Inc. is pleased to announce the opening of its second location at the Rock Hill-York County Airport in Rock Hill, SC. Located just 15 miles south of Charlotte, NC, the new facility became fully operational October 1, 2001.

The 15,000 square foot facility, dedicated to aircraft maintenance, is staffed by 8 full time maintenance technicians, 3 avionics technicians and a parts support specialist. Leading the group as Director of Maintenance is Preston Estes. Preston comes to Skytech from Pilatus Business Aircraft where he served as a Field Service Engineer for three years. Included in his extensive training on the PC-12 was a four-month course at the Pilatus factory in Stans, Switzerland, Pratt and Whitney Series 60 Heavy Maintenance, Honeywell KFC-325 Flight Line Maintenance, and Litef AHRS Technology course. Capabilities include all routine maintenance including 100 and annual inspections, engine maintenance, Hot Section Inspections and structural repairs.

Along with the PC-12, Skytech is a factory approved service center for all models of Piper Aircraft, and has dealer affiliations with the following avionics manufacturers: Honeywell, Garmin, BF Goodrich, STEC, Century, Eventide, Trimble, Meggitt, II Morrow. The avionics department has complete installation capability and has already completed two Honeywell Integrated Hazard Advisory Systems on Pilatus PC-12 aircraft.

Member Forum Cont.

(Continued from Page 1)

insurance companies (underwriters) to attend and hold bi-directional discussions to determine what, if anything can be done to improve the state of affairs. Hopefully, we will also have a session discussing recurrent training opportunities.

We have planned evening activities for Wednesday, Thursday, and Friday evenings beginning with cocktails each evening, and typically ending around 10:00PM. So those who so desire can do a little late night exploring of the Austin downtown scene on their own!

We intend to have two partners programs ongoing for attendees not really interested in the intense, planned agenda. One partner's "thread" will be purely indulgent and oriented toward the more unique, non-aviation offerings of Austin. The second partner's thread will mix some aviation, and some non-aviation. The aviation portion (9:00AM to 12:00PM each day) will endeavor to instruct the partners about what to expect/what to do when the flying partner keels over dead during flight. We all know the PC-12 can take a really hard landing, and the occupants can still walk away from the plane. This session will help partners understand how to achieve that hard landing, and how to get to an airport to do it. Afternoons will revert to the more sybaritic side of things....

The official program will end with a banquet Friday night. However, I encourage you to entertain the thought of staying for an extra day to enjoy all we have to offer (<http://www.austin360.com/>). Where else would you want to spend Mother's Day! We will have a vendor display area adjacent to the convention area. We expect to have aircraft and avionics manufacturers, service providers, and possibly some interesting destinations represented. If anyone knows of a party interested in participating in the vendor program, please put them in contact with me.

So, that's it for now. However, I would appreciate it if you would send me an e-mail (Phil@PondeRosenbaum.com) to answer a few questions (no commitment; I just want a feel for numbers for planning purposes):

1. Are you thinking of attending the Convention?
2. How many (total) are there thinking of attending?
3. How many would be interested in the Partners Program? Aviation oriented? Strictly non-aviation oriented?
4. Are you bringing your airplane to the convention?
5. Any topics you would like included in the program?
6. Are you contemplating extending your stay? Would you like planned activities during the extended stay?

Thanks for the help. I look forward to seeing you in May!

Phil Rosenbaum
POPA Vice President
PC-12 S/N 289
Austin, TX

SACQUE DE TROQUE

Having flown my PC-12 for over six years now, I've hopefully picked-up one or two items which I've found useful. One of them is my "Bag of Tricks". A soft bag located under my pilots seat which contains a few ESSENTIAL items which I've found helpful in-flight. My bag contains:

- Spare light bulbs for all cockpit systems including AHRS, pilot/co-pilot flexible arms and also for my avionics switches (DME-N1/N2). All of these bulbs are easily replaceable, however if you want to replace bulbs in the avionic display, a special tool will have to be fabricated. Mine was constructed by Pete Wagner of SkyTech in Baltimore. The tool will allow the bus switch to "pop open" allowing replacement of the bulbs.
- Batteries for all flashlights in the cockpit
- Airsick bags for those tough flights
- APC's (Nothing worse than a headache in flight.)
- Small screwdriver to access/tighten loose panel items
- Small first aid kit, containing Band-Aids
- Spare pair of reading glasses
- CrazyGlue...An absolute must
- Back-up tube of CrazyGlue
- Magnifying glass for those tough to read chart items
- Holding pattern entry plot...in case I forget
- Hand cream...wow does a pressurized airplane get dry
- Scissors, along with Velcro strips, for first echelon maintenance
- Knife (Swiss Army type)

While there are other items, a soft bag placed under the seat has served me well in over 25 years of flying. My "Bag of Tricks" has been a go-no-go item for me in many aircraft.

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



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

Members Forum Cont.

N33JA (#261) PART 135 OPERATION REPORT

Pilatus N33JA (#261) has been operating Part 135 for over a year now and the airplane has performed well during that period of time. My dealings with the FAA have been good even though it's hard to get them to return phone calls. I've had one facility inspection looking primarily at our record keeping in the office and aircraft, and two flight checks.

During the year #261 has had a few squawks that were easily dealt with. The most prominent fault had to do with the Pilot EADI. It has never failed completely, but would go fuzzy anywhere from 2 to 10 minutes at a time. We're installing the third EADI in the past year during the annual inspection. The last time it happened was two weeks ago when I was flying a night ILS approach in fair visibility into Rocky Mount, North Carolina after a 7.5 hour flying day. It didn't cause a problem since I had the field in sight just as it went fuzzy, but it was unnerving to think it could happen on a low approach somewhere when I didn't have the field. I'm glad for the composite mode that we have available.

A few months ago, about 2 minutes after taking off from Eagle, CO, the Engine Instrument System failed completely. I turned around and landed. Before landing, the top three gauges and fuel quantity gauge came back on line. Apparently one of the power supplies for the unit had failed.

During the last 100-hour inspection we had to change four fuel nozzles because of spray pattern irregularities. I was very surprised to see it happen with the clean fuel we have in this country. I flew turbine twins in Africa for many years and rarely had a nozzle fail a spray pattern test, maybe because we paid so much attention to them. We often had questionable fuel sources, and even when we were certain it was good and clean, we still took precautions.

I had an autopilot problem a few weeks ago. At FL280 the autopilot started slowly changing heading just a few degrees. The heading would change about 5 degrees in one direction, then slowly head the other way about the same amount. Jim (Allen) was flying so we disengaged the autopilot while starting to troubleshoot. The only thing that fixed the problem was pulling out the 10-amp autopilot circuit breaker and resetting the breaker.

I just finished speaking with Mike Shrader at Aviation Sales in Denver about the progress of our annual inspection. The number 2 generator brushes are completely worn out, as well as causing some grooves to be worn into the commutator. I know this has been looked at before so I'm surprised to see it worn out so quickly, and doing damage. The aircraft only has 470 hours total time. I hope this information is useful to someone!

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

TECH CORNER

I hate to admit it, but until now it was hit or miss for me listening to 121.5MHz. But since we have been required to monitor this frequency, I am astonished at how many ELTs I have heard and reported! About two years ago I was attending a 99's survival course in Northern California. I flew my 182 on a VFR flight plan to a dirt strip and was greeted by a heard of horses on the runway which were not there on my runway flyover, and were not there on final either. It turns out they were the owner's friendly horses who must have thought he was returning and were there to greet him. They were as disappointed to find me almost as much as I was disappointed to find out I had forgotten to close my flight plan. With no RCO's, no VOR's with talk, no cell coverage, no one home and rather than risking taking to the air again, I tried to contact someone on 121.5. After 20 minutes, I reverted to 122.8 after hearing an airborne prop, contacted him and closed my overdue flight plan. Two points: We all need to monitor 121.5 even after this present requirement is lifted and think about installing a 406 MHz ELT which relays, via low orbiting satellites to ground stations around the world, your plight. They can either triangulate your general position or you can have a link from your GPS to transmit your latest lat/longs for rescue. Since 406 MHz is over three times the frequency of 121.5 MHz, this translates to over three times the accuracy and speed for finding your ELT transmitter and you. Think Safety First!

Well after four years and over 700 starts, #185's NiCad battery was in need of replacement. After all I have written and said about not changing from NiCad, I did a 180 and converted to lead acid. I can't tell any difference just yet since I am having a problem with the 406 ELT's interface to the KLN-90B running the battery down. Once that problem is fixed, I am sure the change will be transparent.

Last time I landed in Kansas City, I was trailing over 15 feet of chafe tape. It looked silly and I was embarrassed. After some surgery, I forgot about it for six flights until my annual. Western has this special paint, which is tough enough to take the place of the chafe tape. I elected to have it done. It looks great, however it is early, but I am optimistic! I'll keep you informed.

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

Members Forum Cont.

NEW FRACTIONAL OWNERSHIP PROGRAM TO USE PC-12 AS FLAGSHIP AIRCRAFT

If you were going to begin a manufacturing business, a logical thought process would be to consider your equipment a (or the) key to your company's success.

When Pablo Alvarez founded JETPROP International (JPI), he knew that using the right aircraft for his regional fractional ownership program would be critical. As any POPA member would agree, the PC-12 was an easy choice for the Scottsdale, Arizona based international start-up. As a founding partner of Alternative Air in Mexico City and through his involvement with the SACSA-PILATUS project there, Mr. Alvarez knew the PC-12 provided options for the lifestyle of the Southwest and Mexico not available with other planes. In these vast areas, business and pleasure take the traveler to both remote locations and metropolitan sites easily serviced by the PC-12. This will become even more important once the Mexico City base of JPI is operative.

Although still in the funding stage, JPI is prepared to begin operations immediately due to a key strategic alliance developed with Mr. Richard Heape of Native American Air Services, operator of four PC-12's with over 10,000 flight hours providing services to both the U.S. Government and other clients for medical evacuation. JPI will have the use of one of these planes, totally refurbished to fly its initial customers. Native American, located in Mesa, Arizona will manage operations for the JETPROP fleet of planes including maintenance and flight crew staffing and training.

It is this kind of strategic relationship that JPI seeks to cultivate with both its investors and other key partners. POPA members may have the opportunity to become key partners. The JPI business model calls for an integrated fleet of both new and used aircraft. JPI would like to hear from POPA members who might be contemplating selling their PC-12's in the next six to twenty-four months. 1997 and later models are preferred and must be low time, have excellent maintenance records and no damage history. Given strong sales projections JPI believes that it will create a continuous market for previously owned PC-12's in this rapidly growing niche of aviation.

Fractional ownership of aircraft is a recent phenomenon with tremendous growth in the past years. From 1998 to 2000, the industry more than doubled in size. Current estimates call for continued growth at similar levels. Those estimates may be proven conservative by the tragic events of 9/11. A December 14th, 2001 article in Aviation Daily predicted "fractional ownership of aircraft will continue to drive much of the growth in business aviation". This information was derived from a study conducted for the National Air Transportation Association by the Transportation Center at Northwestern University. The proliferation of fractional ownership

is due, in large part, to the fact that people or businesses that have never previously owned an aircraft represent fully 70% of new fractional owners. With the recent changes in commercial travel, these numbers can only grow.

JPI will focus its marketing and sales efforts on those companies or individuals looking to enter the arena of private aircraft ownership or those who may want to downsize or "right size" based on their current flying needs. Once funding is secured, JETPROP International will begin marketing efforts in several locations within the initial service area.

JPI looks forward to meeting more POPA members and to its involvement in the organization. If you would like to contact JETPROP International about your plane or if you have any questions, you may reach Pablo Alvarez via e-mail at flyjetprop@aol.com or toll free at (866) CALL-JPI.

Happy flying in 2002!

Murray S. Goodman
mg@4bigbusiness.com
(480) 767-6193



Jon Eriksson Youngblut

Members Forum Cont.

Welcome New POPA Members

S/N #106, N82HR	John Harris Shane Warner Coalinga, CA
S/N #241, C-FGRE	Nigel Argent Don Twiddy Mississauga, Ontario Canada
S/N #340, N377L	Alexander Lidow El Segundo, CA
S/N #373, N373KM	Ted Gildred Solana Beach, CA
S/N #371, N71TP	Ted & Sherene Lamb Prescott, AZ
S/N #390, N46CE	Max Maxedon Brian Jones Salt Lake City, UT
S/N #398, N398J	John & Jacque Jarve Atherton, CA
S/N #415, N415PB	Jerry & Patty Hauptman Lakewood, CO

Welcome New Associate Members

Jetprop, Int.
Pablo Alvarez
Murry Goodman
Scottsdale, AZ

Mather Aviation, LLC
Victor Cushing
Steve Magginetti
Hayward, CA
Mather, CA

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

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

PILATUS PARTNERS: REMBERING MEMPHIS

Happy New Year to all Pilatus Pilots and Partners. The POPA Board Meeting last October in Memphis was a great success and so much fun, especially for the Pilatus Partners. We have the Wilson's to thank for the success of this noteworthy event.

After arriving at the world famous Wilson Air Center we were driven to fabulous Wilson World where we checked in as most appreciative guests of the Wilson's. In our rooms we found a lovely silver and blue bag containing a myriad of decadent sweets. That evening we enjoyed a scrumptious BBQ rib dinner at the historic and colorful Rendezvous, just off the alley in downtown Memphis. It was during dinner that the exciting news was divulged. Lisa Kennedy and Phil Rosenbaum will be hearing Wedding Bells soon. We also discovered that Lisa has learned to take off and land an airplane. Congratulations, Lisa on both counts!

The next day, we, non-board members were flown out to the Wilson's airport near their luxurious home nestled in the woods and toured Susan's "rehab center." The resident patients, mostly canine, were individually introduced by name, and visited. Momadog, Susan's outdoor companion tries very hard to keep up during gardening and ground's work, but sometimes just has to give up and go back to the house. Wac, her indoor buddy wishes they had portable oxygen for dogs. The Clydesdales and the geese were rather reserved and a little more difficult to get to know. Susan served the most delicious full southern breakfast with all the trimmings. Flowers from the garden graced the center of the table and we all enjoyed a relaxed morning of genuine country ambience.

After the elaborate repast we were treated to an exclusive tour of the historic Civil War hamlet of LaGrange Susan's very good friend Betty Walley took us to one of the oldest churches. As we stood inside studying the history and architecture, a well-known hymn started playing on the piano. We all looked to discover JoRhee Pezold tickling the keys to the melody of one of the most popular hymns. We all joined in and sang. It was great fun to sing the familiar hymns and conduct our own "choir practice."

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Members Forum Cont.

WHAT DO YOU CARRY IN YOUR PILATUS?

One of the wonderful benefits of owning and operating your own aircraft is the flexibility and latitude you are afforded. Where you depart and return, where you stop, who, and what you carry, or, don't carry.

I remember hearing about an old Alaskan operator who's motto seemed to be "Anything, Anytime, Anywhere." It was years ago. He was operating in a harsh environment, on narrow margin, trying to keep his business alive. His breed have virtually disappeared from aviation in Alaska and the rest of the developed world. Safety is expensive...no safety is more expensive.

In April 1998, a Douglas DC-8 operated as a 14 CFR Part 121 non-scheduled cargo flight returned to the cargo ramp at the Brownsville, Texas airport after all three crewmembers, and a jumpseat rider became ill (NTSB FTW981A196).

The National Transportation Safety Board (NTSB) report states "...the three flight crewmembers described the symptoms they experienced...the captain reported that during the initial portion of the taxi, he "felt a few hot flashes and some heart beat increases as [the] taxi proceeded, [he] began to feel short of breath, increased hot flashes." The first officer stated that during the taxi, he "started to feel very hot, and started to breathe very heavy. After a few moments [his] vision blurred and [he] started to see stars in [his] field of vision." The flight engineer reported that he "felt short of breath, and [his] chest felt tight." The aircraft had 960 pounds (435.6 kg) of dry ice on board, and 180 (81.8 kg) pounds of paint.

In August 1999, a UNI MD-90 had an explosion on board following a landing at Hualien (China). The aircraft had departed from Taipei and the Taiwan Aviation Safety Council (ASC) reported that one passenger was killed, and 13 were injured. The ASC and the Criminal Investigation Bureau conducted a joint investigation. The probably cause was determined to be a passenger carrying a bleach bottle containing gasoline through security without it being noticed. A report in ISASI FORUM stated: "The gasoline leaked through the sealed silicon gel creating a flammable fuel-air mixture that was ignited by a spark from a motorcycle battery that was also carried aboard."

Dry ice, paint, gasoline, and batteries, all represent some form of Dangerous Goods/Hazardous Materials, "DG" or "HazMat" to those who deal with them on a daily basis.

Definition of Dangerous Goods: "Dangerous goods are articles or substances which are capable of posing a significant risk to health, safety or to property when transported by air..." (IATA Manual).

Dangerous goods are divided into nine hazard classes. These hazard classes may be subdivided due to the wide scope of a

particular class. Please see the table (below) for a breakdown of the various classes, and their subdivisions.

Class 1 Explosives

- 1.3 Explosive
- 1.4 Explosive

Class 2 Gases

- 2.1 Flammable Gas
- 2.2 Non-Flammable Gas, Non-Toxic Gas
- 2.3 Toxic (Poison) Gas

Class 3 Flammable Liquids

Class 4 Flammable Solids

- 4.1 Flammable Solid
- 4.2 Spontaneously Combustible
- 4.3 Dangerous When Wet

Class 5 Oxidizers & Organic Peroxides

- 5.1 Oxidizers
- 5.2 Organic Peroxides

Class 6 Toxic (Poisonous) & Infectious Substances

- 6.1 Toxic Substances
- 6.2 Infectious Substances

Class 7 Radioactive Materials

Class 8 Corrosive

Class 9 Miscellaneous Dangerous Goods

Hidden Dangerous Goods: The IATA (International Air Transport Association) Dangerous Goods Regulations Manual contains the following caution: "Operators...staff (that's you) must be adequately trained to...identify and detect dangerous goods presented as general cargo." Cargo or baggage may contain hazardous articles that are not apparent.

It is not my intention, nor is it possible to teach you everything you need to know about HazMat in a brief article. It can't be done. It would be nice however, if I can get you to go to "Condition Yellow" and be alert when potential risks are present.

Cylinders containing a compressed gas (even oxygen), SCUBA tanks, camping equipment, adhesives, solvents, paints, and paint thinners, aerosols, bleach, corrosive drain or oven cleaners, ammunition, matches, magnets, camp stoves, any engines, carburetors or fuel tanks containing fuel, or residual fuel, batteries, dry ice, and petroleum distillates, mace, and pepper spray should make you think twice.

So, you're suspicious, you think a particular item may represent a risk to your aircraft and passengers. What next?

A number of resources are available to you on line. Title 49 CFR, Parts 171-179 may be viewed at <http://cas.faa.gov/dgp.html>. Is there a Charter Operator you are familiar with? They will have the IATA Handbook, or another appropriate (Title 49 CFR) publication that you may reference. Have a phone? Call the Flight Standards District Office. Someone there will be able to help. Rather not call

Members Forum Cont.

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the FAA on a weekend? Call 1-800-GO-FEDEX and ask to speak with a Dangerous Goods Specialist. Tell them what the item is, and that you want to know if it can be shipped by air. Ask if there are any restrictions regarding quantity or packaging.

Items for personal use are covered under Section 2 – Limitations, paragraph 2.3.5. “Good Acceptable Without The Operator’s Approval”. It reads: “Dangerous goods, as listed 2.3.5.1 through 2.3.5.8 are permitted on aircraft as baggage without the approval of the operator(s)”. Included are:

- Medicinal or Toilet Articles, (Not to exceed 4.4 lbs. (2 kg) or 2 qt (2L). This is intended to include hair spray, perfume, colognes, and medicines containing alcohols.
- Carbon Dioxide Cylinders for Mechanical Limbs
- Cardiac Pacemakers/Radio-Pharmaceuticals
- Carbon Dioxide, Solid (dry ice) In carry-on baggage, is limited. It may not exceed 4.4 lb. (2 kg) per passenger or 2.2 lb. (1 kg) in carry-on and checked baggage combined. The latter applies in the PC-12 since the baggage and passenger compartments are contiguous.
- Safety Matches or Lighter – “Strike anywhere” matches are forbidden, as are lighters “with a flammable liquid reservoir containing unabsorbed liquid fuel (other than liquefied gas).
- Alcoholic Beverages – In the retail container, no restriction is less than 24% by volume. More than 24%, but less than 70%, one 5 liter container per passenger maximum.

IATA Table 2.3.A is a quick reference for the above information.

If you, or your company deal with DG or HazMat on a regular basis, you are required (49 CFR, HM-126F) to conduct Initial and Recurrent Training of all persons involved in the transportation of dangerous goods. If you wish to learn more, but DG is not directly involved at your job, perhaps your employer would allow you to take a course of instruction. Federal Express conducts highly respected courses, and numerous other companies offer similar training.

Don’t ignore the risks that these types of articles or substances represent...the cabin of a MD-90 or DC-8 is a lot bigger than that of a PC-12. Interestingly, (in the case of the DC-8) had the aircraft not had a minor mechanical requiring a previous return to the ramp, the crew might have become disabled while airborne. The outcome might have been quite different had that been the case.

“Learn from the mistakes of others. You’ll never live long enough to make them all yourself.” (Author unknown).

*Michael McKendry
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(Continued from Page 7)

After, we continued on to tour Betty’s stately Southern home. The grandeur of the luxuriant furnishings depicted the epitome of Southern hospitality. It took us the rest of the afternoon to tour the barns, the lake and even catch a glimpse of turkeys on the runway. What a magnificent place to call home. LaGrange was a strategic stronghold during the Civil War. Union and Confederate soldiers vied for its strategic position, and at one time as many as 30,000 Union soldiers were encamped in and around the town.

We want to thank Betty for taking us on this leisurely stroll back in time to “La Belle Village,” as it was known in the early 1800’s. I’m sure I can speak for all the Pilatus Partners present, that it was a memorable & relaxing day for all. (Maybe not Susan because she did all the work!) We want to profusely thank the Bob & Susan Wilson for their delightful Southern Hospitality and commend them on an excellent job of hosting the Fall POPA Directors meeting.

*Linda Mae Draper
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5th Annual Convention - “PC-12 Parking Only”

Member Forum Cont.

FINALLY! A QUIET FLIGHT!

Boise based Western Aircraft, Inc., in conjunction with Skandia, Inc., is pleased to announce the introduction of their sound proofing kit for the Pilatus PC-12 aircraft. This kit has been in the development stage for over a year and a half but the wait has been well worth it.

During the proving flight on the initial installation, a dramatic noise reduction was realized over the standard PC-12 insulation package. In the dB(L) scale (the overall sound power level) there was an average dB drop of 10 which equates to a 75% noise reduction. The noise reduction in the dB(A) (Average) scale was -11dB or a reduction of 80% in the overall average sound the human ear can perceive. Additionally, in the dB(SIL) (Speech Interference Level) scale, a 7dB reduction was realized for a 55% noise reduction. The dB(SIL) scale is the range in which humans communicate during normal speech. Noise in this scale is sometimes referred to as the "cafeteria effect" because it is like walking into a noisy cafeteria and you either have to speak louder or lower frequency to be heard. With a 55% noise reduction in this scale, normal voice communication can take place in the cabin, thereby being less fatiguing to the human ear and from a safety standpoint, increase the ability to understand speech in the cabin. For those of you who have stereo systems you will be able to appreciate the clarity your system was meant to deliver. The cockpit noise level also experiences a significant drop but not as dramatic as the cabin, due to the window area. Cockpit noise reduction in the dB(L) scale was 11dB or 80%, with the dB(A) scale was 10dB or 75% and in the dB(SIL) scale was 3dB or 25% which will make communication in an emergency much easier. Please note that the above figures are averages from readings taken at six stations throughout the aircraft. Due to the differences in aircraft, actual dB reductions may vary.

Now for a few of the nuts and bolts! The cost of the installation is \$21,602. This package is a system that uses several different materials throughout the aircraft to gain the outstanding results obtained. The weight gain is between 90 and 120lbs depending on the aircraft. If you would like more information or a quote on this kit, please call Western Aircraft at (800) 333-3442.

TAWS

As all of you are aware, all turbine aircraft with 6 to 9 passenger seats must have a class B or better TAWS system installed by March 29, 2005. What options do you have? When should you have your system installed? Let's answer the last question first. Do it now! The number of aircraft affected will not allow everyone to wait until the year before the mandate. Plus, why put off the CFIT (Controlled Flight Into Terrain) protection that is available now.

The options are many and too detailed to list here. If you have the EFIS MFD, did you know that you **do not** have to replace the

EFIS MFD to get a terrain display! A new software revision for the symbol generators (all three must be done) will allow selection of a crisp terrain display on the EFIS MFD. It may be accomplished with the class A Honeywell MK-VI or class B, KMH-880 or KGP-560 systems. The EFIS MFD may display the Honeywell TCAS and TAS traffic sensors. The MFD's checklist function is retained, unlike the KMD-850, which does not have a checklist.

If you wish to update your aircraft to incorporate the new KMD-850 MFD, upgrade options exist for EFIS MFD or IN-182A equipped aircraft. The KMD-850 provides a great moving map, traffic, and terrain display with expanded features of Flight Information Service (FIS) and Traffic Information Service (TIS), soon to be available. The KMD-850 can be interfaced with many traffic sensors ranging from the Goodrich Skywatch to the Honeywell TCAS 1 systems. Multiple terrain sensors are available in both class A and Class B systems.

Please note that the WX-500 Stormscope is the only Stormscope sensor listed for the KMD-850 lightning sensors, but Honeywell sources state the WX-1000 will be approved by second quarter of 2002.

Western Aircraft is expecting issuance of an STC for the installation of an Enhanced MK-VI GPWS, Class A TAWS, in the Pilatus PC-12. A formal announcement will be made upon receipt of the STC. Call Western Aircraft, Inc., at (800) 333-3442 for details.



AirCell announces new lower airtime packages.

Monthly Plan Cost	Free Minutes per Month	Additional airtime per minute
\$29.95 plan	5	\$1.99
\$59.95 plan	25	\$1.75
\$99.95 plan	60	\$1.75
\$169.95 plan	120	\$1.75
\$499.95 plan	unlimited	none

Member Forum Cont.

MAINTENANCE TRAINING COURSE SCHEDULE 2002

These Pilatus Business Aircraft PC-12 Standard Maintenance and Troubleshooting courses are available in Broomfield, Colorado at the Pilatus Training Center. These courses are on a first come, first serve basis. Please reserve your training dates as early as possible. Call Pilatus at (303) 438-5985 or (303) 961-4070 for details and course registration or e-mail Hal Phillips at halp@pilbal.com or kathyb@pilbal.com.

Class No.	Date	Standard Maintenance	Trouble Shooting
2	02/04 - 02/14/02	X	
3	02/25 - 03/07/02 03/11 - 03/13/02	X	X
4	03/18 - 03/28/02 04/01 - 04/03/02	X	X
5	04/16 - 04/26/02 04/29 - 05/01/02	X	X
6	05/07 - 05/17/02 05/20 - 05/22/02	X	X
7	06/03 - 06/13/02 06/17 - 06/19/02	X	X
8	07/08 - 07/18/02 07/22 - 07/25/02	X	X
9	08/05 - 08/15/02 08/19 - 08/21/02	X	X
10	09/23 - 10/03/02 10/07 - 10/09/02 10/21 - 10/31/02	X	X

PC-12 AUDIO ISSUES

Tired of having to reach up to the audio panel to select PA mode and then remember to switch it back to the correct Com? Installation of the PS engineering PMA-7000 or Garmin GMA-340 can simplify the PA function for you, as well as give your copilot independent transmit capability. Sound good? The PMA-7000 and GMA-340 audio panels have great VOX intercom systems that do not require the ICS switch on the yoke. With some simple avionics magic you may simply press the PA switch (formally ICS) on your yoke for PA addresses, release the switch and the audio panel is still monitoring the Com you or your copilot have selected.

Another feature that can be added, with a little more magic and a "black box" is a cabin chime tone when the "No Smoking" or Fasten Seat Belt" lights are turned on or off. That will impress your passengers, with the same tones airline use. This Western Aircraft option also increases the power of the PA amp for better cabin announcements. Add the new sound proofing kit from Western and the cabin comfort will be better than any airline.

On a side note, we have discovered that the Pilatus installed KMA-26 audio systems will not power the cockpit speakers unless the #2 avionics bus is on. When only the aircraft's battery bus is powered, the CAWS audio warning tone will only be heard in the headphone audio. The cockpit speakers are not operational. This condition normally occurs during engine start, but will occur any time the avionics #2 bus is turned off. If you would like to have your cockpit speakers hot with only the battery bus, on contact Western Aircraft at (800) 333-3442.



Publishing Notes

NON-PROFIT ORGANIZATION STATUS

The Pilatus Owners & Pilots Association has been granted exemption from income tax under Section 501(c)(7) of the United States Internal Revenue Code. The Internal Revenue Service (IRS) has classified POPA as a "social club" and has assigned Employer Identification Number (EIN #31-1582506 to our Association. A first-year return was filed in May, 1998. Future returns are not required so long as income does not exceed \$25,000 per year. Annual dues are not deductible as a charitable contribution, but members will likely be able to deduct annual dues as a business expense. Consult your tax advisor for details.

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Newsletter Submission Deadlines

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>
Spring	Jan. - Mar.	Mar. 1
Summer	Apr. - Jun.	Jun. 1
Fall	Jul. - Sept.	Sept. 1
Winter	Oct. - Dec.	Dec. 1

We reserve the right to edit, correct, or delete information to fit the POPA newsletter format.

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