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Winter 2002 Issue

POPA Update

Volume 6, No. 1

From the President

The 2003 POPA Convention is nearly upon us and since you voted on Hilton Head, SC, we have chosen the Westin for our host hotel. The dates have been moved slightly to allow for Pilatus to attend EBACE (European Business Aviation Conference) in early May. The show dates are set for your arrival on Wednesday, May 14. The POPA convention will have our traditional "Welcome" on Wednesday evening. Sessions will start at 8:00AM Thursday morning, and run through Friday afternoon with our closing awards & dinner that evening. Lee Morse has offered to host our convention this year. The entire POPA Board thanks him in advance, for we know how much work there is in organizing such an event.

Some items still are unresolved since POPA 2000. A new temperature control valve was promised at POPA 2000. This little gem died on my aircraft at 473.4 hours. It was right after the cooling turbine dying at 428.4 hours. I thought the failure was related. Perhaps a piece of the cooling turbine got caught in the valve and caused the motor to stop. It has a small dc motor, which is a fraction of a horsepower with plastic gears and a shear shaft. This \$6,133 item has gone out on just about every plane, so I am told by 1,000 hours or so.

The real headache is that the core charge is more than the newly rebuilt unit (about double the price or \$12,000). Yes, for \$6,133 you get a rebuilt valve! (We did get a \$3,306 warranty credit.) If you are like me, that dead unit is mine! It came with my plane and I paid for it once. The next time it dies, if we do not have a new design from Garrett by then, I will be looking into redesigning it myself for an STC. POPA members will benefit from this.

I was very close to investigating BFG's prop heat controller. The complete SB cost \$4,051, plus install, plus tax, plus. It died at 735.9 hours. This also, mysteriously, had a "double the rebuilt cost" core charge associated with it. The change in the timer and a few other minor changes, could have easily done in the field by swapping out a few components.

Both of these are not rocket science boxes and therefore seem to be low priority for the manufacturers. I propose we ask Pilatus to demand, not just warranty, but reliability; or the cores may not be forthcoming!



We just got SB 25-025 (issued on 09/27/02) in mid-November. This small SB, about the labeling of our seats and about the legs of the aft facing seats, has a mandatory date of before Dec 31, 2002. The service centers got it the day after my annual! My aircraft has both the wrong labels on four of the six and the legs are wrongly installed. Now I can fix these problems. It is a simple operation spelled out in the SB. Why do I have to spend my D.O.C. and fuel dollars to fly to a service center to have this fixed? Pilatus will not pay for my D.O.C. or fuel, and gives a short deadline in which they say they will pay for this SB. My question is this: They give us a month to have this work done when the manufacturer issued the SB in Dec 2001, why did it take almost ten months for Pilatus to issue the SB? Why can't we be given some credit (perhaps towards those ridiculous core charges) if we do the work ourselves? It seems the Service Centers are the only ones to be able to get the credit. I question whether this is in the best interest of Pilatus or POPA members.

I am sure we have other questions and comments, which we would like to discuss. We have the crashes, the insurance issues and of course the continual flap problems; to name a few. Consider the above as just a means to get you thinking and ready for this year's POPA meeting. As always, we will all learn from the experience and we should have lots of fun as well. I look forward to seeing you again. For the new members, I look forward to greeting you into the fold.

Fly safe and see you at Hilton Head!

Roger Block
POPA President
S/N #185
Washoe Valley, NV

Press Releases & Pilatus News



NEWS - FOR IMMEDIATE RELEASE

PILATUS BUSINESS AIRCRAFT PROMOTES CUSTOMER SERVICE AND PRODUCTION EXECUTIVES

Broomfield, CO, November 13, 2002 - Pilatus Business Aircraft announced that it recently promoted Piotr "Pete" Wolak, formerly Vice President of Customer Programs, to the newly created position of Vice President of Customer Service. The new position brings customer support, logistics, and program functions under one organization to facilitate full-spectrum customer service.

Wolak brings extensive experience to the position. During his tenure at Pilatus Business Aircraft as Vice President of Customer Programs, he was responsible for development and implementation of new customer programs to support the PC-12 fleet. He was instrumental in creating the Planetrax, Planeworx, and Diagnostix PC-12 support systems recently unveiled at the 2002 NBAA conference.

Prior to Pilatus, Wolak worked for 14 years at Continental Airlines, where he excelled in Propulsion Engineering. He was responsible for the successful CFM56 engine program and handled new aircraft inductions, including the Boeing 737-700 & -800, 767-200 & -400, and 777. Wolak holds a degree in Mechanical/Aerospace Engineering from Rutgers University.

In addition, Mike Rector was promoted to the position of Manager, Production. In this role, reporting directly to Thomas Bosshard, President and Chief Executive Officer, Rector takes on responsibility for maintenance, engineering, and interior and avionics completions of PC-12s delivering in the North and South American markets. Rector had previously been manager of Avionics for Pilatus, and is a three-year veteran of the company. Prior to joining Pilatus, Rector was Avionics Installation Team Leader for Flightcraft, Inc.



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

MAINTENANCE TRAINING COURSE SCHEDULE 2003

These Pilatus Business Aircraft PC-12 Standard Maintenance and Troublehooting 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.

#1	Standard Maintenance	01/06 - 01/16/03
	Trouble-Shooting	01/20 - 01/22/03
#2	Standard Maintenance	03/10 - 03/20/03
	Trouble-Shooting	03/24 - 03/26/03
#3	Standard Maintenance	05/12 - 05/22/03
	Trouble-Shooting	05/26 - 05/28/03
#4	Standard Maintenance	07/08 - 07/18/03
	Trouble-Shooting	07/21 - 07/23/03
#5	Standard Maintenance	09/22 - 10/02/03
#6	Standard Maintenance	11/10 - 11/20/03
	Trouble-Shooting	11/24 - 11/26/03

PRATT & WHITNEY CANADA PILOT FAMILIARIZATION BOOKLETS

Free copies of the PT6A-67B Pilot Familiarization Customer Training Booklets are still available. To obtain your copy, please contact Laura at the POPA Home Office.

Announcements - Upcoming Events

PILATUS TRADE SHOW CALENDAR - 2003

03/06-03/09	<i>AeroExpo Conference Acapulco, Mexico</i>
03/13-03/15	<i>LaBace (Latin American Business Conference & Exhibition) Sao Paulo, Brazil</i>
04/02-04/08	<i>EAA / Sun-N-Fun Fly In Lakeland, FL</i>
04/07-04/09	<i>BIZZavia (Business Aviation Fair) Essen, Germany</i>
04/24-04/27	<i>AERO (International Trade Fair for General Aviation) Friedrichshafen, Germany</i>
05/07-05/09	<i>EBACE (European Business Aviation Conference & Exhibition) Geneva, Switzerland</i>
05/14-05/16	<i>POPA (Pilatus Owners & Pilots Assn.) Hilton Head, SC</i>
05/16-05/18	<i>AEROFAIR (General Aviation Exhibition) North Weald Air Field, United Kingdom</i>
06/16-06/22	<i>Paris Air Show Le Bourget Airport, Paris, France</i>
07/23-07/26	<i>ALEA (Airborne Law Enforcement Assn.) Wichita, KS</i>
7/29-08/04	<i>EAA (Experimental Aircraft Assn.) Oshkosh, WI</i>
08/19-08/24	<i>MAKS (International Aviation & Space Salon) Zhukovsky, Russia</i>
09/11-09/14	<i>Reno Air Races Reno, NV</i>
10/07-10/09	<i>NBAA (National Business Aviation Assn.) Orlando, FL</i>
10/15-10/19	<i>MMOPA (Malibu/Mirage Owners Pilots Assn.) St. Augustine, FL</i>
10/21-10/25	<i>IACP (International Assn. of Chiefs of Police) Philadelphia, PA</i>
10/30-11/01	<i>AOPA (Aircraft Owners & Pilots Assn.) Philadelphia, PA</i>
12/07-12/11	<i>Dubai 2003 Dubai, United Arab Emirates</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, 2003. 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.

SAVE THE DATES!!

7th Annual

**Pilatus Owners & Pilots Association
Convention**

May 14th - 16th, 2003



**The Westin Resort
Two Grasslawn Avenue
Hilton Head Island, SC 29928
www.westin Hilton Head.com**

Details and reservation forms will be mailed out shortly! In the meantime, please feel free to contact Laura at the POPA Home Office if you have any questions!

Member Forum Cont.

The Error Chain and Situational Awareness

For a number of years after I was first bitten by the “flying bug” one of my favorite articles in *FLYING* magazine was “I learned about flying from that”. I always came away with some level of insight, and felt that were I to encounter a similar circumstance, I was better prepared for having the vicarious experience through someone else’s travails.

Later, I began to read “Aftermath” articles or the NTSB reports (available on-line at www.nts.gov). In many cases I wondered at the traps that both highly experienced, and less experienced aviators have allowed themselves to fall into. The human condition is such that I think it is naive to expect aviation, in the United States to go an entire year with no accidents. However, all of us who read those reports have become familiar with the “Error Chain”, and some are familiar with Dr. Reason’s model in which the errors line up like the holes in Swiss cheese. Break the chain, misalign the holes in the cheese, and the accident might have been avoided.

At a recent FAA Aviation Safety Seminar on CFIT, I came across information that can assist each of us with our own personal “situational awareness” regarding the Error Chain. The following eleven clues might suggest that the Error Chain is in progress.

1. Ambiguity – Two or more independent sources of information do not agree. These sources include instruments, gauges, people, manuals, senses, etc.
2. Fixation or preoccupation – The focus of attention is on one item or event at the exclusion of all others.
3. Confusion – A feeling of uncertainty, anxiety or puzzlement about a system malfunction or event.
4. No one flying the aircraft – No one assigned to/ nor monitoring the state or progress of the flight.
5. No one looking outside – Crew not performing good visual scanning procedures. Scanning duties not assigned.
6. Use of an undocumented procedure – Use only procedures as prescribed in the appropriate POH or checklist.
7. Violating limitations or minimum operating standards – Weather conditions, aircraft operating limitations, system limitations, checklist usage, etc.
8. Unresolved discrepancy – Failure to resolve conflicts of information, opinions, changes in weather conditions, etc.
9. Failure to meet targets – Targets include airspeeds, approach minimums, ETAs, fuel consumption, etc.
10. Departure from standard operating procedures – Intentional or unintentional.

11. Incomplete communications – Failure to be frank and precise in stating concerns or opinions. Withheld information, opinions and suggestions. Failure to resolve differences, misunderstandings, disagreements, etc.

If four or more of the clues previous listed are present and identifiable, any accident that occurs will almost always be the result of Human Error. The clues are not always readily identifiable, nor are they always black and white. The presence of one clue does not mean that the Error Chain has begun, but when four or more are present a mishap is likely to occur. The presence of high situational awareness is far and away the Best Defense against the Error Chain developing.

Pilots are by nature task oriented individuals. An inclination towards “tunnel vision” is seen in many of the areas mentioned above. One need only consider the Eastern L-1011 accident (NTSB - DCA73AZ005) in the Everglades, the United Airlines fuel starvation accident (NTSB - DCA79AA005) near Portland, OR, Northwest Airlines (NTSB - NYC75AN070) near Thiells, NY, the Air Florida accident at DCA (NTSB - DCA82AA011), or the Delta wind shear accident at DFW. In single pilot operations, it is especially difficult for a pilot to momentarily “take a step back” and look at the current situation. This does not mean that single pilot ops cannot avail themselves of the benefits of this type situational evaluation. It is simply more difficult.

Utilize Cockpit Safety Skills

Ask The Right Question

Am I fit? - IMSAFE
(Illness, Medication, Stress, Alcohol, Fatigue, Emotions)
Am I Qualified?
Am I Proficient?
Inviting Participation (multiple crew, or passenger(s))

Frankly Stating Opinions

I Don’t Like This
This Is Dumb
I’ve Never Done This Before
I’m Tired
I’m Scared
I Don’t Know

Working Out Differences

Headings, Altitudes, Clearances, Options, Opinions

Criticizing Constructively

We’re High/Low
We’re Fast/Slow

Making Decisions

Delay
Don’t Go

Members Forum Cont.

(Continued From Page 4)

Go Around
Divert
Get More Fuel
Get More Information

Managing Resources

People/Crew, Passengers, Other Pilots
Equipment
Information
ATC/FSS/Flight Watch
Options

Evaluation of whether the precursors for the Error Chain exist, together with utilization of the Cockpit Safety Skills will result in an overall safer operation.

There are two well-worn sayings in aviation that I am fond of: "Experience is a difficult teacher; she gives the Test as she teaches the Lesson" and, "Learn from the mistakes of others, you'll never live long enough to make them all yourself.

Conduct some self-evaluation. Where do you stand?

Michael W. McKendry
Manager - Flight Safety
Alpha Flying and PlaneSense
Manchester, NH



2002 POPA Fleet, Austin, TX

TECH CORNER

I am happy to report that our website has had much more activity. We all benefit from the questions and information shared on the site.

Starter Relay Failure

One recent question I found interesting was on the starter relay failing. Having flown my plane during my initial training and having seen the funny things that can crop up when switches are thrown off and then back on, I was always leery of bus spikes from arcing contacts. Now perhaps the problem may be the arcing effect on the contacts themselves.

The Technical Explanation

The definition of an arc is the concentration of current (due to its magnetic field) that causes temperatures to exceed the melting point of the conductive material, creating a plasma of that material. Therefore, the definition describes the pitting and eroding process of the conductors. The only way to minimize the arcing effect is to reduce the current density by having a large surface area and by minimizing the inductive ringing effects. Part of the arc is the creation of a broad frequency noise. This is why the early transmitters were spark units. They used the arc to excite the tuned circuits, which were coupled to a resonant (tuned) antenna. Since all conductors have inductance and stray capacitance is present, tuned circuits are part of the wiring. The oscillations from these resonances help to keep the arc alive, prolonging the erosion effects on the contacts. To minimize this, the contacts should be shorted across (or bypassed) with a capacitor that is a low impedance to the oscillations of the arc. Sometimes a low value resistor is added in series with the capacitor to help absorb and dissipate the arc energy. This combination is called a snubber.

The Non-Technical Explanation

For the non-technical, your battery will increase in voltage after the starter is off line. This is both a chemical, mechanical and electrical effect, which is normal. Both NiCads and Lead-acids do this. You can decrease the current (and current density) by allowing the battery voltage to come back up before switching Generator One on line. This will be easier on your battery, generator brushes and your relay contacts. Monitor your battery voltage and when the tenths of a volts column is no longer rising, you may then switch on Generator One. This may take as little as 10 or 15 seconds or as long as 30 seconds. The length of time depends generally on the battery temperature, condition, and depth of the discharge from starting.

Lead Acid Battery Heater

My new lead acid battery, which was mistakenly discharged due to a wiring error for a week when it was first installed, failed capacity test after eleven months and only about 56 starts! Lead acid

Members Forum Cont.

RECURRENT TRAINING

I had the opportunity to conduct my annual recurrent training with Ron Cox at Aviation Training Management, Inc. in Vero Beach, FL in late October. As background, I purchased a Pilatus, 267WF in March 2000 with the required initial training and two prior recurrent training sessions at SimCom in Orlando, FL. I am a believer in recurrent training having completed Wings XVII with this session with Ron. I felt a change in training from my prior sessions would be beneficial. USAIG, my insurer for the past fourteen years, approved my working with Ron in advance.

My experience was outstanding. Ron's course lasted the better part of three days. Day 1 consisted of reviewing systems in my accustomed, standard level of detail. Key to the effectiveness of my training was a surprise open book test, the evening after the first day. A majority of the multiple-choice questions were straight forward, with obvious answers. However, a third of the test was challenging. More importantly, this test substantially increased my familiarity with the various, readily available source documents. Although initially very frustrating, searching for answers to a number of questions caused me to become adept at finding relatively obscure details in the PC-12 POH. In my prior training, the training manuals have detracted from mastering the use of this key document. Day 2 morning was for flying my aircraft in precision airwork, approaches, simulated engine out landing and effective information management procedures. Since Ron is a very experienced CFII, having over 12,000 hours in many types of aircraft, this knowledge of the "cockpit thought process" is efficient and effective. Day 2 afternoon consisted of reviewing in detail the open book test and more on aircraft systems. Day 3 finished reviewing any knowledge gaps, extensively exploring the structure of the electrical system and responding to the many potential electrical hazards.

Ron's energy, experience, and commitment to quality training are first rate. Although I am all for simulator training, alternative sessions at Aviation Training Management with Ron Cox and in your own aircraft are well worth one's recurrent training time.

ATM's website is: www.aviationtrainingatm.com.

Pete Welles
POPA Member
S/N #267
Baltimore, MD

FLIGHT TRAINING

After the 1st of the year I'll be heading down to Orlando for some warmer weather and another session with SimCom in their PC-12 simulator. Colorado is pretty chilly right now and I'm ready for a change of climate for a few days. I'm certain that whomever I get as an instructor this trip will keep the heat on as well. I look forward to the few days there, as I always come away with a better understanding of the airplane and its systems.

Coming from a little different background than most of you folks, I appreciate the opportunity to have a simulator available for recurrent training. I was a missionary pilot in Africa from 1983 to 2000, flying Twin Otters and a Beech King Air 200, among other aircraft. Shortly before I left Africa, my organization purchased a PC-12. Much of that time I was Chief Pilot for two different regions of the continent. It would have been wonderful to have access to a simulator, but at the time was impractical, or too expensive for us to get to one.

In the Twin Otters and Beech 200, we had to do all of our training in the aircraft without the benefit of a simulator. We developed an in-depth program of study for the airplanes before a new pilot could even think about flying. Many hours were spent one-on-one with the Chief Pilot studying every system and aspect of the airplane. We wrote and used a Standard Operating Procedures Manual. In addition, we took a Cockpit Resource Management course, which was adopted from a major US airline with their permission.

Over time, we developed several ways to help us keep current on systems and emergency procedures. In the 200, one thing we did at least once a day was to pick an emergency procedure while in flight, and as time permitted, discuss the procedure thoroughly, going through the motions and touching each item as you verbalized the emergency memory checklist. Once a month all of the pilots would gather together for a technical meeting and go over a specific system. Every six months an oral exam and flight check was done to assure everything studied in the previous months stuck.

I realize that many of our PC-12s are flown single crew, including the aircraft I fly, but I still carry over many of the practices that I've used for years. It's more difficult as a single pilot to go over systems while in flight, and for the sake of safety, probably shouldn't be done, but I do make it a point to review an emergency procedure while in the air. It pays off in several ways. One is having the satisfaction that you are providing your passengers with the safest possible flight by keeping yourself current. In my case, I'm far better prepared for my six-month check with the FAA, and I tend to perform better in the simulator while at SimCom.

I wish you all a safe new year.

Randy Stephens
POPA Member
S/N #261
Vail, CO

Members Forum Cont.

Welcome New POPA Members

S/N #135 Erik & Kristen Pilegaard
N999EP Orangevale, CA

S/N #152 Chris & Patricia Dowhie
N444CM Whitestone, NY

S/N #179 Steve Savant
N179SS Ft. Lauderdale, FL

S/N #360 Barney Aldridge
N851RM Santa Rosa, CA

S/N #408 Laurie Pitman
N408LB Bob Pasker
San Francisco, CA

S/N #409 Robert Greehil
N922RG Michael Telow
White Planes, NY

S/N #427 John Blethen
N431WC Monte Catlin

S/N #439 Thomas Maher
N439WC Seaside, GA

S/N #453 Patrick Schaad
N453PC James Schaad
John Schaad
Knoxville, TN

S/N #464 Cobin McNeill, Jr.
N769CM John D. Ortman
Jackson, WY

S/N #468 Edward Franco
N944BT Las Vegas, NV

Welcome New Associate Members

Hartzell Propellers
Steve Reindell
Piqua, Ohio

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

MEMBERSHIP UPDATE

As of January, 2003 the POPA Membership is currently at 133 aircraft, which represents over 210 people (owners/spouses/partners and pilots). The Associate membership represents over 50 people within 30 different companies.

The number of aircraft in the western half of the Continental US is 68 and 43 in the Eastern half of the Continental US. The remainder of our membership is in various other countries, with Canada representing 9 aircraft.

Should you know any new owners of a PC-12, please be sure to tell them about POPA. Membership Application forms and further information are on our website at www.pilatusowners.com.

**Don't forget to visit the
"Members Only" Section
of our website at
www.pilatusowners.com.**



Members Forum Cont.

PROPer Gravel Techniques

It may have been a business trip to Dallas, a fishing trip in Northern Ontario or a family vacation in the Florida Keys. You've just completed the last leg of your trip. You're the pilot of that beautiful PC-12 or, if you're lucky, maybe even the owner. As you put your pride and joy to bed for the night; chocks, AOA and pitot covers, cowl plugs, prop ties...you see it! A big, ugly, stomach-churning, metal-munching rock strike on one of the prop blades. Cha-Ching!

For many of us, propeller blades that closely resemble a Victorinox bread knife are not uncommon. In fact, they're too common. Take a look at any propeller driven aircraft that sees gravel on a regular basis. In our neck of the woods, that accounts for over 75%. Over time we tend to accept it as "the norm" but for many of you the sight of one of these props would send a shiver up your spine...literally.

In a nutshell, a brand new propeller blade on the PC-12 allows for approximately 1/4 inch (6.5 mm for us metric folks) of material loss of the blade chord. This reduction in blade chord is primarily attributed to F.O.D. (foreign object damage), erosion and blade dressing. I stress blade chord dimensions because typically that is the limiting factor. However, damage on the face and/or back of the blade that affects blade thickness is also very possible and, in the end, the results are the same. Once that minimum limit is reached, you have no choice but to remove your prop, send it to a prop shop and have the blade replaced. With a price tag in excess of \$7,000US it's an expense you could do without. With that being said, keep in mind that if one blade is damaged, its neighbors typically are too. Although prop F.O.D. is not entirely preventable, there are things that can be done to prolong the life of your blades. Similar techniques are used on a daily basis by many FAR 135/ CAR 604 operators. FAR 91/CAR 703 operators will benefit from them as well, on both prepared and un-prepared surfaces.

◆ Expand your pre-flight walk-around. Make sure you check the ramp around your aircraft prior to starting. A small rock on the ramp you wouldn't typically notice could take a 1/4" chunk out of the prop. How many PC-12s have a small broom on board to sweep the ramp? Clear an area of at least two feet around the prop.

◆ Conduct all your checks before taxiing. Once the aircraft begins taxiing, keep it moving until airborne. Perform the pre-flight pusher check on the roll rather than static.

◆ Be careful where you taxi. Your choices are limited, but watch out for debris such as rocks, sand, ice, slush, taxi lights (yes, I said taxi lights), etc. If taxiing with a tailwind, increase your taxi speed slightly. Make all your turns into the wind.

◆ Beta power is necessary to keep taxi speeds reasonable but its use should be minimized. Reverse power on un-prepared surfaces should be used in an emergency situation only. An excerpt from V. Kelner Pilatus Center's PC-12 Standard Operating Procedures (Gravel Techniques) states "The surest way to secure days (weeks) off is to utilize reverse to back up." I assure you, these are words of experience.

◆ Plan your parking area. Try to find a firm, clean parking area and park into the wind. Shut down the engine on the roll. The PC-12 is designed so that the prop feathers before the fuel is cut off by the condition lever. This abrupt feathering action will stir up any debris on the ground in the immediate area.

◆ Don't over-dress the blades. It's amazing how fast a mechanics file can turn a perfectly good prop into an overpriced training aide. The PC-12 Maintenance Manual Chapter 61-00-00 clearly provides the information and dimensions your mechanics should be familiar with. If you dress your blades each day so they continue to look new, it won't be long before they will be new.

I expect that the majority of the PC-12s in the POPA fleet rarely see a gravel runway. In fact, I'm certain many have never seen gravel and possibly never will. But don't let that fool you. Stay on your toes, implement proper gravel techniques and keep your eyes open! It only takes one small rock on any surface to put a big ding in your prop, your day and your wallet.

Give us a call to learn more about the Feather Inhibit System, or for pricing information.

Steve Davey
Director of Product Support
V. Kelner Pilatus Center
201 Kelner Place
Thunder Bay International Airport
Thunder Bay, Ontario P7E 6V3
(807) 475-5353
Email: info@kelner.com

Members Forum Cont.

THE RIGHT AIRCRAFT FOR JAARS

We would like to make you aware of an organization and individual that Epps Aviation has gotten to know recently. The organization is Jaars, Inc. and the individual is Mike Bucklin.

First, what is Jaars? All that Jaars is and does cannot be described in one sentence, or even one book. Jaars' goal is to further Bible translation around the world. Aviation is an essential key to Jaars success in reaching the most remote areas around the world.

In 1948 Jaars, Inc. began with one airplane and one pilot in Peru. Jaars now has 43 aircraft. Nineteen of them high-performance Helio Courier airplanes, 76 pilots and 43 aviation mechanics, serving 477 language projects around the world. Today the aircraft needs for Jaars has changed as resources like AvGas will be limited. Jaars is now looking to bring turbine-powered aircraft into their fleet. The PC-12's exceptional performance makes this aircraft a top prospect for Jaars. Mr. Doug Demming, Aviation Training and Recruitment for Jaars states:



"In rising to the challenges that these changes bring we need to take a careful look at our resources. AvGas supplies are limited and we have been told not to expect the national supplier to continue to supply it indefinitely. Mechanics are in short supply. Our older aircraft need more maintenance with each passing yea. As we look at these issues we have come to the realization that different aircraft may be the solution to the problems we have identified. Because jet fuel is available worldwide, including our neighborhood, it would seem that turbine-powered aircraft would be the best choice. We currently have pilots, mechanics and administrators that are willing and able to rise to the challenges that such changes will bring. Together we can meet those challenges and move forward here in Southeast Asia to the Glory of our Lord.

The search for the right aircraft for our operation began in earnest in 1999. We had an excellent opportunity to study the Cessna Caravan in operation here. We also watched the Pilatus Porter in operation. While each of these aircraft met a specific need they each failed to meet the kind of mission profile we were anticipating. We need speed, range, and load carrying capabilities that differ from other operators. We also needed to be able to operate safely into airstrips that were used for the Caravan. We wanted an aircraft that was in current production and, yet, was not so new as to be experimental. We wanted a proven record of operations in our kind of environment. We realized that there was no perfect aircraft. Each option was going to be a trade off in some way. We also noticed that there were not very many options out there. With the

exception of some new designs coming out of eastern Europe, and some designs that were still on the drawing board (Packer) we were limited to the Cessna Caravan and the Pilatus PC-12. No other aircraft meet our general parameters. It was for that reason that we began to look at those two aircraft more carefully. In every way except the availability of a cargo pod and the acquisition cost the PC-12 was superior. The initial decision to seek a PC-12 was a difficult step. We are a young organization with many challenges. We had no money and little prospect for the kind of funding that was necessary. We had to convince everyone in ever expanding circles of influence that the idea was right for us. Yet we pushed on. We have studied, tested, inspected, trained, and prayed for this aircraft. In short we have done, and continue to do, the homework."

"I had always wanted to be involved in aviation but to me personally I wanted to use the skills and ability God gave me in aviation in a manner that would have a great impact on the lives of people both physically and spiritually. That is how I became interested in missionary aviation. After that decision, I asked several aviation mission boards, which included Mission Aviation Fellowship and Jaars, which was the best school to learn the necessary skills, and each said Moody Aviation, the aviation department of Moody Bible Institute. After graduating in '94 with an emphasis in maintenance, I taught in Moody's A&P school for three years. Afterwards, my wife and I joined JAARS and began working in Southeast Asia in 1999." (Mike Bucklin).

Mike is now an experienced A&P Mechanic. He attended Pilatus training in August 2002, and spent three months at Epps and worked with our Pilatus team to achieve hands-on training. Mike will be doing maintenance in the roughed interior of a Southeast Asian Country to help further the JAARS, Inc. mission.

For more information on JAARS, Inc., please visit their website at: <http://www.jaars.org>.

Tina Muse
Epps Aviation
Atlanta, GA

Member Forum Cont.

(Continued From Page 5)

batteries like to be near room temperature. Too hot, they self discharge. Too cold, they cannot deliver full capacity. For those who do not have a heated hanger in winter, a Tanis heater may help starting and extend the overall battery life. Place the power extension cord on a timer and plug it in the day before your planned flight. Set the timer to turn on the Tanis heater about 5 to 10 hours prior. The time will be on the long side for the colder hangers and shorter for the warmer ones. Also remember, lead acid batteries that sit for long periods of time will have the sulfuric acid (heavier than water) sink in the electrolyte, to the bottom and cause sulfuration of the plates. This leads to diminished plate area and capacity. You either need to shake up the battery, to de-stratify the electrolyte, or charge it, allowing the bubbles to stir it up for you.

Roger Block
POPA President
S/N #185
Washoe Valley, NV

TIRE PRESSURES

One area to be concerned with on an aircraft which passes through several different environments and operating altitudes/temperatures, is the maintenance of the manufacturers recommended tire pressures - 55psi for the mains; 60psi for the nose wheel. While the nose wheel is readily available, checking and maintaining main landing gear tire pressure necessitates removing the entire hubcap, as there is no external aperture available.



Correcting this situation is quite easy with a simple modification, which can be made by most Pilatus shops. Years ago, my shop SkyTech of Baltimore removed both caps, drilled a center hole over the air inlet, then repainted and re-installed the center hole, with a small hole allowing for the fill adapter.

Following this a common (long) tire fill adapter was installed on each of the mains. With this simple adaptation, tire pressure can be checked and corrected on a continual basis, without the removal of the entire hubcap.

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

THE MEANING OF THE TSA

After the first of the year, get ready to really know the meaning of the TSA (Transportation Security Administration). The airlines have been feeling the blunt of their work to date with a few exceptions to General Aviation such as TFRs, flights into DCA and the other close surrounding airports to Washington, D.C.

I have met with NATA (National Aircraft Transportation Association) and NBAA (National Business Aircraft Association) committees concerning the problems that GA aircraft have and are going to have in the future. Whether we like it or not things have changed forever for flying in the U.S. The best we can hope for is that the powers that be, i.e., TSA, FAA and Homeland Security are thoroughly indoctrinated with how GA operates. To date in our meetings, there is a distinct lack of knowledge in GA operations with the authorities making the rules. The first head of the TSA took the position that he did not want to hear from the flying community and that he would give them their regulations without any significant input. In other words, "I will give you your opinions when I am ready". Fortunately the Aviation community went to work with the Congress and he is now history. I then attended a meeting in Washington hosted by NATA and attended by all of the alphabet organizations (NBAA, AOPA, GAMA to name a few) to Admiral (retired) Loy who was going to be the new replacement head of the TSA. What a breath of fresh air, as he was the Commandant of the Coast Guard which is rich in tradition of partnerships between the government and private sectors. He asked for our help in establishing the new rules and regulations and got very enthusiastic responses from all of the groups. They are in the process of working on every item that needs to be addressed in their respective groups.

In late November, I attended a special meeting for the NBAA security group, which was made up of aviation security firms, insurance, FBO, operators of small and large flight departments, NBAA, and airport representatives. I am sure that I have left out some group or groups but off the top of my head this is the best I can do. The basis of this group is to present to the TSA an outline protocol that if met by its members, especially Part 91 operators, will allow them to have the same access and operational capabilities extended to the airlines and Part 135 operators during times of high threat operations. Remember, after 9/11 the airlines started back flying in two or three days followed by other commercial 135 operators. Part 91 took around two weeks to have limited access to the airspace. This is completely voluntary and should you opt not to comply then you will be treated as Part 91 operators as in the past. It hopefully would allow quicker access to the airspace system and help everyone to have the ability to be inconvenienced as little as possible. After the briefings by the TSA, I am convinced that what we saw in the shutdown of the airspace systems could and will happen again if there is another significant event, God forbid, in the US.

(Continued On Page 11)

Member Forum Cont.

(Continued From Page 10)

This protocol contains operational and security background checks to mention a few. I do not believe that it is onerous to pilots in light of what could be imposed. It will cost very little to comply with and it is proposed to be monitored by NBAA. Hopefully, this will be accepted by the TSA with very few changes so that we can get on with aviation in the US as we have all come to know and appreciate. We must accept some changes as the World as we knew it prior to 9/11 has changed drastically.

Bob Wilson
POPA Member
S/N #224
Memphis, TN

POPA INSURANCE SURVEY

I'm pleased to report that we had a significantly improved response to the second Insurance Survey mailed out to the membership. Over 40 additional surveys were received, resulting in over 70 surveys from which to develop our database. We are in the process of entering the data into an Microsoft Access Database, which should be completed by early February. After entering the data and validations checks, we will perform a comprehensive analysis of the absolute and trended data derived. We hope to have the analysis completed by mid-March. At that time we anticipate making a special mailing to the POPA membership of these results.

A cursory review of many of the returned surveys revealed remarkable increases in both hull and liability insurance premiums over those observed during our earlier survey in 2001. More alarming were the anecdotal remarks made responders included on their survey forms, suggesting that in future years they feared becoming effectively uninsurable under their current operations (e.g. single pilot). Liability limits also appeared to have dropped significantly, suggesting that many of us are assuming greater financial risk for flying our PC-12s.

We hope that the availability of these data, in an interactive format in the Members Only section of the POPA website, will eventually assist in rationalizing coverage and premium proposals made by brokers and underwriters to our members. Knowing the range of premiums charged similarly experienced pilot/owners in comparable operational setting should help equip members in following up with their brokers on proposals they receive outside these ranges. The results of the survey will also assist the POPA Board in examining options that might be helpful in reducing costs of PC-12 insurance.

M. Lee Morse
POPA Board Member
SN #163
Great Falls, VA

HELP!!!!

With the start of a new year, as in many years past, I try to think up a resolution or two, so I have something to forget come about February. This year, my resolution is to stop doing everything, and to ask for some HELP! I am hoping this year's resolution will survive February, and possibly stay alive thru May, June....who knows, even all year!

"So, what am I talking about, and who am I asking to help?" you ask, so innocently. Well, let me explain. I WANT YOU!

For the past two years (for me) and the past 6 years (for other board members) there has been a small tireless group of people who have worked together as the Board of Directors of POPA. They put on the annual convention. They published a quarterly newsletter. They created and maintained the POPA website. They created the strobe light STC to save those who need it a significant amount of money. They spent many hours in coordinating efforts with PilBAL, Stans, and the Service Centers. They have also attended to many, minor and less glorious tasks on an ongoing basis. Oh, and along the way, they have met, befriended, and enjoyed the camaraderie of a very special community of people. But, as the saying goes, "all good things must come to an end..."

Rightfully so, a number of the board members have expressed the desire to "take a break". I say rightfully so for two reasons. One, after so many years of dedicated hard work, if they so choose they deserve a break. Second, given the growth and diversity of the fleet owners, I believe it's time to get new representation, new ideas, and new faces into the management of the Association.

I would ask each and every one of you to honestly analyze your situation, and determine whether or not you have a valid interest in helping. Then, get in touch with a board member and talk about it. It is not difficult to determine if it fits you or not, but give it a chance; give it a thought; give it a few minutes' conversation.

Additionally, I'd enter a plea for an individual to take on the responsibility of becoming the Newsletter Publisher. You don't have to be a writer! Just someone who is good at getting others to express their ideas, and then putting it together as a publication (like what you are reading right now!). For those of you who flew Malibus and belonged to MMOPA, I think their quarterly publication (edited by my friend Jeff Schweitzer) is a superb publication that we can aspire, in the not too distant future. We just need someone with a vision and a commitment.

ARE YOU OUT THERE!?!?

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

Publishing Notes

POPA (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. In 2002, a tax return was again filed as our income exceeded the IRS-mandated \$25,000 per year. A copy of that return is available through the POPA Home Office. 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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