

Published by the Pilatus Owners  
& Pilots Association

Spring/Summer 2001 Issue

# POPA Update

Volume 4, No. 1



## From the President

Thank you for attending the 5th Annual Pilatus Owners and Pilots Association Convention. Without you, the convention would not have been the same. Each of us adds a little of ourselves to the overall experience; as we learn and contribute to one another. If this was your first time, I hope you came away feeling more informed about our well built and designed PC-12 aircraft. It truly is a wonderful plane. Each year's convention has new and exciting things to share. New equipment and upgrades are always in the works as the popularity of the PC-12 increases. POPA is your organization. Generally those who participate, get the most benefits from the other participants. If you wish to share your thoughts, feelings and or ideas, please use our website or forward them direct to me.

We now have three trip ideas on the website that you may find interesting. The first is a cavalcade of PC-12s to fly to Stans and visit the factory. If you wish to go but do not want to take your own PC-12, we are sure others will be willing to have you help share expenses and experience the flying of their PC-12. We will be looking to Pilatus for direction in getting the necessary training, equipment and paperwork for the proposed fly-in.

Second is a closer fly-in and the dates are known. September 13-16, 2001 is the Reno Air Races. This is more than just an air race. Static displays of current Navy fighters (F-14, FA-18, F-16 to name a few) are touchable with their top gun pilots from Fallon, Nevada (about 50 miles away) waiting to answer your questions. We will be hosting (organizing) the fly-in for those willing to commit by August 10, 2001.

Third is a flying tour of Australia. Barry Schiff, a writer for the AOPA Magazine, is willing to investigate and participate in an aerial trip around this beautiful country. We will need to know your level of interest so dates can be picked for this trip this Fall (here, Spring there).

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

## From the "Past" President

The 5th POPA convention in Scottsdale was a tremendous success due to the planning of Gayle and Roger Block, your new President, and the participation of all POPA members. These conventions are extremely fun and informative but the logistics are something else. The attendance was up and hopefully everyone had a great time and learned a lot about the PC-12 operations and systems. It's great to see new Pilatus family faces along with the older (no pun intended) operators who have become good friends. This was the first year that we were able to have outside exhibitors and their displays were extremely good. We have others interested in participating at the next conference.

Hopefully, during my time as your President, POPA has helped to increase your knowledge and safety in flying. As you heard me say repeatedly, the POPA website is a great forum to discuss problems and questions you have on the PC-12 as well as flying in general. We all learn from other pilot's mistakes and discoveries. Aviation is a continuous education process. You only thought you had finished school.

My/your POPA Board has been extremely helpful and they look after our best interest. It has been a pleasure for both Susan and I to work for you and we look forward to attending many more conventions. Remember, may the wind always be at your back, and FLY SAFE.

Bob Wilson  
Immediate Past President  
PC-12 S/N 224  
Memphis, TN

[www.pilatusowners.com](http://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.

# Press Releases & Pilatus News



## TOM ANIELLO NAMED VICE PRESIDENT OF MARKETING

March 6, 2001

Tom Aniello was recently named Vice President of Marketing for Pilatus Business Aircraft Ltd. A nine-year veteran of Cessna's Citation marketing organization, Aniello will be responsible for all marketing, advertising, corporate communications, sales support, and flight operations in Pilatus' North and South American markets. He reports directly to Angelo Fiataruolo, President and CEO of Pilatus Business Aircraft, Ltd.

"We're absolutely delighted to have Tom join Pilatus' senior management team," said Fiataruolo. "He brings a wealth of experience in marketing, e-business, and engineering with a strong customer-focused background. Tom will play a vital role in helping Pilatus attain our aggressive growth objectives in North and South America."

Aniello holds a bachelor's degree in Aerospace Engineering from the University of Kansas, and is a private pilot.

May 4, 2001

## PILATUS PARTNERS WITH COMPONENT CONTROL.COM FOR SOFTWARE TECHNOLOGIES

Pilatus has selected ComponentControl.com as their integrated software technology provider. Pilatus and ComponentControl.com will develop and implement a leading edge, integrated software module to provide digital maintenance services to Pilatus' aircraft customers and authorized Service Centers.

"Our state-of-the-art digital maintenance program will let operators update in-service reports and flight hours and we will automatically notify them of their aircraft needs, including routine maintenance, overhauls and service bulletins. With our Web interface, we will be able to reach our customers and Service Centers throughout the world" said Pilatus Vice President, Customer Programs, Piotr "Pete" Wolak.

Additionally, Pilatus will utilize ComponentControl.com's business management suite, Quantum Control, to increase productivity in order to expedite critical business functions such as aircraft completions, parts distribution and warranty claim processing.

## EXECUTIVE PROMOTIONS

March 12, 2001

To better align management with customers, employees, and the regional Pilatus Sales/Service Centers, Angelo Fiataruolo, President and CEO of Pilatus Business Aircraft Ltd., announced several promotions for his senior management staff.

John Greet has been named as Vice President Finance in addition to Chief Financial Officer. Greet, with Pilatus since 1998, is a British Chartered Accountant with extensive experience in Britain, France and the United States including Ernst & Young and the Alcatel group. As CFO, Greet is responsible for all accounting and financial operations of Pilatus Business Aircraft Ltd.

Thomas Bosshard has been promoted to Vice President Aircraft Completions. Bosshard, a 7-year veteran of Pilatus, is responsible for the overall operations of Pilatus' Business Aircraft Completion Center and FAA Repair Station. He holds bachelor's degrees in both Mechanical Engineering and Business Administration. Prior to joining Pilatus in Switzerland in 1994, Bosshard managed maintenance and completions service for Swissair Technics and Shannon Aerospace.

Piotr "Pete" Wolak has been promoted to Vice President Customer Programs. With Pilatus since May 2000, Wolak was formerly Engineering Project Manager for Continental Airlines. With a bachelor's degree in Mechanical/Aerospace Engineering from Rutgers University, and 11 years of experience with Continental, Wolak will be responsible for creating, implementing, and managing support programs to ensure the safe, reliable, and economic operation of Pilatus aircraft.

Johanna Avery has been named Vice President Organization Development. Prior to joining Pilatus in November 2000, Avery spent over ten years helping managers improve their business practices as a small business owner, corporate executive and management consultant. A graduate of Colgate University, Avery recently completed her master's degree in International Affairs at Washington University in St. Louis.

Jim McGowan has been promoted to Vice President Government and Fleet Sales. In this new position, McGowan will be responsible for increasing sales of Pilatus aircraft to government agencies, special missions, and fleet accounts. With Pilatus since February, McGowan brings over 13 years of engineering and product support experience in the aviation industry working for Envirovac, McDonnell Douglas and Alaska Airlines.

# Announcements - Upcoming Events

## EPPS EARNS FA AWARD!

Epps Aviation has been awarded the FAA's highest recognition for Maintenance Training! The Repair Station earned a Diamond Level Award and over 40% of all their technicians earned individual awards. Earning the Diamond Award required a combination of FAA procedure/policy training, along with an extensive manufacturer-level maintenance training program and formal in-house technical training.



On the Pilatus crew, individual award winners were:

Diamond - Mike Laconto (Avionics)  
Ruby - Clay Anderson (Evening Crew), Harold Jules  
Gold - Robbie Kieffer (Avionics), Troy Raines, Ed Vargas  
Silver - Edward Kouba, Robbie Stuart (Records)

Our congratulations to Epps Aviation!

## PRATT & WHITNEY CANADA PILOT FAMILIARIZATION BOOKLETS

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



July 24-30th, 2001  
Oshkosh, WI

For further information contact:

EAA Aviation Center  
3000 Poberezny Road  
Oshkosh, WI 59403-3086  
(920) 426-4800  
[www.airventure.org](http://www.airventure.org)



## 2001 Trade Show and Sales Meeting Calendar

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.

## Annual Dues!

POPA dues run from July 1st to June 30th. Please use the form enclosed with this newsletter to renew your membership today. Thank you very much for your interest in and support of the Pilatus Owners and Pilots Association!

## RENO AIR RACES

2001: The Race Odyssey  
38th National Air Races and Air Show  
September 13-16th, 2001  
Stead Field, Reno, NV

Race and Air Show Highlights include:

- The first ever Apollo Astronaut Reunion
- Jet racing every day
- A First-Class Air Show
- Military Demonstration Flights & Fly-bys
- Static aircraft displays

For more information contact:

- <http://www.airrace.org>
- or call (775) 972-6663.

# Member Forum Cont.

## COMMUNITY CONCERNS

Well, the annual convention is behind us, and what a convention it was! Besides seeing old (and new) friends, it is a chance to reacquaint with the community as a whole. I do perceive of the community as an entity, different from the assembled parts that it incorporates. The individual participants in the community each have their own interests, their own priorities, and their own agendas. Collectively, however, we need to have a community agenda and a means to affecting it; if not, we may as well not exist.

As a community, I believe we have issues that should be on our community's agenda. I heard lots of resonance at the convention in certain areas, and, as a new board member, I would like to propose that we take it upon ourselves, as the Board directing the community efforts, to identify specific programs to be advanced in the community's best interest.

One issue that seemed near and dear to all who attended the meeting was the concern about the state and direction of the insurance industry, and more importantly its impact on us. Not only is insurance costing more and more, but both the coverage offered and the limitations and qualifications implied are approaching the status of insulting. What should we be doing about it? Well, we heard one opinion from Lance Toland, and I certainly respect his insights. However, I believe we need to branch out and try to work the issue even more extensively. I think we need to explore Lance's suggestion on a "typical" operations manual based on the NBAA model. To that end, I have acquired such a document specifically developed for a Part 91, crewed PC-12 corporate operation. We can use that as a basis to develop a derivative for Part 91 owner-operated PC-12 environments, and see if we can get insurance industry buy-in. I believe we need to have Pilatus BAL involvement in getting into the right audiences to make this happen. And we need buy-in from a significant portion of the community (us flyers!) that we will ascribe to such recommendations if we are going to convince the insurers that this can actually change the actuarial evaluation of owner-operated Pilatuses (Pulatii????).

I think training is another issue at which we should collectively take a look. Pilatus has built and provided us a wonderful, new technology aircraft. It has system redundancy, and cockpit and system automation to make it single pilot friendly. It can fly extremely long distances with large useful loads. And it continues to incrementally improve. All of this facilitates use of the plane for high-altitude, long range (long cockpit times) flying. I will suggest that after about 3 trips to SimCom, we are learning incrementally little, we are spending big bucks, and we are doing it as much to placate our insurance companies, as we are to advance our proficiency. What is the solution? Is it to take an aerobatics course in a Decathlon? I would like to propose to SimCom and Pilatus BAL collectively, that we sit down and determine what training would be of true value to us, as reflected by its utility in making us better operators, and better insurance risks. We fly long dis-

tances, at high altitudes; how about some weather oriented training sessions? How effectively do you use that RDR-2000? How do you even know? What resources are available (or should be demanded by us in the future) to give us the best near-real-time understanding of the approach environment weather, as opposed to what we got from the FSS 3 hours ago? How about a POPA reserved trip to the NASA High Altitude Chambers? How about some cockpit exercises to "wake us up" to peak performance an hour before we begin a tricky approach?



PC-12s at the 5<sup>th</sup> Annual Convention in Scottsdale, Arizona

Lastly, I believe a very close continuing relationship with Pilatus BAL and Stans is in everyone's best interest. We need to have a very fluid, bi-directional channel of communication with them. Their success as in this market assures our continued enjoyment and success as owners. They can't, and shouldn't, operate without us. Simple items, like not enough of our community responding to the industry survey to qualify the PC-12 to be considered as a participant in the business turboprop market is an embarrassment. It also hurt all of us in the market value of our aircraft. We need to maintain a very concise communications channel between Pilatus and us. But for that to happen, we first need to have a vibrant level of communication amongst us owners. The website certainly must become more pro-active in supporting communications, but so do the users. Without hearing dialogue from the owners, the entire paradigm falls apart.

I encourage each of us to view the investment you've made in your aircraft in the same light with which you view any other multi-million dollar commitment you've made in business. Don't invest blindly; stay in contact with the entities that continue to participate, to evaluate, to forecast the future of the investment arena in which you have invested. Voice your opinion, learn with and from others, and do everything you can to protect and increase the value of your investment.

I ask you all to give us feedback. Validate what I have said, or challenge the hell out of it. Tell us what is on your mind, and tell us if you can help in advancing the results for the community. We're listening.....

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

# Members Forum Cont.

## THE TECH CORNER

A survey from Honeywell is enclosed in this newsletter asking about an auxiliary power unit on the PC-12. (Please complete this survey at your earliest convenience and return to Honeywell.) They ask if the VCCS is adequate. My unit is a help but, as you can imagine, flying in and out of Scottsdale in the summer, it is HOT! I think an auxiliary unit would be very nice if the price is not too much. Whether it works in flight is a question that has many answers. First, I would think if it could be turned-on in flight as a back up for Gen 1, great. I am sure there must be an altitude limitation. Perhaps if we were below FL180, we could use it for extending the life of a weak battery when we have an engine failure (if we had enough to start the auxiliary unit in the first place). Second, if we had a larger VCCS, the ground run time of an auxiliary would be shorter. If it worked in flight, the larger VCCS would be more efficient. Third, the fuel usage would be important to some of us who take those long trips (Minden, NV to Newcastle, DE non-stop every year). Lastly, the additional 100 lb. for the auxiliary is not a big issue, unless it is all up front, which I doubt. Generally it makes a lot more sense than a second battery for starts and for in-flight emergencies! Just don't run out of fuel!

The P&W discussion at this year's POPA still amazed me. When I fly, I file for 250 knots. At this stage of my engine's life (650 hr.), this keeps me out of the maximum torque settings for cruise. In climb, however, I do tend to push it a little. If I don't, they will keep low when departing from Scottsdale. I keep the torque in the green until I reach a temp of 730°. (If you run hotter than this, you will see the intake lip start to discolor.) This gives me climb rates above 2000 ft/min. at 9000lb. In cruise, I input the FL and IOAT on page 1 of CAL on the KLN90B. Then on page 2, I enter the KOAT and dial in a KIAS that gives the filed TAS of 250k. This dialed-in KIAS then needs to be un-corrected (subtract 4-5 knots depending on IAS to KIAS chart) to find the IAS that, when reached, the PCL will be pulled back to a given torque in order to maintain this speed. To know what torque to set, I use those funny looking curve diagrams (figure 5-50) in the POH. After finding your weight, (6200lb. empty + fuel lb. from EIS panel + passengers and luggage) and the ISA variation, locate the appropriate chart (i.e. 9000lb. @ IAS). Using the filed TAS (250k) along the right, go up to the FL and then down towards the left to the target torque. It is easy to do, once you have done it a time or two.

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

## STRIKING UPDATE

This is a follow-up to the comments made at the POPA convention regarding lightning strikes. The April issue of IFR magazine had an article "Lightning Strikes In IFR" written by Jane Garvey, where she mentioned the following useful information. According to her article, the optimum OAT for a lightning strike is between -4°C and 4°C with a peak in the -1°C to 1°C range. Studies show that 90% of the time, the airplane is the trigger of the strike and, in an older study, no prior spherics were recorded in 50% of the events (So much for relying on the Stormscope.) This may be due to the airplane's shock wave (acoustically) triggering existing super cooled droplets, (which may not be at your precise altitude) to change to ice, thus creating a large change in charge to occur. A clap of thunder can also trigger this event. Flying between charged clouds in a conductive airplane may also trigger a strike, since you aid the conductive path which, before you came on the scene, was able to hold off the discharge.



Of no surprise to me is the altitude and time of year in which most piston drivers have had strikes. All months had strikes! March through June had the most strikes (58%) while July had the least (maybe we know better and just don't fly). September through December represents almost 27% of the (169) recorded strikes! Along with this is the altitude for strikes; 3,000 to 9,000 AGL with a peak in the 5,000 to 7,000 AGL range. (However their graph shows a fair number down to 3,000 AGL.) The majority of the strikes were associated with cold fronts (39). This was followed by warm fronts (17) with "heating from below" following closely at 16. Cold fronts with orograph and orograph only were tied at 14 each. The occluded front with an upper cold front had 11 strikes, with 8 and 7 for the prefrontal and convergence front. Remember, while lightning is often seen following the leading edge of rainfall, this should not be interpreted as no rain - no lightning. Picking your way through a storm's rain using radar is not a way to avoid a strike! I am presently working on a "strike-likely" monitor unit for planes. Stay Tuned!

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

# Members Forum Cont.

## MUSINGS FROM THE DEEP SOUTH

Welcome to the days of summer! Down here we always expect afternoon and evening thunderstorms throughout the summer, with high temps and humidity, when the total of the two exceed 170F. Whatever the individual numbers, it is going to spell discomfort, especially on a hot ramp as we board for a trip. Fortunately for us PC-12 drivers, our air conditioning (a must) is driven off an electric motor located aft, versus an engine driven version. The big advantage for us is the ability to plug up a power cart and pre-cool the cabin before the passengers arrive. Many of the other turbine aircraft do not sport such flexibility.

While on the subject of A/C, if your unit is not quite up to par, be certain that the condenser coils are immaculately clean. Just a little dust, oil or debris will insulate the heat transfer intended to take place robbing your unit of its intended efficiency. When your maintenance guy tells you that the unit was low on gas be sure that he fixed the leak before charging the system. If not you will be charging the unit again in the near future, and the ozone layer will be deteriorated even further. If there is a leak, the area will be marked by an oily residue. Be absolutely certain that the leak is fixed properly. Freon gas does not wear out but can leak out or can become contaminated through a compressor failure.

The properly operating A/C will do a good deal more than cool the cabin for your passengers. One of its most important roles is the dehumidification process that takes place as the hot, humid air passes over the condenser coils, which are at a very low temp. The result of this sudden heat dissipation to the gas is condensation as the hot, humid air is rapidly cooled below the dewpoint of that air. Be certain that your condensation drains are clear and open, to prevent a real mess.

This now dryer air, when circulated throughout the cabin several times, will ultimately have removed a significant amount of moisture. This moisture-laden air, if the moisture is not removed through the condensation process, will ultimately be deposited on the inside of the windscreen. As heat always migrates to cold, the result will be the icing that takes place on the inside of the windscreen when flying at altitude. A good idea in humid conditions is to run the A/C with the fan on low speed to remove the maximum moisture in the shortest length of time.

Recently, the usually rock solid KFC-325 Autopilot has been dealing us fits. For no apparent reason, we get a "PIRIM" annunciation on the EFIS, followed closely by the Master Warning bell and the seven beeps as the A/P disengages. Of course, this is annoying for the passengers, and because it is followed by immediate pilot action, poses in their mind a cause for concern. If it is just an electrical fault, then generally it is but a matter of pushing the Master Warning Light off and putting the A/P through its test before resetting. If however the Warning is telling us of a Pitch Trim Runaway, we have an entirely different matter, potentially catastrophic. I learned in my C-182 many years ago the

hidden problem with pitch trim runaway is a huge opportunity for disaster. The reason is that the A/P pitch trim is controlled by the pressure altitude when altitude hold is engaged while the Pitch Trim is controlled by the hat switch on our yoke. We do not have a trim wheel that can telegraph its movement. The problem is that if a pitch trim fault is in fact an uncommanded climb or descent, and the autopilot is engaged in an ALT hold or VS hold, then its servo will trim in the opposite direction, attempting to maintain the pitch command. This tug of war will generally not be noticed, without fault annunciation, until the one of the servos is overpowered and its clutch slips. At that point, the yoke is slammed either to the panel or into your stomach, either of which will guarantee a wild ride, not to mention the stress on the airframe and your passengers. Now if you try to out-muscle the trim it could get much better or much worse. At any rate, now is the time to "calmly" assess the situation, disconnect the autopilot and re-trim the aircraft. It is usually a good idea to call the controller and explain your altitude excursions before he calls you. We are fortunate to have great annunciation in our PC-12 that may be annoying at times but the minor annoyances occasionally are far, far better than just one wild excursion at altitude. I am thankful that I learned one of the dark secrets of electric trim and autopilots at 130 kts and a rather tender age than now at 200 kts and a much less resilient "frame".

I hope you all have a wonderful summer, flying safe and avoiding those towering CB's!

Jack Pezold  
POPA Board Member  
PC-12 S/N #155  
Columbus, GA



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

# WELCOME NEW POPA MEMBERS

---

S/N #161, N161AJ  
Garrett Gruener  
Ken Landau  
Amy Slater  
Berkeley, CA

S/N #192, N192PC  
Kenneth Mourtou  
Bill & Camelia Smith  
Fayetteville, AR

S/N #284, N191SP  
Steven Hooper  
John Frankel  
Rufus Lumry  
Bellevue, WA

S/N #295, N295PC  
James Billy  
Peter Vedel  
Chris McDonald  
Clewiston, FL

S/N #320, N605TC  
Tom Sasone  
Redington Beach, FL

S/N #323, N956PC  
Paul & Faye Caswell  
Leesburg, VA

S/N #329, N329NG  
Narotam Grewal  
Rhenda Barnes  
Robert Holland  
North Hampton, NH

S/N #330, N515RP  
Rick Cassidy  
Pamela McDonald  
Walnut Creek, CA

S/N #337, N601HT  
John & Melissa Hightower  
Salida, CO

S/N #343, N31DX  
Bill & Patty Baker  
Corona Del Mar, CA

S/N #344, N411MV  
Doug Carlisle  
Charles Gianaris  
Portola Valley, CA

S/N #347, N347KC  
Stewart McMillan  
Robert Allen  
Wally Hekter  
Valparaiso, IN

S/N #350, N451DM  
Roger Sippl  
Greg Ralieg  
Woodside, CA

S/N #351, N351PC  
Bill Spurling  
Lisa Daugherty  
Evansville, IN

S/N #364, N220CL  
Sam Blount  
Teresa Rachal  
Birmingham, AL

S/N #366, HB-FOS  
Simon & Irene Aegerter  
Wollerau, Switzerland

S/N #367, N45PM  
Mike & Dawn Parnell  
East sound, WA

S/N #375, N933SE  
Reuben Ehrlich  
Stan Ehrlich  
Scott Bell  
Greeley, CO

Thank you for your interest in POPA  
and Welcome!

**Don't forget to check out  
the POPA website at  
[www.pilatusowners.com](http://www.pilatusowners.com).**



Jon Eriksson Youngblut

# Members Forum Cont.



Phil Rosenbaum and Lisa Kennedy

## NEW BOARD MEMBER - Phil Rosenbaum

Phil may hail from Texas, but he is not actually a Texan. Phil grew up in Union, New Jersey, about 7 miles from Newark Airport, just far enough away for a young boy to hear the departing planes pass overhead and still be able to see them in all their glory (in the 1950s, they still had modest climb rates). After graduating from Rutgers - College of Engineering (BS Aerospace Engineering and Mechanical Engineering), Phil opted to pursue a career in technology and business, while pursuing his lust for flying in the private domain. Business took the forefront, and it was 1983 before he finally achieved his PP ASEL.

For the following few years, Phil pursued \$100 hamburgers throughout the northeast, as well as nascent business opportunities throughout the world. Ultimately, in late 1987 the pilot certificate went into the closet when Phil relocated to Europe to pursue corporate ambitions. After 3 years of living in Amsterdam running international operations for an emerging software firm, he relocated briefly to Silicon Valley (aka the San Francisco Bay area in California). Then, it was off to Tokyo, back to Amsterdam, and finally a re-settlement in Silicon Valley, all in the successful pursuit of various high tech business developments.

At that point in life, Phil realized that there were other achievements to be had beyond those gleaned in business, and he set out to dust off and reacquire with the Airman's Certificate. A quick refresher/biennial lead the way to an instrument rating. This then rationalized the purchase of a Turbo Saratoga, followed by a Malibu Mirage, all leading up to the second love in his life, the Pilatus PC-12 (S/N 289) which he now uses to fly the skies of the lower 48 and the Caribbean.

In 1998, Phil's better judgement lead him to relocate to Texas (no offense meant to SiliValley), where he currently pursues his interests in early round funding and mentoring for emerging technology companies. In Austin, prior to the PC-12, he met the number one love of his life, Lisa Kennedy. Phil is fortunate to be planning his marriage (first one!) to Lisa (and her charming daughters Jessica and Kristyn, and lovable dogs Champ and Edgar) in the near future.

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

## PILATUS PARTNERS CORNER

So glad to hear that everyone arrived home safely and that the initiation of the Pilatus Partners program was well received.

It was very exciting to have 11 "Partners" participate in the ground school, especially when we thought we would be lucky to have six. I hope that all of us got something out of the program, especially when the ultimate objective is safety and to instill more personal confidence during flights in your Pilatus. Please let me know how we could improve this program next year. Any suggestions or comments are most welcome.

We all owe a debt of gratitude to Gayle and Roger for hosting this year's POPA Conference. The sessions were stimulating and very informative. The newsworthy entertainment with Barry Schiff, famous aviation writer, and Dolan Ellis, Arizona's Official State Balladeer was both satisfying and educational. And the cuisine was "indescribably delicious". There were many wonderful new tastes and presentations. That lunch on Friday, well, the salad itself was a gourmet meal and the desert was absolutely scrumptious. The awards dinner was a really memorable, gala event. Even the hotel itself was an experience.

Please let me know what you all are doing. In particular tell us about interesting trips, anecdotes, and experiences with the Pilatus. If its really good, it's okay if it involves a different kind of plane! Please send anything that you feel might be of interest to other Pilatus Owners, pilots, or "Partners". If you discover another interesting place to fly, or airport, please share it with us. We're looking forward to hearing from you.

Hope to see some of you at the Pilatus display at Oshkosh. POPA will be represented. Oshkosh is always a good place to generate an interesting story.

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

# Members Forum Cont.

## 135 CERTIFICATION FOR S/N #261

Last year, PC-12 N33JA (#261) was put into service under FAR 135 Air Taxi regulations. The following will give you an idea of what we had to go through to get the airplane on a certificate and up and flying.

We purchased an active single airplane/single pilot 135 Certificate from a local operator with the intention of putting N33JA on the certificate and removing the existing airplane. Our local Denver FSDO had never dealt with a PC-12 before and was hesitant at first to let ours operate under 135 because of its complexity and high performance. They wanted to make certain before going ahead that the pilot who will operate the aircraft had sufficient experience in the aircraft or similar types.

Once getting past the initial hesitation on the part of the FSDO, most of the work with the FAA involved maintenance and equipment related issues, going through the regulations with the FAA to make certain the airplane met all the requirements of the FARs. In the end, once they inspected the airplane and saw that it met all requirements and beyond, things went smoothly. N33JA is well equipped, but from what I've heard, if you have an older airplane you may need to add a few things to meet the requirements. I've found that if you have more than 6 passenger seats, you will probably need to install the larger oxygen bottle to fly 135. Our airplane has the six seat executive interior, and our small bottle is sufficient.

We had GLN Compliance of Denver write our Minimum Equipment List (MEL) and our Approved Aircraft Inspection Program (AAIP) which after a few changes, was accepted and approved by the FAA. A Pilatus Factory Maintenance Program had to be submitted with the AAIP for comparison. The FAA used a standard form for



5<sup>th</sup> Annual Convention - "PC-12 Parking Only"

our Operations Specifications, modified accordingly for the PC-12. It was interesting to note that our completed Ops Specs contained half a page of things we are permitted to do, and about six pages of things we couldn't. Most of it was fine, but I've had to request a couple of changes to make it more useable.

After our aircraft compliance inspection, all that remained was an oral exam on regulations, airplane systems, a thorough check-ride, and the signing and accepting our Operations Specifications. All of this process took a lot of time. Be aware that there is a lot of letter writing involved making of ficial request s of the FAA.

A few additional factors in getting set-up for FAR 135 operations beyond pilot and maintenance/equipment issues are the requirements for a Drug/Alcohol Program for air crew and maintenance personnel, drug test results for those in the program, and DOT economic authority. Pilot records from the FAA, NDR records for the pilot, employment investigations for pilot applicants, insurance documents. Even a program for carriage, or non-carriage of Dangerous Goods Record keeping regulations under 135.63 are important and will be looked at by your FSDO.

Should you have any questions that I may be able to help you with, please feel free to contact me at [RandyJetCap@aol.com](mailto:RandyJetCap@aol.com)

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

Attending the 2001 POPA Convention was a memorable event for me. From planning the trip, to attending the meetings and flying to Sedona was all a great learning experience. Being able to talk to PC-12 pilots and operators has really motivated me to earn my pilot's license. On June 16th, I flew my first solo flight at Hicks Airfield in North Fort Worth. I plan on earning my pilot's license by the end of the summer. I would like to thank the POPA Board Members for their generosity and for allowing me to attend the convention. It was a life-changing experience. I am excited about my future career as a pilot, and hope to see you all again.

Ben Cage  
Ft. Worth, TX  
[BenCage@pocketmail.com](mailto:BenCage@pocketmail.com)

# Convention Photos

---



Nick Grewal with his Queen of the Fleet trophy.



2001 POPA Queen of the Fleet



An "informative" session under way.



Convention Exhibits



Pilatus CEO, Angelo Fiataruolo

# Member Forum Cont.

## Flight from Long Beach

The PC-12 never ceases to amaze me! After the FOPA Conference, I departed Scottsdale's 105° environment and flew to Long Beach, California for the National Air Transportation Association Conference. After a week in Long Beach, I left with approximately 360 gallons of Jet A (2,400 pounds) in my tank with a plan to stop in Denver to look at the FBOs in the area and on the following morning to Memphis. Little did I know what was ahead. After 30 minutes on the ground with my engine running, I finally got my ATC clearance. Now after takeoff and 3 or 4 re-routes later (I think this was just to get me up to speed on the KLN 90B), I finally got cleared direct Denver.

When I contacted Flight Watch to check on the weather, they informed me that Denver was experiencing a snowstorm and low ceilings with no forward visibility, which was not in the forecast. I then elected to change my destination to Albuquerque and ATC cleared us direct to ABQ. Darkness was setting in by now and at my planned descent, ABQ center called with a problem and asked if I was ready to copy. They informed me that ABQ airport was closed for inoperative runway lights that had been intermittent but now were completely out. I thought Dallas Love would be a good diversion airport stopping point since we own a hotel not too far from the airport. The center complied with my desire and cleared us to DAL. I never really looked at the Dallas weather but I recalled the possibility of some big boomers in Texas. After spending at least 5 minutes with bad news flowing freely concerning the weather, I returned to ABQ center and told them that my best plan stunk. The weather had produced two lines of thunderstorms, one in Texas and one extending northward out of Oklahoma into Nebraska. After conferring with my passengers, I decided, what the heck, lets shoot the gap between the 2 lines of storms and go home to Memphis. When I asked for a direct to Memphis, the radios got very quiet and after the second transmission, the ABQ controller asked me to verify my new destination as MEM, which I did. He then asked if I knew how far it was from my present position to MEM and did I have enough fuel on board. I caught him by surprise. I confirmed his questions and then he asked me about the plane I was flying. We had a good conversation concerning the speed, altitude and range of the PC-12 and afterwards he cleared me direct MEM. By the way, the first part of the trip was at FL250 so I asked for a climb to FL290. I landed in Memphis uneventfully after 5 + 15 and with 1 + 30 reserves.

This truly speaks to the versatility of the PC-12, and now another controller is aware of our great machine.

One problem I did not mention before that concerns everyone flying a long distance without another pilot, is your bladder. I normally will not drink anything until I am about an hour out, for obvious reasons. However, on this trip, I had a diet coke an hour out of Denver (bad planning!). With no other pilots on board and no relief tube or jar, I wondered if I could make it. I joked with my

passengers concerning their ability to use the facilities but mine was not an option and we would need to land somewhere. Fortunately, I was able to make the remainder of the journey. Remember, be prepared but more importantly, FLY SAFE!

Bob Wilson  
Immediate Past President  
PC-12 S/N 224  
Memphis, TN

2001 Convention - Dinner at the Champlin Aircraft Fighter Museum



# 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 information 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 adviser for details.

Executive Director - Laura Mason  
Publisher - Pilatus Owners & Pilots Association  
6890 E. Sunrise Drive  
Suite #120, Box #114  
Tucson, AZ 85750

Phone: ..... (520) 299-7485  
FAX: ..... (877) 745-1694  
E-Mail: ..... P O P A P C 1 2 @ a o l . c o m

Send all comments and future articles of interest to the Executive Director.

---

## Of ficers

President: Roger Block  
Phone- (775) 841-9370  
FAX- (775) 841-9375  
E-Mail- rogergayleblock@att.net

Secretary/Treasurer: Jack Pezold  
Phone- (706) 324-1650  
FAX- (706) 324-5147  
E-Mail- jpezold@gageo.com

Board Members: Jim Allen  
George Antoniadis  
Dick Foreman  
M. Lee Morse  
Phil Rosenbaum  
Bob Wilson  
(Immediate Past President)

---

## 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.

## DISCLAIMER

The comments, articles, stories, letters and information contained in this newsletter are the personal opinions of the writers, and are not construed to be official policy or commentary of Pilatus Owners & Pilots Association, Inc.

Neither the Association, nor its directors, officers, nor the editor or publisher gives any official sanction to any of the articles, stories, letters or information contained herein.

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

---