

Published by the Pilatus Owners  
& Pilots Association

Spring 2002 Issue

# POPA Update

Volume 5, No. 2

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## From the President

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As May approaches and we get ready to meet, Gayle and I are looking forward to meeting our new POPA members as well as seeing our friends again. I hope you are planning to attend. This year will be a great event because Phil and Lisa have added their personal touch in arranging everything and, I am sure, Austin will also show us its well-known, Southern Hospitality.

Learning and exchanging ideas is the backbone of our Annual Convention. I would like to invite you to think about items which you would like to see on the agenda. I had my annual in December and thought it would be interesting to compare notes. If we all brought in our last annual bill we could compare problems and costs. Gayle has volunteered to make a spreadsheet to compare and share some common ground. She could also do a 100-hr. comparison if you bring it or send it to us before the conference at [www.rogergayleblock@att.net](mailto:www.rogergayleblock@att.net) or fax at (775) 841-9375.

We are excited to have some new suppliers exhibiting this year. Be sure to plan some time to visit them. One supplier, Priceless Plane Tugs, I have first-hand experience. Gayle and I purchased a hanger in Carson City (KCXP). It has a 56' wide bi-fold door for the 60' wide by 50' deep hanger. Needless to say, it is tight and the addition of our Cessna 182 in the same hanger will make it even tighter. The riding model 20LS we purchased has a lazy suzan for the nose wheel. This prevents the over positioning and torquing of the nose wheel, while providing a tight turning radius using the hydraulics driven by its 23 horsepower engine. Priceless will be arranging our PC-12s for the fleet photo. They have a full range of tugs, which may be of interest to the Service Centers. Stop and see Priceless in action or visit their booth at the Convention.

*Sorry...last issue I inadvertently misspelled Whelen as Wheelen when discussing the STC for the strobes.*

Happy Landings!

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



## **6th Annual POPA Convention Four Seasons Hotel and Spa Austin, TX May 8-11th, 2002**

Have you planned your trip to Austin Texas to attend the POPA 2002 Annual Convention! The month of May will be here before we know it! Don't delay; start making those plans now!!!

The Convention begins with arrivals May 8th at Austin Aero, at Austin-Bergstrom Int'l. Airport (KAUS). The convention hotel is the Four Seasons Hotel and Spa in downtown Austin. See <http://103.meet.fourseasons.com/austin/minisite-business/> or call (512) 478-4500 to make your reservations. We have a special rate of \$189/night.

The agenda for the two days will be full and informative. We will have numerous sessions with Pilatus (US and Stans), sessions with FAA/ATC representatives, and an AME to discuss issues relating to the aging fleet. Major aviation insurance companies (underwriters) will be in attendance, as well as vendor displays. We expect to have aircraft and avionics manufacturers, as well as service providers represented.

We intend to have two partners programs for attendees not really interested in the planned agenda. One partner's program will be purely indulgent and oriented toward the more unique, non-aviation offerings of Austin. The second partner's program will mix some aviation, and some non-aviation.

We have planned evening activities for Wednesday, Thursday, and Friday 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! The official program will end with a banquet Friday night.

***Come to the convention...Meet the POPA Board Members  
...Take the Queen of the Fleet Trophy home with YOU!***

# Press Releases & Pilatus News



## PC-12 SETS DELIVERY RECORD IN 2001

**Fleet Now Totals 325 Units**

April 7, 2002, BROOMFIELD, COLORADO - While most airframe manufacturers experienced a decline in deliveries last year, the PC-12 set a new delivery record. Final data for calendar year 2001 showed that 70 PC-12s were delivered worldwide. The 2001 deliveries of the Pilatus PC-12 brought to 325 the total number of units delivered since introduced seven years ago. In making the announcement, Angelo Fiataruolo, CEO of Pilatus Business Aircraft, noted: "It's no surprise that sales of the PC-12 remained strong. A look at the aircraft's numbers tells you why."

The numbers Fiataruolo referred to are 330 cubic feet of cabin space; a cruise speed of 310 mph; 2,261 nautical miles maximum range; cabin seating for up to 9 passengers; a maximum payload of 3,108 pounds; takeoff and landing distances over a 50-ft obstacle of only 2,300 feet; a standard aft cargo door measuring 53 x 52 inches; and, a price tag significantly lower than aircraft with a similar sized cabin.

"Pound for pound and dollar for dollar, the PC-12 is the most versatile, most economical aircraft in its class," Fiataruolo continued. "The Pilatus PC-12 provides maximum return for every dollar invested. More space. Speed. Economy. And more versatility."

From international airports to unimproved strips, from the northernmost settlements of Canada to the deserts of South Africa, the PC-12 has emerged as the latest success from the most experienced single-engine turboprop manufacturer in the world.



## PC-12 CARRIES OLYMPIC FLAME

I'm sure you have been seeing footage of the Olympic torch as it crossed the US on its way to Friday night's opening ceremonies in Salt Lake City. While carried mostly on foot, in certain sparsely populated areas of the US, other means actually move the flame. Such was the case last week in portions of Utah. There, one of the PC-12s owned by the University of Utah's AirMed ambulance service aircraft carried the flame on two legs to Salt Lake.

On Monday morning February 4, pilot Jason Keller of Air Methods, the company that operates the AirMed aircraft, flew the flame from the private Sky Ranch Airport in Moab (near the Colorado border in central Utah) approximately 75 miles south to Monument Valley just north of Utah's border with Arizona. After the flame traversed various routing in and around Moab, Jason and the PC-12 then flew the flame from Monument Valley to the Bryce Canyon Airport in southwestern Utah, adjacent to the Bryce Canyon National Park. The routing over these two legs took the PC-12 and the flame over some of the most exceptional terrain the US, including vistas and mesas you have likely seen in a host of American western movies.

And just how do you carry an open flame in a PC-12? Other than very carefully, Jason explained that when the flame arrives at the airplane, Olympic Committee members bring out a special Coke-sized metal container that essentially has a small Coleman lantern inside. The torch lights the wick in the canister, and the torch is then extinguished. During the flight, the canister is held by the IOC "keeper of the flame" who is accompanied by a security/logistics executive and a couple of photographers. In addition to these personnel, the flame was accompanied by a University of Utah AirMed executive and a nurse. Upon arrival at each location the flame from the canister is used to light the torch carried by the runners, thus ensuring the integrity of flame.

While none of us personally got to carry the flame I think we all fell a bit taller just knowing that an aircraft we were involved with and perhaps even did some work on helped carry and continue the Olympic message building a peaceful and better world through sports practiced with a spirit of friendship, solidarity and fair play.

**Tom Aniello**  
**Pilatus Business Aircraft, Ltd.**  
**Broomfield, CO**



# *Announcements - Upcoming Events*

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## PILATUS TRADE SHOW CALENDAR - 2002

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 &amp; 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 &amp; 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 &amp; Pilots Tucson, AZ</i>
10/24-26	<i>Aircraft Owners &amp; Pilots Association Palm Springs, CA</i>

## 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.*

## POPA ByLaw Changes

### *Article II, Section 1*

*In the first sentence, the word "equity" was added before the word "interest" resulting in the sentence reading "...operates a Pilatus aircraft or has an equity interest in the ownership..."*

*In the second sentence, the word "voting" was added before the word "member" and the words "Principal Voting Member" were capitalized resulting in the sentence reading "...one owner or operator as the Principal Voting Member. The Board..."*

*In the last sentence, the words "apply for" were added after "shall" deleting the words "then become" and the last word "member" was changed to "membership" resulting in the sentence reading "...such member shall apply for an associate membership."*

### *Article II, Section 3*

*In the first sentence, the word "Voting" was added between the words "principal" and "member" and capitalizing all three words to read, "...only the owner or operator designated as the Principal Voting Member in accordance with Section I above..."*

**These changes were made for clarification, voted on by the POPA Board and passed unanimously at the POPA Board Meeting on October 3rd, 2001 held at Wilson Air Center, Memphis, TN.**

**A complete copy of the POPA ByLaws are available by contacting the POPA Home Office.**

## 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.

A 990-EZ return has been filed for calendar year 2001. This will be open for public inspection as we are a non-profit organization. Any member having an interest in reviewing a copy of the return, please contact Laura at 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.

# Member Forum Cont.

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## PC-12 TRAINING

With all those I've talked to who fly the PC-12, I've come to the conclusion that I'm very fortunate to have done both Simcom and Pilatus Factory Training when first getting the airplane.

About three and a half years ago, my mission organization in Africa bought a new PC-12 with delivery expected in February 1999. I arranged for four of us to receive Factory Ground and Flight Training in Stans, Switzerland, after the week long Initial Course at Simcom in Orlando. I had been flying a 1975 King Air 200, while the others had been in our Beech 99, Cessna 402s, or Caravans. Transitioning to the PC-12 was a steep learning curve for all of us after flying with steam driven cockpit equipment for so long.

My instructor at Simcom that first trip was Ed Craig, who did an admirable job of familiarizing us with the airplane. He had his hands full, but somehow, in five days, he got us to the point of actually flying the simulator and for the most part, knowing where everything was, if not knowing exactly how it worked. I can't say I really enjoyed that first visit as I was working on an 8-hr. jet lag and hadn't studied so hard in years.

We went on to Stans for the next phase of our training. We spent a week with a Pilatus ground instructor going over much of what was covered in Orlando. (Still with the jet lag, but now going the other way). We now had the advantage of access to the entire PC-12 production line to cement in our minds what had been mostly book learning as far as actual systems went. We would study a system in the classroom, then wandered over to the production line to an airplane that was at the appropriate stage of production and got a good look at the components, and if able, operated the system.

The following week we began our flight training. This was the best part. Our instructors were experimental PC-12 test pilots who did all the developmental flying and certification, and knew these airplanes so well, it was frightening. My instructor was Hans Butsch. I learned a tremendous amount about the airplane from him. It was a real joy to finally get into the airplane with Hans and put to use all those things that had been studied over the previous two weeks. An added benefit was the beautiful winter scenery flying around Switzerland in January.

My experience was so good, I would highly recommend it to new pilots just transitioning into the airplane and if they have the time, to go to Switzerland and do the training. They really know their stuff and know how to teach. In my case, the nice training certificates also helped when I got into Part 135 flying.

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

## ANGEL FLIGHT

Interested in saving some money on your next flight? Want to feel good as a person? Well, the opportunity is out there to do both! There is a nationwide organization named Angel Flight that I would encourage you all to visit and assess. Angel Flight was formed in the early 1990s with a mission statement: "Angel Flight is a non-profit organization of pilots and other volunteers dedicated to serving the community by arranging free private air transportation for medical patients who cannot afford to utilize normal, commercial transportation. Angel Flight also provides services to blood, organ and tissue banks." The national headquarters is based in Tulsa. The country is divided into 5 regions that work to coordinate flights to support patient needs, either totally within a region, or across region boundaries. Patients in need of transportation support are nominated to Angel Flight by either health care or social work professionals that are typically associated with a care giving facility (i.e. in the South Central region, we get numerous requests from MD Anderson Medical Center, as well as Ronald McDonald House). Once qualified, they are listed as a "mission" on the website maintained by Angel Flight. Then the pilots take over. To be a pilot for Angel Flight is not difficult. Qualifications are simple, and the application to be a registered pilot can be accomplished on-line. Once you are registered, you can browse the missions and determine which of the missions you would like to accept. After you have decided on a mission, a quick phone call or e-mail to mission control will get you the mission assignment. Then, a few more calls to coordinate the pickup time and location, and the drop time and location, and you are set. Most missions are identified at least one week in advance and many are known as far as one month in advance, so planning is fairly simple.

How do you save money and feel good? Let me tell you, from personal experience, about the feeling of reward from being a good Samaritan and the warm fuzzies receive from helping those in need makes you a champion among mortals. Oh, and did I mention that the entire DOC for the flight to the mission, execution of the mission, and the flight home after the mission, is tax deductible? Think about it the next time you are going to visit Grandma in East Overshoe, ND. Stop along the way to pick up a patient, transport them to a destination along the way, and then continue to Grandma's. All three legs are totally tax deductible, plus you get a few reasons to break up a long boring flight. Maybe get a few more practice approaches, not have to empty the potty...and did I mention the feeling you get when that 6-year old patient looks up and says, "Thank you for helping to try to save my life."

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

# Members Forum Cont.

## TECH CORNER

Here are a few questions and items that, hopefully, will spark interest in comparing notes and bills for the PC-12. During my last annual, the service center inspected my starter/generator 1 brushes. They noted they were approximately 50% worn. The Hobbs meter was not quite 750 hours when we had this done. Does this mean the generators brushes are only designed to last 1500 hours? I am not sure I want to know the cost to replace this guy. I am sure it will be an impact to the Direct Operating Costs (DOC). They also noted my NG decreased with rearward movement from idle with the PCL. Has anyone else had this problem?

Prop low pitch warning was out of rig. This seems to be connected with the beta block that must be replaced every 100 hours! Why can't we change the design on this block? How about a harder material? This block adds at least \$85.00 or \$.85 to the DOC. I am told some other make planes rarely have to replace this item.

Max reverse NP was 1558 (low) and the over speed governor was 10 RPM low. Whether it is ground idle or flight idle, these all seem to drift a bit and often need touching up. Why?

The every two-year pressurization check was flat labor rate at \$272.00, plus \$195.00 to go fly and test for leaks at FL180. This should be required on a flown hour time not a calendar time. Since I only flew 100 hours last year, this \$467.00/2 adds to the already ridiculous DOC.

Don't forget to add the SB 27-011 ref. 127 Flap mod at \$272.00, 1-year flap lube (27-50-00) flat rate labor at \$34.00, and the annual flap backlash with a flat rate of \$374.00. This alone totals to \$680.00. This is not acceptable! We need a permanent fix or the PC-12 will suffer from a permanently bad reputation. This cost, together with the above pressurization, gives \$913.50 or \$9.13 to the DOC for my 100 hours last year!

The NiCad battery change to Lead Acid \$1810.00 plus \$238.00 labor and \$175.00/100hr. for the old battery testing. At roughly 750 hours adds \$3.67 to the DOC.

I found that SB 79-003 the oil temp mod covered under warranty does not cover the \$169.51 for the 13.5 quarts of 2380 oil. I am missing this SB and don't know if replacing the 2380 is a requirement or whether it can be reused. It seems a shame to replace it and have to pay for its disposal too. Can't it be filtered like recycled car oil and reused?

My prop deice was indicating a malfunction. After 9.7 hours of trouble shooting (\$696.18), I approved the six-hour additional labor to install of SB 30-004. This came to a total of \$5,373.07, to have a working prop deice which I thought I paid for when I bought this "certified known icing" airplane. The original design is a poor one. I think Goodrich knows it too. This should be a Goodrich cost.

I want to see how tough it is to modify this timer, another IC chip (<\$5) or a different capacitor (<\$1), and how can they justify the \$4,713.47 cost for a rebuilt unit! This should have been an AD. It still should, to cover those who haven't had this SB done and before we have a tragedy that haunts the reputation of this fine airplane. Gayle and I were almost "the statistic", as our prop deice failed in on several occasions in IMC icing!

My point to all this is, we need to exchange information and discuss the problems we encounter in the hopes we can derive a fix to the bugs that plague, what I think is still, a wonderful plane!

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

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

**Please utilize the POPA website. It is a valuable tool to both owners and pilots. If you have any questions or experience any problems logging on to the website, contact Laura Mason at the POPA Home Office.**

**(520) 299-7485**  
**POPAPC12@aol.com.**

# Members Forum Cont.

## PC-12 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.

<b>Class No.</b>	<b>Date</b>	<b>Standard Maintenance</b>	<b>Trouble Shooting</b>
2	02/04 - 02/14/02	X	
3	02/25 - 03/07/02	X	
	03/11 - 03/13/02		X
4	03/18 - 03/28/02	X	
	04/01 - 04/03/02		X
5	04/16 - 04/26/02	X	
	04/29 - 05/01/02		X
6	05/07 - 05/17/02	X	
	05/20 - 05/22/02		X
7	06/03 - 06/13/02	X	
	06/17 - 06/19/02		X
8	07/08 - 07/18/02	X	
	07/22 - 07/25/02		X
9	08/05 - 08/15/02	X	
	08/19 - 08/21/02		X
10	09/23 - 10/03/02	X	
	10/07 - 10/09/02		X
11	10/21 - 10/31/02	X	
	11/04 - 11/06/02		X
12	11/26 - 12/06/02	X	
	12/09 - 12/11/02		X



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

## OVERFLIGHT PERMIT

For those of you who travel from the Caribbean into the U.S. frequently there is a little known but extremely useful permit provided by the U.S. Customs, which will allow you to forgo stopping at the mandatory crossing point to clear customs.

As an example, traveling from San Juan to White Plains, requires a stop at the northernmost clearing location (Wilmington, NC). Drawing a line from San Juan to White Plains, would obviously place this stop out of the way, and very needless considering the long legs of the PC-12. However, with an overflight permit in place, we are able to circumvent the stop and land directly in White Plains or a number of other areas registered on our permit.

I'm also told that the overflight permit is very useful in traveling from Mexico and Central America, allowing for direct flights to your destination.

Applying for an overflight permit takes little time, other than the waiting time of approximately 6-9 months and the certificate is renewable every two years. The process involves a background investigation into the aircraft owner as well as pilots who will use the permit. It's no slam-dunk that you will get the permit; I'm told that there are only 3 issued from the Newark, NJ office for single pilot operation.

In the final analysis, an over flight permit will save you time, trouble and lots of gallons of fuel if you are successful in obtaining one.

For further information, call your local U.S. Customs office for full details on how you can truly exercise the range capability of your PC-12.

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

# Members Forum Cont.

## Welcome New POPA Members

S/N #104, N979GA  
Walter Tollefson  
David & Judy Norsworthy  
Salado, TX

S/N #431, N431WG  
Steve Willens  
Pleasanton, CA

S/N #264, N264WF  
Terry & Phillip Ali  
Fairborn, OH

S/N #444, N925HW  
Henry & Jennifer Watson  
Ethel, LA

S/N #463, N463JT  
Jim Thompson  
Tom Travis  
Dallas, TX

S/N #417, N#417KC  
Mark & Paula Terrentine  
St. Louis, MO

S/N #304, N304PB  
Frank Barber  
Glenda Bellanca  
New Orleans, LA

S/N #106, N82HR  
John Harris  
Shane Warner  
Coalinga, CA

S/N #333, N333PA  
Keith & Nancy Holben  
Scottsdale, AZ

***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).**

## Welcome New Associate Members

**Securaplane Technologies**  
Sergio Aguirre  
Tucson, AZ

**Honeywell Engines**  
Mike Zelen  
Phoenix, AZ

**Ryan International**  
Bill Brodegard  
Mike Marie  
Bruce Bunevich  
Columbus, OH

**DAC International**  
Jim Glodfelty  
Austin, TX

**Sirius Technologies**  
David Gray  
Cummings, GA

### **PLEASE NOTE**

**All Members and Associate Members are invited to submit articles for the newsletter. Deadline for the Summer Issue is June 1st, 2002. Send articles to the POPA Home office via mail or e-mail to [POPAPC12@aol.com](mailto:POPAPC12@aol.com).**



Jon Eriksson Youngblut

# Publishing Notes

## NON-PROFIT ORGANIZATION STATUS

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

## Officers

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

## 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.

## 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.**