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& Pilots Association

Summer 2002 Issue

# POPA Update

Volume 5, No. 3

## From the President

Well, Austin is over and we want to thank Phil and Lisa for their hard work in pulling together another great POPA Convention. It was good seeing old friends and meeting our new members. Because of their preparation and commitment, we had a good technical session with Pilatus. Most of our questions were answered and those which were not, will be addressed later. The re-design of the Temperature Control Valve (TCV) was one of those we will have to wait on. For further comments on the TCV, read the Tech Corner located on page 6 in this newsletter.

The new RVSM information, brought up at Austin, was a bit of a shock for some of us. Since then, I have been reading up on the issue. All the articles I have read indicate a big dollar amount to upgrade. Pilatus gave a general statement of less than six figures but I am not sure this could cover upgrading my older single pilot system with just two single static ports. It will be interesting to see how all of this unfolds for the US. I guess losing FL290, if that is all they take away, will only affect my west coast to east coast, non-stop ability.



2002 Queen of the Fleet  
Jimmy & Patty Barrier - Bellevue, WA

POPA's STC for the American manufactured strobe lights is just about ready to be signed. This is being done by POPA for you, our members, as another benefit of membership. POPA looks forward



Photo by Jon Youngblut

to adding future STCs, were necessary, to provide an alternative to lesser quality, more expensive and perhaps harder to get parts for PC-12s.

It would have been nice to see more of our members attending Austin. We had 26 planes in the group picture. The effort to organize the convention is the same no matter how many participate. The cost however is always higher for smaller groups. With an increased attendance, our meeting quality would go up since more questions would be asked, which in turn would generate more lively discussions.



2002 POPA Fleet  
Austin, TX

With this preface, I want to entice you to log on to our web site [www.Pilatusowners.com](http://www.Pilatusowners.com) to vote for next year's convention location. Furthermore, the 2003 dues are being increased to \$300 to cover a portion of the cost of your participating in the annual convention. So pick your top three choices and plan on attending!

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

# Member Forum

## CONVENTION 2002 WRAP-UP!!

Well, it has come and gone, and if you missed it, you missed out BIG TIME!! The 6th Annual POPA Convention was presented from May 8th through May 10th at the Four Seasons Hotel in Austin Texas. Everyone had a pretty good time...

The convention got under way the evening of May 8th with a welcome party, and introduction to the downtown Austin scene and a non-appearance by the Austin Bats (the live, Mexican free tail variety, not the local ice hockey team). Seems the bats were just a little shy; or possibly they felt humbled by the superior group of aviators at the hotel. Or, it may have been that they were grounded by SBs on their radars; who knows. Nonetheless, the POPA radars were working, and some of our members successfully found roosting spots around downtown Austin, from which they barely made it back to the hotel for the next morning's sessions!

On Thursday, Team Pilatus took the opportunity to brief us on what they had been working on for the past year in the form of fixes and changes to the airplane, as well as new programs to come in the next year that are intended to eventually enhance the long term value of the aircraft. Many heads were left scratching wondering what the impact is or will be on the existing fleet. One thing is for sure; POPA will have a continuing mission to remain abreast of these programs as they roll out to the field and provide feedback to Pilatus and direction to fleet owners. Unfortunately, no resolution was ever reached on the issue of independent service centers. It is still up to the individual territory-owning Center to determine how, why, and when service capabilities will expand.

We presented a unique opportunity to the Partners who attended the convention. In conjunction with SimCom, we developed a syllabus to teach non-pilot partners a PC-12 specific survival training program. Basically, when the single-pilot operator passes out after having eaten bad seafood somewhere, what is the right-seat partner going to do? Thanks to the Otto-Pilots (brothers and SimCom instructors Ted and Ken) they know what they can and should do to get the plane safely to the ground and walk away. Weather did not cooperate to allow for in-aircraft, in-flight training, but the Ottos were convinced the partner/students were ready! They have gone so far as to offer to the participant that the next time they are in Orlando (for recurrent, or any reason) to stop by and they will get the chance to fly (or fly the sim). GO FOR IT! We anticipate continuing this program for future Conventions.

Thursday evening began with a cocktail hour and dinner at Kenichi, a somewhat unique restaurant in Austin. Those of you frequenting Aspen will no doubt be familiar with the original Kenichi, opened in 1990 in Aspen. The second Kenichi opened one year ago in Austin, and hosted our Thursday evening libations. After what seemed way too little time to eat and drink, we departed Kenichi to be entertained at Esther's Follies, a modern day burlesque show unique to Austin. Song, dance, comedy, and magic blend into an amalgam of zany, tumultuous entertainment with an Austin flavor.

Rumor has it even the Swiss were laughing out loud!!

Friday morning again came too soon for many who enjoyed Austin into the wee hours of Thursday night. The program shifted gears to broader, informative sessions not directly focused on the PC-12, but issues relevant to the operation of a PC-12. We heard from insurance industry executives, and were encouraged to utilize POPA to establish an ongoing dialogue with them to make sure we were getting equitable treatment in reducing risk and the cost of risk. We heard from the FAA in many voices; the tower and TRACON managers of Austin; the SW Region VP of NATCA talking about privatization and free flight; a local AME who talked about how to minimize the aging process and live to be 100. We also heard from avionics manufacturers about the upcoming changes in regulations and technologies, and how they will affect us. And we heard from Pratt and Whitney how reliable the motor it is that we all are dependent upon up in the wild blue yonder!

Meanwhile, the Partners (and a few Pilatus executives according to rumors) were off in the kitchen; the kitchen of the Four Seasons Hotel, to be exact. And they were under the tutelage of the head pastry chef, learning how to wow the folks back home.

I would like to thank everyone who contributed to making the programs a success. The list of contributors is extensive; sponsors, vendors, board members, and helpers. In particular I wish to thank Pilatus Business Aircraft not only for building us a great airplane, but also for their strong support (and deep pockets) in sponsoring the Convention. Additionally, we had very significant support from Aviation Sales, Pilatus Center South/Epps Aviation, Pratt & Whitney Canada, SimCom, and our newest family member Pilatus Center of Mexico in Monterrey Mexico. Without the strong support and financial participation of these companies we would not have been able to present the program we did. Finally, I must thank my fiancée Lisa Kennedy, and our Executive Director Laura Mason, without whose help I certainly would have gone bonkers.

Friday evening we shared our farewell dinner with Dr. Bernard Harris. Dr. Harris talked about placing no limitations on what can be accomplished if you follow your dreams. He grew up as a poor kid in Houston, moving to a native American reservation in western New Mexico/eastern Arizona, becoming an M.D., research doctor, astronaut, entrepreneur, and now champion for under privileged kids. Doing it all before turning 45 gave him the right to stand in front of us and tell us his story. Beyond that, he is a charming and humble person who makes you feel as if you have been his friend since he was a child. It was the perfect ending to a great convention.

So...how do we top this? PLEASE!!! Go to the website and give us your suggestion of where we should have Convention 2003.

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

# Announcements - Events

## PILATUS TRADE SHOW CALENDAR

|          |  |
|----------|--|
| 7/22-28  | Farnborough International<br>Farnborough, England        |
| 7/23-29  | Experimental Aircraft Association Fly-In<br>Oshkosh, WI  |
| 9/10-12  | National Business Aviation Association<br>Orlando, FL    |
| 9/12-15  | Reno Air Races<br>Reno, NV                               |
| 9/25-29  | Malibu/Mirage Owners & Pilots<br>Tucson, AZ              |
| 10/24-26 | Aircraft Owners & Pilots Association<br>Palm Springs, CA |

### **Reno Air Races** **2002: A Race To Remember**

39th National Air Races and Air Show  
September 12-15th, 2002  
Stead Field, Reno, NV

For more information contact:

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

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### **50th AirVenture** **Oshkosh 2002**

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July 23-29th, 2002  
Oshkosh, WI

For more information contact:

-(920) 426-4800  
-<http://www.airventure.org>

## **[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.

## **PRATT & WHITNEY CANADA**

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## **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.

**[www.PilatusGear.com](http://www.PilatusGear.com)**

**Please visit the Pilatus branded merchandise website at [www.PilatusGear.com](http://www.PilatusGear.com). You'll find lots of items for the Pilatus enthusiast!**

## **Annual Membership Dues**

POPA Dues run from July 1st to June 30th. Please use the renewal 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!

# Member Forum Cont.

## SURVIVAL AND EMERGENCY EQUIPMENT

In a previous edition of the POPA Newsletter I attempted to cover some of the items that constitute Dangerous Goods, or Hazardous Materials, that could constitute a hazard to the safety of the crew, passengers, and aircraft. Simply put, things we might have had on board in the past, but might wish to discontinue carrying. I'd like to shift gears slightly, and cover things we might want to carry, but perhaps have not done so.

Each winter here in New England, FBO staff members and others who might have a reason to be at the airport on a cold and snowy day are amazed to see pilots arrive dressed in clothing, and wearing shoes that are only appropriate to indoors in warm weather. Those of us with significant training in survival or those who have had the occasion to participate in search and rescue activities are always concerned when we observe this. Turbine powered aircraft are extremely reliable and that fact alone may lull us into a false sense of security, or a condition of complacency.

Vast portions of North America, including all of Alaska, Canada, most of the contiguous 48 states west of 104 degrees west longitude, and much of Mexico, contain the combination of terrain, climate, and sparse population, that would place the occupants of an aircraft in a "survival situation" in the event of an off-airport landing. However, areas "back East" can be remote as well. The spine of the Appalachian Mountains, from Maine to Georgia, and the swamps of Florida and Louisiana have their share of inhospitable terrain. You may recall the Lear 35 that was missing for two years, eleven months in west-central New Hampshire a few years ago.

We can take a lesson from our neighbors to the north... Canada has regulations which require specific equipment be on board when flying over sparsely populated areas. Alaska has a State Statute addressing the same concerns.

Canada relaxed the requirements a few years ago, one pilot said "to the point where you could fly a 747 through the loopholes in the newer regulation". Nevertheless, the Canadians provide us with a great starting point. The "Excerpts from the Canadian Aviation Regulations, Division II - Operational and Emergency Equipment Requirements" appear below:

### Survival Equipment - Flights Over Land (602.61)

(1) Subject to subsection (2), no person shall operate an aircraft over land unless there is carried on board survival equipment, sufficient for the survival on the ground of each person on board, given the geographical area, the season of the year and anticipated seasonal climatic variations, that provides the means for: (a) starting a fire; (b) providing shelter; (c) providing or purifying water; and (d) visually signaling distress.

The new Canadian regulation touches on four basics:

- Staying warm (or drying out).
- Shelter from the elements (tied closely to #1).
- Water to sustain life (you can live three minutes without air, three days without water, and three weeks without food).
- Signaling those searching for you

If you are assembling a Survival Kit, those four considerations will lead you in the proper direction. I recommend that you assemble your own Survival Kit, rather than purchase one "off the shelf" for a number of reasons. First, you can customize the contents to the climate, and geography of the area in which you fly most often. Secondly, you become intimately familiar with the contents.

Buy off the shelf if you must, but once opened, you'll never get six pounds of survival gear back in that five-pound container, so it's difficult to acquaint yourself with the contents. Additionally, these are generally fairly expensive kits.

Think Survival Kits are too Big, too Bulky? Take a look at Doug Ritter's 6oz. Mini Survival Kit (<http://www.equipped.com/drperskit.htm>) and remember you may leave the aircraft with only the items in your pockets. When I flew in Alaska, all of the minimum items that would get me through a couple of days in the woods, start a fire, signal the searchers were in the pockets of a Stern's fisherman's vest (which also had a CO2 activated floatation bladder). It was draped over my seat back if not worn, and had a hand-held radio too. All my passengers were told to make certain it left in someone's hands if I were incapacitated.

If you hike, backpack, or camp in the backcountry, you will have a high level of comfort with the process of constructing a survival kit, and with the gear required. If not, organizations like Eastern Mountain Sports (EMS) <http://www.emsonline.com> (headquarters in New Hampshire), and Recreational Equipment Inc. (REI) [www.rei.com](http://www.rei.com) (headquarters in Seattle), or Eagle Enterprises <http://www.ultimategear.com> in Anchorage, AK are places where you can find some of what you may need.

Need some more help? Consider the list Alaska provides, it may be a little much for your area, but fine-tune it to meet your needs. By visiting <http://www.alaska.faa.gov/flytoak/flttips1.htm> the following information may be found:

### Emergency Equipment

Alaska law requires that no pilot may make a flight in Alaska without carrying emergency equipment. This equipment includes:

- Food for each person sufficient to maintain life for two weeks
- One ax or hatchet (or saw)
- One first aid kit
- One pistol, revolver, shotgun, or rifle and ammunition as appropriate. This is for use in food gathering, protection, and to attract attention of rescue aircraft or vehicles.

# Members Forum Cont.

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- One small gill net and an assortment of tackle such as hooks, flies, lines, and sinkers
- One knife (Author Note - Consider a Leatherman or similar tool)
- Two small boxes of matches (waterproof )
- One mosquito headnet for each person
- Two small signaling devices, such as colored smoke bombs, signal mirrors, railroad flares, or Very Pistol shells stored in sealed metal containers

In addition, the following are required for winter travel, October through April: one pair snowshoes; one sleeping bag; and one woolen blanket for each person.

Complete information on survival gear and basic requirements are contained in the Alaska Supplement under the section "General Notices, General Information on Flying to Alaska (Civil)". The Department of the Interior, Bureau of Land Management, Alaska State Office has a list of survival gear, as well as an interesting memo at: <http://www.blm.gov/nhp/efoia/ak/2000im/im00-023.html>. For an interesting web site, with a multitude of links, see: <http://www.equipped.com>.

Do any long over water legs in your PC-12? Carry a Raft? Have you trained on the specific make and model raft to become familiar with its assembly, and the use of any additional equipment? Experience is a difficult teacher; the exam is given, as the lesson is being learned. A failing grade could mean a failure to survive.

See: <http://www.uscg.mil/hq/g-cp/cb/April2000/longnight.html> and "A Question of Survival" by William D. Waldlock at: <http://www.equipped.com/waldock698.html>. If you are around the water all the time, invest in a life preserver you can wear continuously. Look at <http://www.stormy seas.com> and Mustang Survival's website: <http://www.mustangsurvival.com>. Consider getting some training! Stonehearth Open Learning Opportunities-<http://www.soloschools.com/home.html> for First Aid, Wilderness EMT. Stark Survival Company-<http://www.starksurvival.com> for water survival. Outward Bound-<http://www.outwardbound.org>. Winslow LifeRaft Company-[www.winslowliferaft.com](http://www.winslowliferaft.com).

There are others, I simply am familiar with these (I have no economic ties to any of them, and their mention is not an endorsement). Give all of this some thought, and remember the Boy Scouts motto: "Be Prepared".

**Michael W. McKendry**  
**Manager - Flight Safety**  
**Alpha Flying and PlaneSense**  
**[mgrfltsafety@alphaflying.com](mailto:mgrfltsafety@alphaflying.com)**

## SUMMER OPPORTUNITIES

If you happen to be in the Eastern US this summer or Fall, the Wright Brothers Monument and First Flight Museum at Kill Devil Hills is a wonderful destination for the entire family. The area is frequently called Kitty Hawk, because it was the nearest "sizable" town, located on the Outer Banks of North Carolina, sandwiched between Albemarle Sound and the Atlantic Ocean. The actual First Flight, for the aviation purist, took place at Kill Devil Hills.

The Monument is perched on probably the highest point on the island, the top of a sand dune, just a short walk from the apron area at FFA. FFA has no fuel, VFR only, oriented 02/20, 3,000' X 60'. The runway is oriented into the prevailing NNE wind so the runway length should not be a problem. If the weather is down, Manteo, MQI is only a short distance by car, and has a VOR, GPS, and NDB approach.

After visiting the monument, it is an easy walk to the Museum. Along the way, you can see where the brothers installed wooden "rails" for launching their gliders. The rails prevented the skids from being slowed by the soft sand as they launched their test articles downhill toward their repair barn into the prevailing wind.

The barn itself is interesting that it also doubled as their "home away from home". Obviously, Kill Devil Hills was not very populated and the brothers were tenacious in their pursuit of testing their gliders and later the Wright Flyer. Near the barn are markers denoting the start and end points of their first few powered flights.

A short distance to the east is the Museum, a very modern one-story facility that houses a significant number of artifacts. One of the more interesting is the original wind tunnel that the brothers designed, built and patented. This was used to design a great number of airfoils, not only for the wings but the propellers as well. Some of their original notebooks are also on display. They reveal some of the calculations for calculating thrust, lift, and required horsepower. It is interesting that these "bicycle builders" were able to apply the math necessary to determine the ultimate success of their venture.

The Museum also sports a full size replica of the original Wright Flyer and a National Parks Guide is on hand to give regular oral histories of what the conditions were like in 1903 and answer questions. You will not be disappointed and there is also an abundance of fresh seafood to satisfy most every culinary inclination.

**Jack Pezold**  
**POPA Board Member**  
**PC-12, S/N #185**  
**Columbus, GA**

# Members Forum Cont.

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## KEEP IT CLEAN!

Okay, we have some issues relating to pressurization controllers that potentially stretch the limits of the human eardrum; issues relating to O2 mask overhauls; but let's get to the real issue. When I pull up to the FBO ramp at a remote airport, I want everyone to turn, and say out loud in unison, "Wow! Good looking Airplane!" Only problem is, after about 8 hours of flying, I get a nice, dark brown layer of exhaust soot residue covering the upper pilot side of the fuselage, and the top surface of the co-pilot side wing. Trust me, on a white airplane this does not enhance the beautiful presentation on the ramp. Throw in a little water (e.g. rain) and a few hands opening and closing the air stair door and cargo door, and it really starts to look like, well...almost as ugly as a King Air!

Unfortunately, my requests to Pilatus for an SB to extend the exhaust stacks down and rearward to the tail of the plane have fallen on deaf ears. So, as long as we fly them, the exhaust is going to swirl up, over, and down, and lead the soot toward the painted surfaces. WHAT ARE WE TO DO?

Thanks to Lloyd Marcum, I discovered a product named ReJex, brought to us by the same people who manufacture CorrosionX (keeps corrosion out of your fishing reels, etc.). You can find ReJex at <http://www.corrosionx.com/rejex.html> and you can buy it online. It is applied much like a wax; first clean the plane, then apply a coat of ReJex. They recommend letting ReJex remain on for 24 hours, then buff off as you would a normal wax. We did this, and after buffing, you could feel the difference in the surface smoothness between a treated and untreated area on the wing (we wanted to do a side-by-side comparison of treated versus untreated).

It has now been about 16 hours flying time since we applied the ReJex, and the plane still looks great. My guess is that we will get about 24 hours flight time before needing to clean the exterior (compared to about 10-12 hours previously). I know there will probably be debate about what ITT settings I use to operate the engine, what altitude I fly, the fact that Texas air is dirtier than elsewhere, and other relevant factors. To me, for whatever reasons I get dirty, I just found a way to extend how long I can go between cleanings. Now if I can only get the carpets to stop shedding....

Keep the blue side up!

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

## TECH CORNER

How many of you have the small section of the inside wall, in front of the cargo door not fitting very well? I had a complaint about this after my first hundred hours. I was told that they all were like that and not to worry. Five years later, I complained again. For an additional \$150USD, they now have a fix for a poor design! It is called, take it apart and re-bend the metal pieces to make it fit!

On our Temperature Control Valve (TCV), (aka, the expensive item bound to fail every 1000 hours or so) we were told it was scheduled for re-design back in year 2000. As of June 2002, we have yet to receive any information as to when this will take place; how much it will cost; or whether we will receive any credit for the existing TCV. Would you like to see POPA obtain an STC on this product to provide a new stronger motor that would use your same housing? We might be able to have this new motor field-changeable.

Bob Wilson, POPA Past-President, brought up on the Members Only section of our website the fact that his temperature controller was not operating correctly. On my last cross-continental US flight, I noticed my temperature controller was still producing heat in the cockpit even though I had it in the coldest position. I reasoned that the temperature probe in the cabin (back) ceiling was still cold; thus, the difference between the setting and the cabin temperature called for heat not cold. In other words, my controller adjustment could not go down any colder than the existing temperature in the cabin, even though due to solar gain in the cockpit, we were boiling! The temperature controller must be a differential type, measuring the difference between the cabin temperature and the control knob position located in the cockpit.

This leads me to my next question: How many flyers have the problem of the cabin temperature readout changing while you are transmitting on Com 1? You say you never noticed it. My readout goes lower by 4 degrees C. Try giving a Pirep or any other long transmission and I can feel the system cranking out the heat! I never used to have the re-circulate "on". Now it is never off, so it can balance the air from front to back. If no other plane has this problem of a changing temperature display, I may have to check the shielding. I did install an additional intercom for cockpit music and a coupler for my KX-99 handheld radio. I bet it couples to Com 1's antenna. Hmm!

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

# Members Forum Cont.

## Welcome New POPA Members

|                   |  |
|-------------------|--|
| S/N #102 - VH-NCC | James Peck<br>Bruce Valler<br>Mark Letts<br>Alice Springs, NT<br>Australia |
| S/N #259 - N259WA | Barron Collier, II<br>Bob Redmond<br>Naples, FL                            |
| S/N #262 - N199CM | Hank Sowers<br>Bakersfield, CA   |
| S/N #441 - N216TM | Anthony Mayer<br>Brad Brown<br>Denver, CO                                  |
| S/N #449 - N449BY | Jack & Tad Mayfield<br>Todd Nelson<br>Sugar Land, TX                       |
| Future Owners     | Scot & Carolyn McClone<br>Zephyr Cove, NV                                  |

## Welcome New Associate Members

Eric Stubbe  
Inter-Island Express  
Carolina, Puerto Rico

Michael O'Keeffe  
Banyan Air  
Ft. Lauderdale, FL

Andrian Zambrano Yturria  
PC-12 Service Center de Mexico  
Aeropuerto del Norte

**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).**

## WINDSHIELD RETROFIT

Last month I agreed to let #114 become the beta acft for installation of the upgraded PPG windshield retrofit, having both of my original windows rendered un-airworthy.

Pilatus' involvement in this process should be complimented. The people at PilBal supervised the install of the new electronics (old wiring is not compatible) and personally monitored the install, done at Atlas Pilatus Center in New Hampshire. Kudos to Todd Smith at Atlas and his people for shepherding the install of this upgrade, which appears simplistic, but isn't.

From start to finish the upgrade took me about three weeks, but I'm told that for next folks that it can be done in just over a week at a cost of \$27,000 installed. The SB should be released shortly from Pilatus. I had the work accomplished during my annual, which probably is most effective, as the floorboards need to come up for much of the work.

The outcome...A much improved system. Oh, in case you were wondering...I do miss having to reach under the cockpit seats for my Turkish towel to clear the frost from the inside windshields!!! They now remain dry through both climb and descent...at all temps!

Great improvement, and product enhancement to the aircraft.

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



# *POPA Convention 2002*



# *POPA Convention 2002*

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# Member Forum Cont.

## 2002 FLEET INSURANCE SURVEY

As a follow-up to the aircraft insurance seminar at the POPA convention in Austin, TX, the POPA Board has authorized the Fleet Insurance Survey. With liability and hull coverage for the PC-12 at an all time high, the POPA Board is exploring a number of strategies to assist POPA members in obtaining the best value for their insurance costs.

The 2002 PC-12 Fleet Insurance Survey will help us better understand the nature and relationship between aircraft operation, pilot experience/proficiency, and coverage costs. Your participation in the survey is both voluntary and confidential. The survey form specifically asked that you not identify yourself or your aircraft. You should feel free to answer each question candidly.

To help insure a full understanding of the questions included on this year's Fleet Survey, the following clarifications and/or additional information maybe useful.

- ◆ If you own or operate more than one PC-12, average your experience among your aircraft (e.g. average hours flown annually per aircraft).
- ◆ Professionally flown means flown by a commercial or ATP rated pilot, hired specifically to fly the aircraft, and without any financial interest in the aircraft.
- ◆ Two pilot operations means that the SIC pilot has been specifically trained on the PC-12, completed SimCom initial training and attends periodic recurrent training.
- ◆ Information requested about your insurance liability and hull costs are very important, please be as accurate as possible about these costs.
- ◆ The identification of your insurance broker is optional, and not essential to the purposes of this survey.

Thank you in advance for taking the time to complete this survey. The results will be summarized in an upcoming POPA newsletter, and used by the Board to consider various strategies to help reduce the costs of insuring the PC-12

**M. Lee Morse**  
**POPA Board Member**  
**PC-12, S/N #163**  
**Great Falls, VA**



## BOSE

Please take the time to carefully read this communication about your Aviation Headset X.

### **WARNING: IMPORTANT PRODUCT INFORMATION**

Bose Corporation has received isolated reports of overheating in some of the control modules included with installed models of the Aviation Headset X. Reported incidents have only occurred in the smaller control modules introduced after July 2001. If this overheating occurs, the user may notice the control unit becoming hot to the touch and/or an acrid smell emanating from the control unit. Users may also hear static in the headphone audio. This condition ultimately results in the loss of Active Noise Reduction, but will not impair the ability to transmit and receive communications.

The most important consideration is that if these symptoms occur, they could distract the pilot, which might impact the safe operation of the aircraft. That is why we are alerting you about the situation and providing you with suggestions to minimize the likelihood that you will experience any problem.

If you experience any of the symptoms described above, you should immediately turn the headset off and discontinue use, if possible. Always remember to carry a backup communication device. Contact Western Aircraft Inc. at 800-333-3442 if you have any questions or need additional information.

Bose will offer a free modification, and you will be receiving further information about this program soon. If you have sold or passed on your Aviation Headset X with the small, inline cable assembly to another user, please contact Bose Corporation at 800-233-4416 and give their name and phone number. Use this number between 8:30 A.M. to 5:00 P.M. EDT, Monday through Friday.

# Pilatus News

## **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<br>03/11 - 03/13/02 | X                           | X                       |
| 4                | 03/18 - 03/28/02<br>04/01 - 04/03/02 | X                           | X                       |
| 5                | 04/16 - 04/26/02<br>04/29 - 05/01/02 | X                           | X                       |
| 6                | 05/07 - 05/17/02<br>05/20 - 05/22/02 | X                           | X                       |
| 7                | 06/03 - 06/13/02<br>06/17 - 06/19/02 | X                           | X                       |
| 8                | 07/08 - 07/18/02<br>07/22 - 07/25/02 | X                           | X                       |
| 9                | 08/05 - 08/15/02<br>08/19 - 08/21/02 | X                           | X                       |
| 10               | 09/23 - 10/03/02<br>10/07 - 10/09/02 | X                           | X                       |
| 11               | 10/21 - 10/31/02<br>11/04 - 11/06/02 | X                           | X                       |
| 12               | 11/26 - 12/06/02<br>12/09 - 12/11/02 | X                           | X                       |

## **FOR IMMEDIATE RELEASE**

**June 14, 2002**

### **PILATUS BUSINESS AIRCRAFT, LTD. PROMOTES THOMAS BOSSHARD TO CHIEF EXECUTIVE OFFICER**

Broomfield, CO - Earlier today, Oscar J. Schwenk, President and Chief Executive Officer of Pilatus Aircraft, appointed Thomas Bosshard President and Chief Executive Officer of Pilatus Business Aircraft, Ltd., the North and South American operating arm of the Swiss-based parent company. Bosshard replaces Angelo Fiataruolo, who left the company to pursue other interests. Fiataruolo had been Chief Executive Officer since July 2000.

"Thomas brings an enormous amount of energy and leadership experience to our growing operations in North and South America.", Schwenk said. "I am confident this change will further enhance our customer focus, and expand our market opportunities for general aviation in the Western Hemisphere."

Bosshard, who joined the parent organization, Pilatus Aircraft, in Stans, Switzerland in 1994, held positions of increasing management responsibility in Operations and Customer Support. Bosshard holds bachelors' degrees in both mechanical engineering and business administration.

In addition, Schwenk, also Chairman of the Board of Pilatus Business Aircraft, Ltd., appointed Martha Geisshuesler Vice President and Chief Financial Officer of Pilatus Business Aircraft, Ltd. Geisshuesler, a Swiss native, has been a member of Pilatus' management team since 1996. She most recently held the position of Aircraft Finance Manager.

To reinforce Pilatus' already outstanding reputation for customer service, several internal promotions were also announced. Mike Rector, previously Avionics Manager at Pilatus was promoted to Completions Center Manager. Dennis Ruch, previously Interiors Manager was named Logistics Manager, and Ken Schaelchlin was named Customer Support Manager.

# Publishing Notes

## NON-PROFIT ORGANIZATION STATUS

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

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## DISCLAIMER

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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.**