

From the President

I hope everyone has had a safe and rewarding New Year so far. Hopefully your resolutions for the New Year have lasted longer than mine. I had resolved to try to be more careful with my words and actions and to try to avoid being as brash as to get caught espousing untruths. And I really tried. In fact, you could even say I hadn't faltered. However...

You might have read my words in the January issue of the POPA Newsletter. Had I been more diligent in determining the veracity of my words, I would not have been so brash as to say "At the present time, there is no manufacturer supplied automated tracking product for maintenance of the PC-12." I did, however, make such a statement right there in black and white on the front page of the last issue of our newsletter.

It turns out that there is one mild - mannered - but - accuracy - demanding Vice President at PilBAL named Piotr Wolak. Being the gentlemanly sort that he is, he would never be tempted to admonish so high a profile author as yours truly. But being that we are both aerospace engineering degreed alumni of Rutgers University, he now felt he had the reputation of the eighth oldest institution of higher learning in the United States to defend.

His opportunity came only 14 days into the new year.

I had been invited to PilBAL to join the festivities surrounding the delivery of PC-12, S/N #600 (more on that later). Arriving early in the day, I was told that Mr. Wolak wanted to see me to talk about the recent change in Pilot Operating Handbook procedures relating to power roll back in flight (even more on that later). We had no trouble finding one another (it's a New Jersey thing). As we sat down to begin discussion of the recent discoveries, Pete paused. He then informed me "but we have another little issue to discuss first..."

And, so I am here to tell you that dumb ol' me FORGOT about the wonderful PlaneTrax program that has been developed by PilBAL. It is available to Service Centers free of charge and will provide all of the benefits that I discussed in my last column and more to the owner of a PC-12. I encourage you to investigate the benefits and operation of PlaneTrax by going to the Pilatus website, or by sitting down with your service center and asking them to explain the product and the benefits of its use. If they can't, you might want to contact Pete Wolak for some follow-up.



POPA 2004 - Colorado Springs, CO
Photo Courtesy Tracy Schumer

Having been properly admonished by Mr. Wolak, we then went on to discuss the recent investigations and discovery by the joint team of PilBAL, Pilatus-Stans, and Pratt & Whitney Canada which were disclosed in a Safety Information Letter released in January. Hopefully at this point you have heard the news and received the updated revision to your POH relating to **in-flight power roll back**. It was of prime importance to get the word out to all operators that there was a need to **REVISE AND RETRAIN!** Revise the POH; retrain the pilots. POPA was immediately active in getting the word out. SimCom had revised their training syllabus as early as November 2004, (when I went to recurrent training) to reflect the new procedure.

The impact of this information is two-fold. One, it explains in excruciating detail (including

pictures), what type of failure can occur that could bring about a somewhat expensive maintenance occurrence if the wrong recovery procedure is followed; that is, if you have a roll back of power and don't handle the recovery with the MOR properly, you could very easily toast your engine, and end up in an "unpowered flight" situation. Second, it brings to light the upcoming need for a fix to the causal problem, which PilBAL / Stans / P&WC are pursuing with diligence.

At that point in the morning, (did I mention that the PilBAL folks seem to like to work early in the day?!?!?) we had cleared the air of the technical and business operations topics, so what was left, (remember, this was a Friday) was the fun part of the agenda. I was introduced to Scott and Carol Archer, the proud owners of Pilatus PC-12
(continued on page 2)

SC "Spotlight" - Western Aircraft

Located on Boise's Gowan Field, Western Aircraft has provided FBO services to corporate, private, government and commercial operators since 1957. Because it was initially an outgrowth of the Boise based Morrison Knudsen corporate flight department, its roots go back to their flight operations prior to WWII.

During a period of downsizing in the mid 1990's, DMK sold Western Aircraft to its present owners Al Hilde, Jr. and Allen Hoyt. One of their first significant growth initiatives was to become the Pilatus sales and service center for the Northwestern United States. PC-12 sales grew quickly and Western was soon recognized as one of the top dealers in the world. After receiving many annual awards, Western took home the Dealer of the Decade Award from the Pilatus sales meeting last year.

Phil Winters, Vice President of Aircraft Sales heads up the Aircraft Sales Department. The Pilatus sales territory includes ND, SD, MT, WY, UT, ID, WA, OR, NV, north and central CA, and AK. Western is also a dealer for the ATG Javelin high performance personal jet.

Western Aircraft's other departments are Aircraft Management and Charter, Maintenance Avionics & Interior, Parts Sales and FBO Services. Western employs 130 full-time employees in these departments.

The Aircraft Charter Department is headed up by Tom Halvorson, Director of Flight Operations. Eight PC-12s are currently being managed in both part 91 and 135 operations. Eight full time PC-12 pilots are employed as well as a company instructor/check pilot. After three years of charter operations, the PC-12 has proven to be an excellent charter aircraft. It has become routine to manage hunting, fishing and golf trips with up to 8 passengers, often in and out of short fields. Western is also contracted by the National Interagency Fire Center to fly cargo and fire fighters all over the West during the summer and fall wild fire season. The flight department may also be called upon to transport mechanics, parts and equipment (such as jacks and engine stands) to remote locations to put disabled jets back in the air.

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S/N #600 - the 500th PC-12 to be produced!!! Scott is the owner of The Barkley Group, a company in the business of developing shopping center properties, based out of Scottsdale, Arizona. Scott is a pilot, but also retains the services of a corporate pilot who will initially fly the plane with Scott. Prior to this Scott owned and flew a cabin class piston twin. Is he in for some fun, or what?!?! Hopefully we will see Scott and Carol in Kansas City in April. Aviation Sales, Inc. of Englewood, Colorado who sold the Archers the airplane, also provided the Archers with their first year of membership in POPA.

Speaking of the convention, I hope you have all made your plans - and reservations - for the upcoming 9th Annual POPA Convention from April 20th through April 22nd in Kansas City. I won't belabor you with the details, (you will info in the remainder of this issue, as well as in the registration packets that were mailed to you last month), other than to state I believe this year will present top notch content in the agenda, a tremendously engaging keynote speaker, a fun and lucrative auction, a great location and locale, incredible local FBO support, and a damned good time for all! If you miss out, SHAME ON YOU!

And that's my \$0.02 for this month. Keep the blue side up, wheel side down, and keep flying safe!

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



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Annual Convention
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**Host Hotel -
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registration ASAP!**

Deadline is April 7th!

(continued from page 2)

Brian Rehberg is Vice President of Maintenance, Avionics and Interior Departments. He oversees the work of more than 65 technicians who work in Western's four maintenance hangars. Besides Pilatus, Western is an authorized service center for Raytheon Hawker, King Air, Dassault Falcon, Cessna, Honeywell, and most all avionics product lines. Western also provides maintenance support to all the scheduled airlines serving Boise. Besides routine PC-12 maintenance activities, Western has completed 12 major structural repair jobs on PC-12s, many of which required trucking the disassembled aircraft to Boise. An interior shop and an in-house engineering staff help support these activities. Over the years, Western has developed and sold many STC'd modifications for a variety of aircraft, the most recent being the MAX-VIZ Enhanced Vision System for the PC-12. This is now available through any of the authorized PC-12 service providers.

Kenneth Hawk is Vice President of Parts Sales & FBO Services. He oversees the sale and distribution of proprietary and aftermarket parts for a wide range of aircraft to customers in the US, as well as overseas. Parts sales offices are conveniently located in Boise, Idaho and Binghamton, New York, where Sales Representatives answer parts inquiries by phone on a 24/7 basis, along with an easy to use website located at www.waiparts.com. Ken's other responsibilities include oversight of the Line Service activities at Western. We provide 24/7 fueling services for all types of aircraft including private, corporate, and government operators, as well as the commercial airlines and airfreight companies serving Boise.

A description of Western Aircraft would not be complete without a mention of Boise and the surrounding area. Boise's current population of 285,000 results from recent rapid growth and companies such as Albertsons, Micron Technology, J.R. Simplot Company, Boise

Cascade, and Washington Group International; all Boise-based. Hewlett Packard and Weyerhaeuser are also large employers. Boise's moderate climate is pleasant year round, yet offers a complete cycle of four seasons. Situated in the shadow of the Rocky Mountains, Boise is a natural starting point for a variety of outdoor activities such as fishing, hunting, skiing, snowmobiling, hiking, river-rafting, boating and sightseeing.

Courteous and professional service awaits all aircraft traveling to Boise through a team of dedicated professionals at Western Aircraft.

If it wasn't for the potatoes,
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Switzerland

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The old POPA website has worked well for members to communicate with each other, however its functionality has been limited to basic features but, as with all things in the world of the computer and internet, it has become dated. In addition, behind the scenes, the program that runs on the web servers to present the website to all of you visually, was hard to improve and add new features. Something had to be done to provide a path for growth to the future. A more solid foundation needed to be put in place to allow new features to be added easily. When I came into the group, I not only brought a strong interest in aviation, and in particular the PC-12, but 25 years of experience in the world of computers and software design. Seeing this as one of the ways for me to contribute to the group, I volunteered to revamp the web site from scratch and give us a new platform to use for keeping in touch, as well as information for the general public to have on our organization.

I spent some time reviewing the current features of our website as well as other websites for other aviation-related organizations. It became apparent we needed to present a Public face to POPA, as well as a more private section for Members only. On the old website, the Member section comprised solely of just a forum. Once you logged in, the only functionality available was to participate in forum discussions. The ability to easily provide space for downloads of service bulletins, flyers, photos, etc. was non-existent or very convoluted. The ability to expand and add more functionality like online credit card purchases of POPA gear, dues, etc. was impossible. The Public side of the website had more functionality, but it was difficult for members to effortlessly move between the Public and Member sections. In short, a pretty drastic rework was needed. After months of effort, the new POPA website was unveiled in early February.



New Features

The Public side of our website needs to provide information on our organization, the benefits of being a member, and how to join. We want to show off this tremendous aircraft and our organization through photos and information about our conferences. Providing links to our sponsors, as well as maintenance and distribution centers, is important to our members as well as prospective purchasers. Something that was sorely missed in the old website were galleries of photos.

In the new website, we've put in support for a variety of photo galleries. At the present time, we have a gallery of PC-12 photos from a variety of people in all aspects of flight and ground operations. Our "Queen of the Fleet" gallery is complete from 1997 through 2004, and ready for future year's winners. Our Convention gallery, however, is pretty sparse. I'm hoping this upcoming convention will provide opportunities for more photos to fill out this section. Finally, for those of you who have not made it to the Stans factory, there's a gallery of photos showing how the PC-12 is built. We now have the ability to build just about any kind of photo gallery we want. All I need are good quality digital photos. If you have anything you'd like to have considered for a gallery, please feel free to describe what you have (please don't just send the photos!) in an email to me.

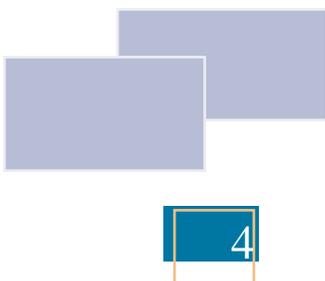
We value the contributions of all of our sponsors and Pilatus. A number of menu choices are available to allow you easy links to communicate with them as well as to find service centers around the world should the need arise.

The **Member** side of our website is restricted to (obviously!) members only and you'll need to enter your username and password. (They should be the same as what you used on the old website). You can now choose to have this information saved so you won't have to type it in each time. This makes moving between the Public and Member sides of the new website effortless.

A **Links** page with tons of useful links to weather sources is available on the menu with links to government related and reference sources, chart providers, aviation news, other organizations, survival, etc. I'm sure there are other favorite websites out there that you use. Please feel free to submit them for inclusion on this page as well.

Our **Downloads** section currently has a selection of flight plan forms, Pilatus brochures, a document describing the changes between the series, and information on the CAA fuel program. I see this becoming a location for members to provide other things like weight & balance spreadsheets and other favorite files relating to flying and

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maintaining our PC-12s. Once again, your suggestions and submittals are most welcome!

A big goal of the POPA Administration is to make it easier for people to pay dues, register for conventions and purchase POPA logo clothing and gear. An online **POPASore** is coming soon that will make it easier for us to pay for items like these.

Finally, the **Forums** have been upgraded to provide more features, faster response and a path for future growth. The old forum software was difficult to support and add new capabilities. While different in some ways, the benefit of using a more mainstream system will

allow our group to communicate with each other more easily and upgrade in the future as new features become available. If you have suggestions on adding new topics and/or features, please post them in the "Website Feedback & Questions" topic.

The Future

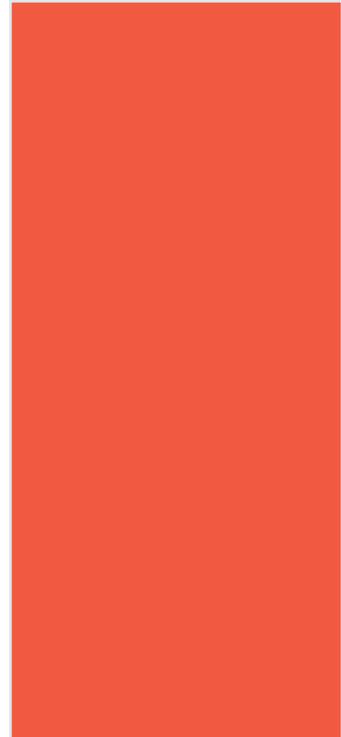
This new website can be enhanced and expanded in just about any direction we'd like it to take. Together with the POPA Board, we can only do so much to anticipate your needs. I'd like to ask you all to spend some time on the new website and think a bit about what other features would be important to add, what existing features need to be

enhanced and what files/documents you'd like to have available for download by all members.

Please take the time to look over the new website. Let us know what you think. I hope you like what we've done so far.

I look forward to working with all of you on this important benefit to us all.

Art Schumer
N555PE
Ocala, FL
webmaster@pilatusowners.com



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Crew Incapacitation

Until two years ago, I crewed an HS125/700 with a friend, not for hire, but to stay current in fixed-wing jets. Our mutual business interests made this a “match made in heaven.” Many of the trips included entertaining our clients at hunting and fishing lodges all over the western hemisphere; not bad duty if you can get it. At the time of this incident we were both type-rated on the -700 and had completed annual simulator training at Simuflite. We were owner/operators, not full-time professional pilots, but we trained and flew as if we were. My 53-year old friend possessed over 5000 hours total time as PIC, 300 hours in type and held a current 3rd class medical and was, without question, one of the most professional pilots with whom I have ever had the privilege to fly with. Both of us had backgrounds as charter

pilots before launching separate very successful private enterprises, and we had flown King Airs, Citations and Hawkers for many years. Neither of us was “green.” We were also very conscientious about our annual simulator training, and practiced what the instructors there taught us: very strict operational procedures and a “sterile cockpit” once up we lined up. We also rotated through the left seat on each leg no matter no matter the length to maintain PIC and SIC proficiency.

I started the day of this story in the left seat on an uneventful trip from Falcon Field, Georgia to Camden, South Carolina. Our early morning departure ended with a non-precision approach to minimums. My friend and his passengers were off the plane like a shot and dashed off to their meeting. I

elect to hang around the airport and meet one of my clients for lunch. Several hours later and as planned I got the call to prepare the aircraft for an immediate departure. When my friend and passengers arrived, the APU was running, the TOLD card was complete and the interior was fairly comfortable.

When he arrived at the aircraft for departure, my friend ask me if I would mind flying left seat back home as PIC. He said he had finished a grueling meeting and was a little tired. This should have been a red flag! He had never opted right seat on any trip for the past 15 years. I did not think anything about it. We got underway up front after securing and briefing the passengers for departure.

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All pre-takeoff checks went smoothly as we taxied out. At the end of the runway, I gave a standard PIC takeoff briefing—airspeed alive, 80-knot cross-check, abort items. He did not say a word, only nodded. We rolled onto the 4000-foot runway for takeoff to FFC looking at 200-foot overcast. Our destination weather was forecast to be about the same.

Once power was set, I released brakes, steered the tiller; everything was going normally. Rolling down the wet runway my friend missed the airspeed alive and 80-knot cross check. Yet another red flag! I sensed something was wrong, and asked, “How about 80kts?” By this time, I was at V1 *plus* and heading for Vr.

It was too late to abort, so I instinctively rotated the aircraft for takeoff. No positive rate calls out after take off from my friend. I am on the gauges, climbing into a 200-foot solid overcast, had called for the gear up, and had received no response from the right side!

It was then I noticed my SIC is somewhat slumped over in his shoulder harness, with a “thousand-yard stare” in his eyes. He says softly, “Boy, am I tired today!” I’m thinking silently to myself that this should be a sterile cockpit. What is wrong with this guy? Then, quickly back to reality. “Fly the plane,” I thought. I reached over and pulled the gear handle up, and raised the flaps. We entered the cloud base at 220 knots, runway heading and climbing to our assigned intermediate level off of 5000 feet.

At this point I was single pilot in a Hawker 700, at night, in

weather, and with my good friend and SIC in a questionable state of mind. Worse yet, he might be in much worse condition than either of us had known or declared.

The rest of the flight back to FFC was basically solo, single pilot. I did not declare an emergency, but took over all ATC communications. It was back to basics—aviate, navigate, communicate. Weather was going to be a factor on arrival at FFC with moderate rain showers all the way. I elected to stay low at FL170 to cut the work load of climbing and descending and just ride it out. I continually asked my SIC if he was okay, to which he replied, “Just a little tired I guess.” I suggested he don the O2 mask hoping this would help him clear his head, but he would have no part of it.

The back course approach to runway 32 at FFC was uneventful. He even managed to get the gear down for me, but he still had that “thousand-yard stare.” After landing, my friend just sat there up front, I assisted the passengers onto an awaiting company bus, and then quickly went back to the cockpit.

I ask my friend if he wanted me to drive him home, or maybe to the hospital. He replied that he was just real tired and probably just needed some rest. I could not let that last comment just brush over me. As forcefully as I could I told him we could not have anything else like that happening. Although it was his airplane, I would not fly with him, as his friend and, lastly as his insurance Broker until he had some rest and visit to the flight Doc. Strangely, he agreed and drove off. It happened so quickly, we did not even

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have our traditional end-of-the-flight beer as we had done for over 15 years! That was his last flight in the Hawker.

I later found out on the day my friend developed that “thousand-mile stare,” he had really suffered a “mini” stroke. A week later, during that doctor’s visit he promised he would do for me, he called to let me know that he was being rushed into the operating room for emergency heart surgery at Georgia Baptist Hospital - four 80-percent blockages!

Learning all of this was a real wake up call for me. His slowly declining health and changes in demeanor should have alerted me that something was not right. The signs were there and obvious yet, so subtle, even to a close personal friend. Just last week, I had a client call in with a similar incident where a crewmember in his early 40s started having accelerated short term memory loss just before a flight. During an emergency

room visit, he had a violent seizure. A CAT scan revealed an aneurism and a tumor in his brain. If the flight had gone off on time, my client’s crew would have been in the same position that I experienced, but the outcome can only be speculated.

Think about it! We don’t get “crewmember incapacitation” training on every trip back through recurrent training. Yet, there it is! It could happen to any of us, any time.

Please do not read into this that I am not in favor of PC-12 SP Ops. I hope to merely challenge each POPA member into thinking about a real physical, and be honest with yourself as to your own condition when you climb up front.

Lance Toland, ATP
Lance Toland Associates
Griffin, GA

Pilatus Australia

Hello again from Australia! There have been a few changes in 2005 since last year's article. Sebastian Lip has taken over as CEO of Pilatus Australia from Terry Wesley-Smith who has returned to Canberra for family reasons, and to pursue other interests. Terry was instrumental in establishing Pilatus Australia and will be missed by us all.

Sebastian started with Pilatus as a Demonstration Pilot two years ago, and was promoted to Sales Manager before moving into the hot seat. Sebastian has great enthusiasm for the job, and is dedicated to taking Pilatus to an even higher level of recognition in the Australian market, in particular, expanding into the

corporate and private sector. Whilst we are driving Pilatus into new areas in Australia we are, of course, still committed to our existing customers. Clients such as the Royal Flying Doctor Service who helped establish the Pilatus brand in this country and have given us great support.



Also, increased interest from New Zealand has led to some exciting developments in that country. The topography of New Zealand with its' high country, rugged terrain and many small strips makes the PC-12 the ideal aircraft. We believe this market is an untapped one and needs to be fully developed. There will be more information on our initiatives over there in my next article.

I promised in the last newsletter that I would keep you posted on our trips around Australia. Our major trip since the Christmas break has been to the Gold Coast and Brisbane in the state of Queensland (the home state for Sebastian and myself). The Gold Coast is probably Australia's version of Florida with many Californian elements. The purpose of this trip was to not only follow-up with new prospective PC-12 buyers, but to help set-up maintenance support for two new owners. Their aircraft will be delivered mid- year. Both are private pilots, and getting very excited as the delivery date draws near.



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The two aircraft are S/N #617 and S/N #638. Pilatus Australia has arranged complimentary membership for them in POPA for their first year. Hopefully they will be able to attend one of the POPA conventions in the near future. I have included a photo of S/N #617 in Switzerland on its way to its first engine run.

a major display, one of the biggest at the show, promoting the PC-12. They have made a huge commitment to promoting what we believe is the best turboprop aircraft available for Australian and New Zealand conditions. Pilatus Aircraft limited personnel will also be in attendance with representatives for both the PC-12 and PC-21.

The Australian International Airshow is scheduled at Avalon Airport in Victoria from the 15th to 20th of April. It is the largest Airshow in the Southern Hemisphere, held every two years. It covers the military, civil, and general aviation sectors. It attracts thousands of industry and private visitors from around the world. All the major aerospace companies worldwide attend and display their products. This year Pilatus will have

The Australian International Airshow is only one of several marketing initiatives that Pilatus Australia has lined up over the coming months. If there are any POPA members visiting Avalon or any of the other shows at which we will be displaying, we would love to meet you. I will keep you informed about these various conventions and trade shows, which cover not only the aviation industry but also kindred industries.

Our long term aim is to have enough PC-12 owners in Australia to form our own POPA, and have a very close relationship with the USA chapter. Our ultimate aim is to arrange and host a POPA Convention somewhere in this country.

Until the next edition, happy flying and don't forget to visit if you are in Australia.

Cheers!

Mike Lester
Pilatus Australia Pty Ltd
mlester@pilatus.com.au

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AirSprint, Inc.

In just under five years, AirSprint Inc. has grown from one Pilatus PC-12 S/N #196 to eight Pilatus PC-12 aircraft logging over 600 hours per month fleet-wide. Current aircraft include S/N #196, 211, 331, 339, 353, 358, 416, 433 and S/N TBD for delivery in December.

In May of 2000, I started Canada's first Fractional Aircraft Ownership Program based on the Pilatus PC-12 platform. Since then, AirSprint has flown clients to destinations ranging from Tuktoyaktuk in Canada's Northwest Territories, to the Southern tip of Cuba. AirSprint was Canada's first fractional aircraft ownership program, and due to its success, has seen multiple competitors enter the market. Unfortunately for them, they did not choose the Pilatus PC-12 and have seen more modest growth in the conservative Canadian market.

I have personally logged over 500 hours in the Pilatus PC-12 before giving up my wings to concentrate my efforts on marketing and sales. (That's me over the Canadian Rockies, just west of Calgary, S/N #353 in AirSprint livery). During those great early days of the business, I found myself constantly surprised by the capabilities of the PC-12. With over 5,000 hours TT logged predominantly in Canada's Arctic on a variety of aircraft, I can say without hesitation the Pilatus PC-12 would be a capable addition to almost any northern fleet. The primary mission for our aircraft however is in corporate configuration

supplying our owners a quiet, comfortable and efficient mode of transportation to business meetings or vacation resorts throughout North America.

Recently, I had the opportunity to visit the Pilatus Factory in Stans, Switzerland. My partner in AirSprint, Michael Knapp and I were actually in Switzerland to inspect a Citation Excel that we had hoped to add to our existing Excel fleet (also operated under our fractional ownership model). We didn't get the Excel, but we did enjoy the few days spent in a beautiful country full of history and culture. One of the highlights was certainly the tour of the Pilatus Factory.



Arriving at the Factory unannounced on Friday morning the 18th of February, it was uncertain that we would be successful in viewing the birthplace of the Pilatus PC-12. Fortunately, security contacted Mr. Pierre Loup, Engineering Coordination. Pierre, though initially wary of these two unannounced visitors, quickly warmed up and provided us a comprehensive and thoroughly enjoyable tour of the factory. The amount of human capital and technology required to take raw material and transform it into a working Pilatus PC-12 was truly remarkable. We witnessed numerous CNC machines working aluminum ingots into precise components along side diligent technicians completing wiring bundles customized

for a particular client's avionics package. All together it was a very rewarding experience. I encourage you to look up Pierre if you get to his neck of the woods.

As we approach our five year anniversary operating the Pilatus PC-12, I have been validated in the choice of aircraft to introduce fractional ownership in Canada. The combination of capability and reliability has made the Pilatus PC-12 a force in the Canadian Aviation Industry. I am proud to be an operator (and owner).

I invite all of you to stop in and say hello to us in Canada on your next visit. Michael Knapp is President of AirSprint and is located at the Kitchener Waterloo Airport just West of Toronto, Ontario. I am located at the Calgary International Airport, Calgary, Alberta.

Fly Safe!

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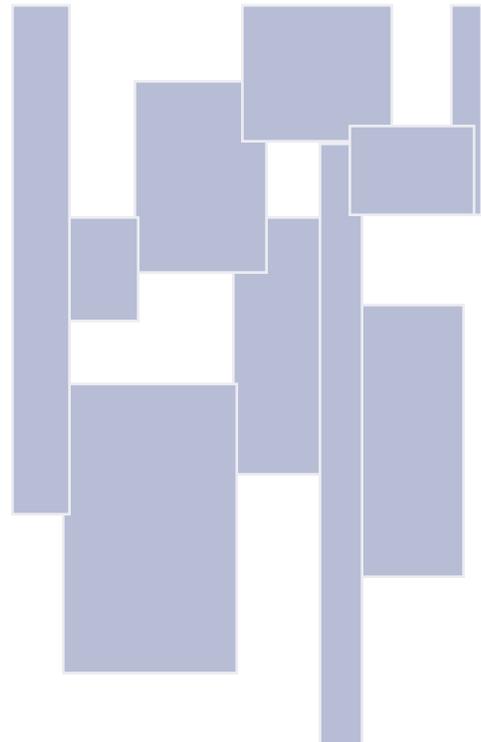
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Winter 2004 Answers!

Question #1

While in-flight, you observe an uncommanded power reduction (loss of torque and dropping Ng), with no response to PCL movement, your first action is...

- A. PCL... Full Forward
- B. PCL... Idle Detent
- C. MOR... Advance Slowly
- D. MOR... Advance Rapidly

Answer #1

B - PCL...Idle Detent

Then C - MOR...Advance Slowly

Question #2

As a part of the procedure from Question #1, the statement "If engine falls below 50% STARTER...ON (or PUSH for 2 seconds). What is the purpose for using the starter?"

- A. To control the Ng from over speed
- B. To control the Np from over speed
- C. To restart the engine
- D. To control the possible fire

Answer #2

C - Note: The engine is already running, so technically we will be re-accelerating the engine (not restarting) to back above 50% Ng. It should also be noted that we will need to "feed fuel" to the accelerating engine with the MOR (very slowly) to assist the re-acceleration. Once above 50% Ng the MOR will "normally" control the acceleration and operation.

Question & Answers #3

Match the airspeeds to the following statements.

All speeds are based on MAX Gross Weight at SL, 15°C.

Some airspeeds may be used more than once and some airspeeds may not be used.

- | | |
|------------|-------------|
| A. 64 KIAS | G 108 KIAS |
| B. 84 KIAS | H. 110 KIAS |
| C. 85 KIAS | I. 120 KIAS |
| D. 90 KIAS | J. 134 KIAS |
| E. 91 KIAS | K. 158 KIAS |
| F. 95 KIAS | L. 170 KIAS |

**Emergency Landing Gear Extension Speed - H
110 KIAS [Limitations]**

V_{so} - A 64 KIAS (59 KIAS PC12) [Limitations]

**Pusher Ice Mode, Flaps 15° - Approach - G
108 KIAS (105 KIAS PC12)
[Normal Procedures]**

V_y Flaps 15° - F 95 KIAS [Performance]

**V₀ - K 158 KIAS (151 KIAS PC12)
[Limitations]**

V_x - H 110 KIAS [Normal Procedures]

**Maximum Rate Descent – Turbulence - L
170 KIAS [Emergency Procedures]**

V_y Flaps 30° - C 85 KIAS [Performance]

**V_{app} Flaps 40° - B
84 KIAS (78 KIAS PC12) [Normal Procedures]**

**Go Around, Flaps 40° - ?
80 KIAS Did Not Supply [Normal Procedures]**

**Loss of Elevator Control - D
90 KIAS [Emergency Procedures]**

**Propeller Over speed - I
120 KIAS [Emergency Procedures]**

Pusher Ice Mode, Flaps 30° - Approach - NA

V_s - E 91 KIAS (86 KIAS PC12) [Limitations]

**Flap Asymmetry > 30° - I
120 KIAS [Emergency Procedures]**

Spring 2005 Questions!

Question #1

What is the Maximum Outside Air Temperature Limit (Cold) for the PC12?

- A. -50°C
- B. -67°C
- C. -55°C
- D. -49°C

Question #2

Is the above limitation?

- A. Indicated
- B. Calibrated
- C. Estimated
- D. True

Question #3

What is the freezing point for JET-A (without Prist)?

- A. -45°C
- B. -55°C
- C. -49°C
- D. -40°C

Question #4

What is the freezing point for JET-A (with Prist)?

- A. -46°C
- B. -49°C
- C. -51°C
- D. -55°C

Question #5

When the Auto Balance (Fuel) system activates to correct an imbalance, how is the fuel redistributed?

- A. The fuel is transferred from the higher tank to the lower tank through the cross-vent line.
- B. The fuel is transferred from the higher tank to the lower tank by PFM.
- C. The fuel is transferred from the higher tank to the lower tank through the FCU return line.
- D. The fuel is transferred from the higher tank to the lower tank through the Motive Flow line.
- E. The fuel is not transferred from the higher tank to the lower tank. It is consumed by the engine.

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POPA Convention 2004- Photo Courtesy Pete Wolak

Turbulence

Do you feel confident in your ability to plan a flight when there is a possibility of encountering adverse weather? Normally this is the first question I ask at my aviation weather workshops. While it is a fair question, I don't expect anyone to answer it publicly. The sole purpose of the question is to invoke self-examination.

Confidence is the key word in this question. How many ride (or used to ride) the scariest amusement park attractions? Even if you thoroughly enjoy the ride, you may still have a little bit of apprehension just before you make that first big drop. For a brief moment, you may be scared to death, but you get right back on the ride again when it is over. Why? Because you are 100 percent confident nothing bad will happen to you.

What if there was a one percent risk you could fall off the ride, would you still get on? The line for the ride would be short, that's for sure. Similarly, the simple lack of confidence can change our decision to launch in the face of adverse weather.

From a preflight planning perspective we need to be able to "see and avoid" just like we do while flying under visual flight rules (VFR). In other words, we need to be able to *see* adverse weather

and plot to *avoid* it even before we depart. Outside of convective activity, turbulence can be the hardest adverse weather element for a pilot to visualize on the weather map.

Talk to any pilot that has been injured in a plane and they will likely tell you that turbulence was to blame. Unlike icing which is generally limited to FL300 and below, turbulence can bite you at any altitude. The good news is that even though turbulence causes the most anxiety with passengers, it rarely is the cause of a fatal accident.

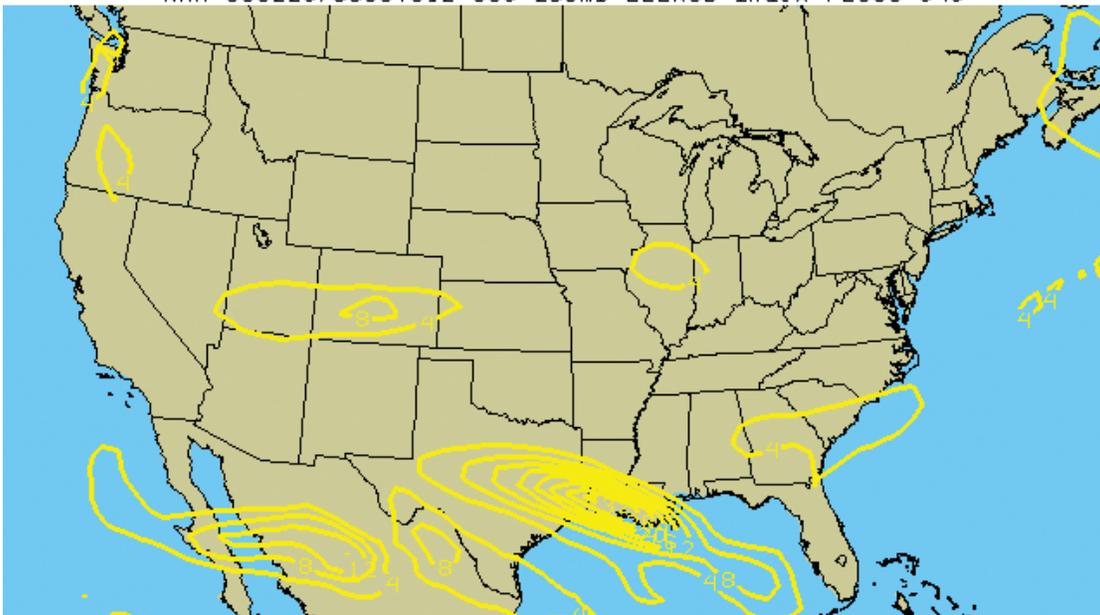
Turbulence comes in four flavors: thermal, mechanical, mountain wave and clear air. Mountain wave turbulence is one of the easiest to forecast since there are very specific atmospheric conditions that must exist. Clear air turbulence, on the other hand, is very difficult to predict. Most of the time forecasters learn about clear air turbulence from pilots that have reported it.

Most pilots realize that high winds at the surface often equate to low-level turbulence and possible wind shear. That's fine since we're likely to quickly climb above this turbulent layer to get to smooth air, right? Well, not always. Sure, there may be a layer or two that is relatively smooth, but once you get into the flight levels there are no guarantees.

(continued on page 19)

The Ellrod Index is a highly accurate weather product that will keep you out of the truly ugly turbulence may exist in the flight levels.

NAM 050226/0000V012 300-250mb ELLROD Index FL300-340



(continued from page 18)

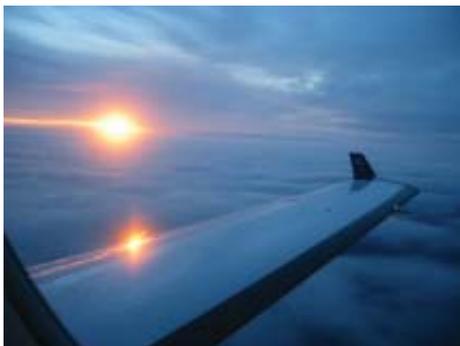
What can you do to “see and avoid” moderate to severe turbulence? All is not lost; through the magic of weather forecasting models, pilots can get a pretty good idea where the real significant turbulence may be hiding by using a product called the Ellrod Index or using the Aviation Weather Center’s Graphical Turbulence Guidance (GTG). I will be presenting the use of both of these products at the upcoming POPA convention. Hope to see you there.

Scott Dennstaedt
Chesapeake Aviation Training

Scott Dennstaedt is a meteorologist, CFII and IFR magazine contributing editor who resides in Baltimore, Maryland.

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Registration Deadline is April 7th!

Convention Update!

9th Annual POPA Convention

Kanas City, MO

Wednesday, April 20th through Friday, April 22nd , 2005

This year's convention, held at The Fairmont Kansas City, presents a wonderful setting for our 9th annual conference. POPA has negotiated a great rate of only \$149 per night. Nestled in the heart of Kansas City, next to the beautiful Fairmont Hotel, you will enjoy our world famous county club plaza with over 180 specialty shops, fine dining and world famous museums.

The hotel is located 30 minutes from the Johnson County Airport (OJC) where the host FBO is Kansas City Aviation Center. POPA will be providing shuttle service from KCAC to The Fairmont on Wednesday, April 20th from 10AM until 6PM, and again on Saturday, April 23rd from 6AM until noon.

We will also be offering a pre-convention tour of the Honeywell facility on Wednesday afternoon, April 20th. Honeywell is located in Olathe, Kansas, just a short distance from the hotel. Shuttles are not available until Wednesday. KCAC is offering Enterprise Rental cars at a discounted price. If you have not received your convention registration packet, please contact Bill Alberts at alberts46@aol.com or (239) 273-4623. POPA recently sent an EVM (electronic video message) to all POPA members via e-mail. If you did not receive the e-mail, you may view it at http://www.prizmproductions.com/email/popa/popa_email.html.

This year's convention will address a broad range of vital issues including safety, taxation, weather factors associated with clear air turbulence, transitioning to a paperless cockpit, and new technologies such as the enhanced vision system, and details related to the certification of the stall protection system on our aircraft. As well, as updates from Pilatus, Pratt & Whitney and Honeywell. This year we are also excited to bring another fascinating keynote speaker, Dick Rutan.

On behalf of the board of Directors of POPA, we look forward to seeing you at this year's convention in Kansas City.

Fly Safely!

Ty Carter

POPA Board Member & Convention Host

S/N #370 - Overland Park, KS



NEWS FROM WESTERN AIRCRAFT, INC.

Western Aircraft has named Philip Winters Vice President of Aircraft Sales, effective Jan. 1, 2005.



As VP of Aircraft Sales, Winters will lead the company's aircraft sales division. Western Aircraft is an authorized dealer for the Pilatus PC-12, for which they are currently the number one dealer worldwide, and the ATG Javelin. In this critical role, Winters' primary focus will be further developing sales relationships for these aircraft throughout the Northwestern United States.

Western Aircraft's CEO, Allen Hoyt, stated "Winters has set high goals for the sales division, and I am confident that he will be able to achieve those goals and more. His motivation and enthusiasm will reflect on the sales division in a very positive way."

Winters has been with Western for over 8 years. Prior to his tenure at Western Aircraft, he was living in Wichita, KS serving as a Trade Analyst in the Resale Group for Raytheon Aircraft. In 1997, he moved to Boise to join Western as the Regional Sales Director for California and Nevada. Winters' sales efforts contributed to Western being named the Pilatus Dealer of the Decade in 2004. His wealth of knowledge in this industry will be beneficial in leading Western Aircraft to continued success.

Winters holds a Bachelor Degree in Aviation Technology, and has been a pilot since 1990. In addition he is Airline Transport Pilot rated, a Certified Flight Instructor, and an aircraft mechanic.

Western Aircraft has named William Clarey Regional Director of Aircraft Sales, effective immediately.

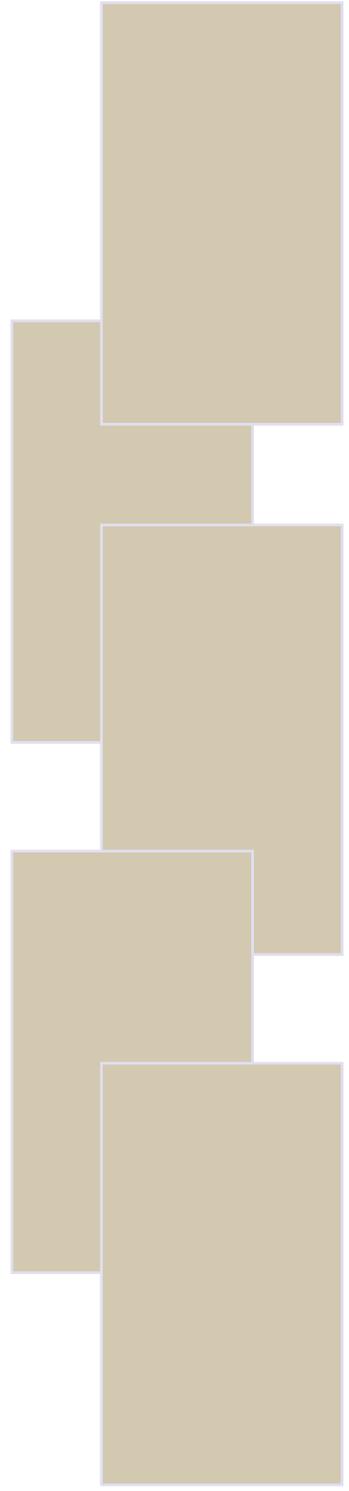
As Regional Director of Aircraft Sales, Clarey will be responsible for sales of the Pilatus PC-12 and ATG Javelin in California and Nevada. Clarey will focus on further developing this territory under the leadership of Philip Winters, Vice President of Aircraft Sales.



Combined with a childhood appreciation of flying and over 10 years of experience in the aviation industry, Clarey will prove to be a strong asset to the company's sales division. Philip Winters expressed his approval by stating, "Clarey brings a life long love of aviation, high moral character, and relentless enthusiasm that all dovetail perfectly into our values and strategies at Western Aircraft."

Prior to Western Aircraft, in 2001 Clarey joined Cutter Aviation in Santa Monica, California as a Sales Administrator. In 2003 he was promoted to Regional Sales Director for their entire Beechcraft territory and transferred to Phoenix, Arizona.

Clarey holds a Bachelor Degree from the University of Arizona. In addition, he has been a licensed pilot since 1995, and a multi engine pilot since 2002.



NEWS FROM ALPHA FLYING, INC.

ALPHA FLYING'S PLANESENSE AIRCRAFT FRACTIONAL OWNERSHIP PROGRAM RECEIVES NEW "91K RULE" APPROVAL

Alpha Flying, Inc. among the few to meet the February 17 deadline to comply with the new FAA regulations governing aircraft fractional ownership programs choosing to administer management of their aircraft under private (non-commercial) rules.

(Manchester, NH, February 17, 2005) Alpha Flying, Inc. proudly announces that effective 12:01 AM, February 17, 2005, its PlaneSense fractional ownership program will operate under the new Subpart K or Part 91 of the Federal Aviation Regulations. The FAA gave its formal approval to PlaneSense on February 16, through its Portland, Maine Flight Standards District Office.

The PlaneSense program, based at Manchester Airport, New Hampshire, manages a growing fleet of Pilatus PC12 turboprop aircraft, each of which has multiple owners of one-eighth shares or larger. Similar in concept to a condominium time share, the PlaneSense aircraft are shared by all the owners, eliminating potential problems of availability. PlaneSense guarantees aircraft availability, provided an owner orders a flight with as little as eight hours notice.

Alpha Flying, Inc. was at the forefront of the development of the new Subpart K rule, which allows fractional operators to continue under private, rather than commercial, charter rules. Alpha Flying's aviation attorney was on the 27-member committee appointed by the FAA to draft the new rule. Subpart K reinforces the high level of safety and convenience that aircraft fractional operators have traditionally provided to their owners. In its preamble, the committee recognized the excellent safety record of fractional ownership companies.

According to George Antoniadis, Alpha Flying's founder and CEO, the company chose the private rule structure over commercial rules because of the greater flexibility of the rules governing private aviation and the commitment to maintain the convenience currently enjoyed by owners of fractional shares, while upholding the highest safety standards. As Antoniadis notes, "The new Part 91 rules avoid onerous, airline-like restrictions such as luggage limits, passenger screening, longer notice before flights and prohibitions of last-minute changes to the passenger list."

Pat Reed, Alpha Flying's Vice President of Sales adds that the PlaneSense program is committed to maintaining the comfort, safety and pride of ownership that its owners have enjoyed in the past; without the hassles and aggravation of scheduled commercial airline service that motivated them to join the PlaneSense program in the first place. Says Reed, "In short, PlaneSense has really gone 'the extra mile' in obtaining the new Subpart 91K private rule approval from the FAA."

Pat Reed
Alpha Flying, Inc.
preed@alphaflying.com



POPA Board Member Candidates

Enclosed is a 2005 Ballot for election of a new Board Member. Please complete the ballot and fax it to (877) 745-1694 by April 15th. If you are attending the POPA Convention, you may bring the ballot with you and turn it in at registration. Your vote is important. It is your right and responsibility to help direct the organization by voting for the candidate of your choosing.

Bob MacLean

Economist by profession. Retiring Executive VP, Human Resources Boston Scientific Corporation, a Fortune 500 manufacturer in the medical device industry. Ski instructor, fly fisherman, lover of travel and the great outdoors. ATP, CFI and the proud owner of S/N #576, used personally and for business purposes. Looking for new business opportunities for me and 576RG as I move into the retirement phase of my life.



I got my private pilot certificate in 1963. I have been an active pilot for 40% of the total history of manned flight in the modern era (post Orville and Wilbur). Starting with a Beech Sierra purchased in 1971, and successively moving up to a C182 RG, and two Barons while also dabbling in acrobatic work and a partial ownership in a Citabria. I continue looking for excuses to fly and places to go. Having a son and wife who have grown up with flying, (Julie got her private license when we first met so that she could coach me in yet another area of our lives), I was tired of getting the proverbial back seat question: "When are we going to get there?" "I need to stop for a break. How soon can you land?" The PC-12 became the obvious next step.

Prior to the PC-12, I was, and am still an active and enthusiastic participant in the Bonanza Pilot Proficiency Program. I have earned Wings Level 6 through it and regular SimCom training. I am a member of AOPA, the Northeast Bonanza Association, the NBAA, and CAA. I have also served on various non-profit Boards of Directors and with Corporate Boards as a corporate officer for the last 15 years of my professional life. With a little more time on my hands, and having experienced the excellent support of Pilatus

Aircraft, having ferried one back from Stans, Switzerland to Jeffco, initial training through Atlas Pilatus, and joining POPA as a new member, I would like to give something back to the organization. I would like to help advance the cause of continuous learning and mutual support especially among those of us who are Part 91 pilots.

If other POPA members believe someone with my non-commercial flying background and business experience could add value to POPA, I would be proud to serve.

Bob MacLean
Concord, MA
macleanb@bsci.com

Bob Bioren

I was born in 1940 in Newark, New Jersey. After graduating with a degree in psychology from Upsala College in New Jersey I served 3 years as an officer with the Navy Underwater Demolition Teams. In 1964, I joined the Navy Flying Club at Cubi Point near Subic Bay in the Philippines and began my career in aviation.



After my release from active duty in 1966, I was hired as a Curtiss Commando C-46 copilot operating scheduled freighter service out of Frankfurt throughout Europe. In 1968, I was hired by Northwest Airlines, and remained with them until the age 60.

In January of 2001, I attended SimCom's initial training for the PC-12, and have been through recurrent training every year since then. For the last 2-1/2 years, my company, Svenscott Aviation,

Inc., has employed me as pilot for ship number 284, which is owned by PBCB, LLC and used for transport of company and family personnel on a Part 91 basis. Since 2001, I have provided Pilatus pilot services, test flights and ferry flights for various clients.

In 40 years of experience, I have never had a violation or accident. During my 32 year career with NWA, I flew B727, 707, 757, 747-2, 747-4, and DC10. During layoffs, I flew Part 135 Air Taxi operations, both on floats and wheels. Since 1968, I have been a CFI, hold a Ground Instructor Certificate, and am presently a Gold Seal Flight Instructor and an FAA Aviation Safety Counselor. In the 70s and early 80s, I was actively involved as a flight instructor for the AOPA Flight Safety Foundation and their refresher clinics throughout the country.

Since the mid 80s, I have owned a Cessna 172, Piper Cherokee 140, Piper Arrow, Piper Apache and Beech Travelaire. I have partial ownership of two 172s and a 182 via Evergreen Flying Club, Inc.

It is my hope that my varied and extensive exposure to both the airline and general aviation environment will make a valuable contribution to the POPA Board.

Bob Bioren
Kirkland, WA
rsbioren@aol.com

ANNOUNCEMENTS, NEWS, & NOTES!

Membership Report

As of March 1st, 2005 membership in POPA has reached over 225 PC-12s! Thank you to all the Service Centers and owners that have assisted in membership recruitment. As always, thank you to the entire membership for continued support.

If there are any issues you would like to see POPA address, please let me know. Our main purpose is to support you - the owners and operators of the Pilatus PC-12!

POPA Directory

The Membership Directory is available for distribution. Please contact me at the POPA Home office to receive a copy. We have made every attempt to include only those names that wished to be published. If your name is on the directory and you wish it removed, please let me know.

Laura Mason
POPA Executive Director
Tucson, AZ

Please Note: The Membership Directory is meant to be shared only with other POPA Members. It is not sold, or intended to be use for solicitation purposes.

Trade Show Volunteers Needed!

Looking for volunteers to support Pilatus in their booth at upcoming trade shows throughout the year. A few hours hanging out with Pilatus and answering any questions you can...or possibly assisting in the actual sale of a PC-12! (No...you won't get a commission!)

What an opportunity to have POPA cover your hotel costs, clothe you in a lovely POPA polo, and the chance to mingle with the PilBAL honchos.

If you are interested in attending any of the trade shows listed in the Pilatus Calendar, please contact Laura at the POPA Home Office.

POPA Ballot

Enclosed in this newsletter is a 2005 Ballot for election of a new POPA Board Member. Please complete the ballot and fax it to (877) 745-1694 by April 15th. If you are attending the POPA Convention, you may bring the ballot with you and turn it in at registration.

Your vote is important. It is your right and responsibility to help direct the organization by voting for the candidate of your choosing.

Newsletter Submissions

Members are invited to submit articles on any subject. Deadline 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 newsletter format.

Update On Laurie Arguello

Several people have asked POPA for an update on Laurie Arguello, who received a bone marrow transplant in April 2004. As you recall, Laurie, daughter of aviation hero Al Haynes, (keynote speaker for the POPA 2004 Convention), attracted international publicity last year in her fight against aplastic anemia and her need for help in paying for the transplant. The NFT campaign in her honor raised more than \$550,000 – more than any in their history. NFT reports that Laura is fully recovered from her transplant. Tests show the bone marrow is fully grafted, and that she is cancer free.

For further information on NFT, contact information is listed below.

Janice Hill - National Foundation for Transplants
800-489-3863
jhill@transplants.org

Excerpt from the Winter, 2004 NFT Newsletter

POPA MEMBERS

Welcome New Members

S/N #119
N432CV
Bruce McLean
San Francisco, CA

S/N #165
N10PF
Scott Powell
Doug Powell
Sacramento, CA

S/N #217
N25EP
Steve Edwards
Clemson, SC

S/N #298
N64WF
Brad Nolan
Frankfort, KY

S/N #372
N372GT
Jerry Tyrrell
Pat Warren
Ridgefield, WA

S/N #375
N933SE
Edward Austin
San Antonio, TX

S/N #507
N507RC
Paul John
Tom Gilfert
Mifflinburg, PA

S/N #513
HB-FPK
Peter Balmer
Interlaken, Switzerland

S/N #521
N521PC
James Schiefelbein
James Cerkleski
Winston Yonge
Ottawa, IL

S/N #534
N353KM
Ken Morris
John Price
Carefree, AZ

S/N #540
N950KM
Michael David
Mark Huntley
Lodi, CA

S/N #556
N556HL
Hans Schwarz
Los Altos, CA

S/N #473
N473PC
Paul Redmond
Hayden Lake, ID

S/N #575
N575PC
John Groendyke
Mel Shipley
Enid, OK

S/N #576
N576RG
Robert MacLean
Concord, MA

S/N #589
N589AC
Joseph Aristeo
Livonia, MI

S/N #590
N629DF
Ronald Griffith
Holland, MI

S/N #597
N597CH
CR Hackworthy
Hudson, WI

S/N #598
N598HC
Mark McNaughton
Craig Porter
Edmonds, WA

S/N #599
N599PB
Rick Fitzer
William Grainger
Randy Bishop
Savannah, GA

S/N #617
VH-WBI
Bill Bristow
Al Dunbar
Fortitude Valley
Queensland, Australia

S/N #638
Pending
Mike Moorehead
Broadbeach
Queensland, Australia

John & Glen Travers
Travers Insurance
St. Louis, MO

Walt Glazer
Richmond, VA

Pilatus Calendar 2005

March 31st - April 2nd
LABACE
San Paulo, Brazil

April 7th-10th
Aero Expo
Mexico City

April 12-18th
Sun-N-Fun
Lakeland, FL

April 20-23rd
POPA
Kansas City, MO

July 20-23rd
ALEA
Reno, NV

July 25-31st
EAA AirVenture
Oshkosh, WI

September 14-18th
MMOPA
Groton, CT

September 15-19th
Reno Air Races
Reno, NV

September 24-28th
IACP
Miami, FL

October 3-5th
AOPA
Tampa, FL

October 15-17th
NBAA
New Orleans, LA



NEWS – FOR IMMEDIATE RELEASE

PILATUS PC-12 FLEET PASSES ONE MILLION FLIGHT HOURS

Broomfield, Colorado (February 18, 2005) – The worldwide Pilatus PC-12 fleet passed a significant milestone when it logged its one-millionth flight hour in operation. More than 500 owner-pilots, corporations, regional airlines, air ambulance operators, government agencies, fractional operators, and charter companies around the world logged these hours by relying on their PC-12s every day.

“A million hours of real world experience is a tremendous asset to Pilatus and our PC-12 owners,” says Piotr Wolak, Vice President of Customer Service. “We work very hard to turn the vast experience of PC-12 owners into usable information and tangible product improvements which ultimately lower the cost of operation. This ever growing body of knowledge has helped us refine the PC-12’s design and continuously improve service to our customers.”

PC-12 sales are the ultimate judge of how well Pilatus learns from experience, and the PC-12 has been the top selling turbine-powered aircraft in general aircraft for the past two years in a row. Experience continues to build, and Pilatus aims to keep the PC-12 in its place as the pinnacle single engine turboprop.

Established in 1939, Pilatus Aircraft is the world’s leading manufacturer of single-engine turboprop aircraft. Pilatus Aircraft of Stans, Switzerland is a privately held company employing over 1,200 people. Pilatus provides aircraft and aviation services worldwide for the general aviation, commercial, training, utility, and special mission markets. Based in Broomfield, Colorado, Pilatus Business Aircraft, Ltd., a wholly owned subsidiary of Pilatus Aircraft, was founded in 1996 to provide completions, marketing, sales, and services for Pilatus aircraft in North and South America.

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WHAT PILOTS SEE WHEN THEY DREAM

The High-Performance Pilatus PC-12.



At Pilatus, we've met many pilots through the years. And though they fly all types of airplanes, most have something in common. They'd love to own a PC-12. For some, it's because no other aircraft—no single, no twin turboprop, no jet—combines the cabin size, range, and payload of the PC-12 with an operating cost under \$350 per hour. For others, it's because the PC-12 is a model of Swiss craftsmanship. We think there's an even simpler reason. We built it for people who love to fly. The Relentlessly Swiss PC-12. See one during normal waking hours at your nearest Pilatus Center.

270 KT CRUISE • 330 CU FT CABIN • 2,261 NM RANGE • 9 PASSENGERS PLUS PILOT

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Non-Profit 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 filled in a timely manner in accordance with IRS-mandated rules. 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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