



Pilatus Owners & Pilots Association

Spring 2009

Volume 12, Number 2



*13th Annual Convention
June 4th-7th, 2009
The Peabody-Memphis, TN
Don't Miss This One!*

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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.

****Cover Photo Courtesy of The Peabody***

From The Board ...

By Bob MacLean
POPA President

While the economy continues to deteriorate, I am sitting at my desk today feeling excited and up-beat about what's going on at POPA and what we have in store for 2009.

Keeping my eye on our compass (the POPA Mission Statement), I am reminded that on behalf of our members we focus on:

1. **Safety**
2. **Education**
3. **Communication**
4. **Owner/Operator Satisfaction.**

Pilatus Regional Operators Conference

With that in mind, by the time you received this publication, the 4th Regional Operators Conference (ROC) will have been held in San Diego. These conferences were the brainchild of Pilatus-PilBAL's Customer Service Organization and POPA quickly endorsed the idea and signed up as a co-sponsor.

Why the ROCs?

Well, back to our Mission Statement, PilBal thought that by offering ROCs in different parts of the US they would give our members opportunities to meet face-to-face with the PilBAL Executive team to talk in-depth about technical matters that affect PC-12 Safety, Direct Operating Costs (DOC), and Customer Satisfaction. POPA heartily supported the initiative and has been present at every one of these sessions. The only down side is attendance has been spotty, and we are not sure we understand why. Perhaps you can give us some feedback – both attendees and those who chose not to attend – about why or why not, and what you did or didn't get out of it. More importantly, what can we do to improve attendance?

13th Annual POPA Convention

Next up...The Annual POPA Convention! Put Thursday, June 4th as your arrival date on your calendar and plan to attend at least through Saturday, June 6th and perhaps Sunday the 7th. Why?

Thursday, June 4th Arrival

Our FBO Host Bob Wilson, past POPA President and Owner of Wilson Air Center, will be providing a warm welcome. Bob will be offering POPA Convention Attendees a fuel discount and waive all parking and ramp fees.

Also on arrival day, for those who are interested, there will be our very popular "walk around" of the PC-12 NG conducted by Pilatus Field Service Specialist Mark Wood. Time to get technical!

Friday, June 5th at The Peabody Hotel

We have scheduled very special guest Keynote Speakers from AOPA and ASF to bring us up to date on what's going on in Washington and pertinent Safety matters. Politics are thick; you won't want to miss this opening.

Next we will hear from Pilatus. They will present their annual business update and year in review.

In the afternoon we will turn to PC-12 flying and the nitty-gritty of dealing with the new WAAS environment.

And new this convention, BREAK OUT SESSIONS!

Choose from...

- Dealing in the cockpit with threats and errors.
- Optimizing use of your Garmin 530/430 Avionics
- Optimizing use of your Honeywell Apex System

Saturday, June 6th at the Peabody Hotel

Learn how the Pros fly the PC-12. Presentations and Q&A to follow by the Royal Canadian Mounted Police Flight Unit and one of the largest fractional share programs in the world, Alpha Flying. Bring your Pro Pilots. You and they won't want to miss this one!

Pratt and Whitney will be discussing how to optimize our PT-6 Engine performance.

And finally, we will then hear from Professional Air Traffic Controllers about "How They See It."

Saturday's BREAK OUT SESSIONS include:

- Avionics – Nexrad Weather, the RDR 2000.
- Panel Discussion–Legacy Fleet Avionics Upgrade alternatives (major avionics vendors will be present)
- Flying the NG – Round Table Discussion and Q&A with Pilatus' Chief Pilot Peter Duncan.

And don't forget the "always popular" PC-12 Companion Course taught by the Otto Pilots from Simcom Training Centers. This year the course will be available in two different formats covering the Legacy and NG aircraft.

Sunday, June 6th Memphis Int'l Airport and Wilson Air Center

First, we are working on a possible session with the Memphis Enroute Center to get an inside look at the world of air traffic control. Remember, Memphis International is the hub for

(Continued on Page 4)



From The Board (Cont'd. from Page 3)

FedEx.

Tour attendees will receive:

- Overview of ENROUTE Ops (airspace, stats, etc.)
- Overview of SYSOPS (traffic flow and management)
- Overview of TECHOPS (equipment maintenance)
- Overview of Weather Unit as it relates to the operation
- Tour of the actual operation
- Opportunity to listen in on Controller/Pilot exchange

Second, Plane Sense will be offering a high-end ground school (see the article on the right!) that they have honed for their more than 120 pilots who fly their Fractional PC-12s professionally up and down the East Coast in all kinds of weather on all kinds of missions.

Having reviewed our Mission Statement, listened to our members and being aware of our increasing diversity, I believe we have put a convention together that has more than a little something to offer for every Pilatus Owner or Operator.

In addition, we always have a great turnout of the Pilatus Executive Team from both the US and Switzerland and the Pilatus Service and Sales network to rub shoulders with.

So I encourage you to put these dates on your calendar, sign up, and to bring your professional pilots with you. Safety, Education, Communication, Owner/Operator Satisfaction – it doesn't get any better than this!

And...finally, in September, we are offering our second annual Mountain Flying Course. I attended last year and found it to be perhaps the best 3 days of training I have ever had. The course is conducted by SimCom Instructors who weave in a Flight Review and Instrument Recurrency as you deal with whatever Mother Nature throws at you in that spectacular mountain environment. It is a flying learning experience and opportunity you really don't want to miss! We will provide you more on this alternative training opportunity in the near future. For a great review of the course, see Pete Welles' article in our last issue of POPA Magazine.

Instead of looking at the Dow, I think I'll get ready for the ROC and the Annual Convention, take advantage of the improved fuel prices to do some Spring skiing now that the crowds are down, and look forward to seeing you at one of our upcoming events.

Happy Flying!

Bob



“POPA...

***The Voice of the
Pilatus Community!”***

Practical Systems Knowledge from the World's Largest PC-12 Operator

Alpha Flying Inc, operator of 34 PC-12s, will be presenting a day-long course covering PC-12 systems from an operational viewpoint on Sunday, June 7th at Wilson Air Center Memphis International Airport.



Cost of this course will be \$200 and you must pre-register to attend. Further details and registration paperwork will be included in the POPA Convention packet.

This day-long course will cover PC-12 systems, in an advanced and detailed format, drawing from the experience of over 105,000 flight hours in the PC-12. The course will be tailored to cover the series/model of aircraft flown by participants and their differences (i.e. PC-12/45, Series 9 and 10, and PC-12 /47 aircraft as required). Operational tips and procedures, garnered from over 14 years of experience with the aircraft, will be introduced throughout the day. The following systems will be covered:

Morning Session

- Fuel
- Propeller
- Wing Flaps
- Pusher/Shaker
- Electrical
- Landing Gear
- ECS
- CAWS

Afternoon Session

- Key components of above systems shown in the aircraft
- MEL procedures as defined by FARs

PC-12 Speed Control and Stall Recognition

By Ron Cox

The recent crash of a turboprop commuter outside of Buffalo, NY has reopened the dark side of flying into some of Mother Nature's more deadly metrological phenomena. Typically the news organizations rush to provide the viewing and reading public with explanations of how such events could occur and how aircraft are certified to prevent such occurrences. Some of the information provided is useful, but much is tilted to scare and confuse the non-aviation public with sensational reporting rather than any true sense of learning of facts surrounding the event. Since we fly an aircraft that has similar stall recognition and ice prevention systems of the ill-fated commuter aircraft, I thought it would be a good time to review these systems.

There have been a couple of articles and short videos produced by Pilatus Aircraft about the development of the PC-12 stall characteristics and operations in and around the backside of the aircrafts power curve. In today's world of aviation the operation of the aircraft in these areas receive little attention, but each and every one of us participate in these areas every time we take off or land the aircraft. A little inattention to detail, ice on the airframe, or inadvertent change in the pitch angle of the aircraft at takeoff or landing speed is enough to cause a major problem with the control of the aircraft.

Though we all have done hundreds of take off and landings all we need is some small distraction to our normal routine to throw us off of our established and safe procedures. Two recent aircraft accidents highlight this condition. Both aircraft were following slower types of airplanes on final in the traffic pattern when instructed by the tower to further slow their airspeed and increase the spacing on the preceding aircraft. Both of the high performance aircraft were configured in the landing mode to include full flap positions and wheels down trying to maintain the necessary spacing with the preceding aircraft, when each of the aircraft stalled and plunged to the earth at about 300' AGL at less than a mile from the runway. How could this happen to experienced aviators flying top of the line aircraft?

Fortunately, the PC-12 is well equipped to fly in this low speed, high angle-of-attack, regimes. A previous article in this publication gave a good description of the aircraft systems for alerting and recovering from stalls, FAA requirements for certifying aircraft to operate in critical areas of flight, and stall characteristics in a variety of aircraft configurations. This article is designed to discuss stalls from an operational level.

Pilots are taught in training to learn a series of numbers to safely fly the aircraft. These numbers include, but are not limited to:

- V_s = Stall in a clean configuration
- V_{so} = Stall in a landing or dirty configuration
- V_a = Maneuvering Speed
- V_y = Best rate
- V_x = Best Angle
- V_{mo}/V_{no} = Velocity Mach/Speed never exceed

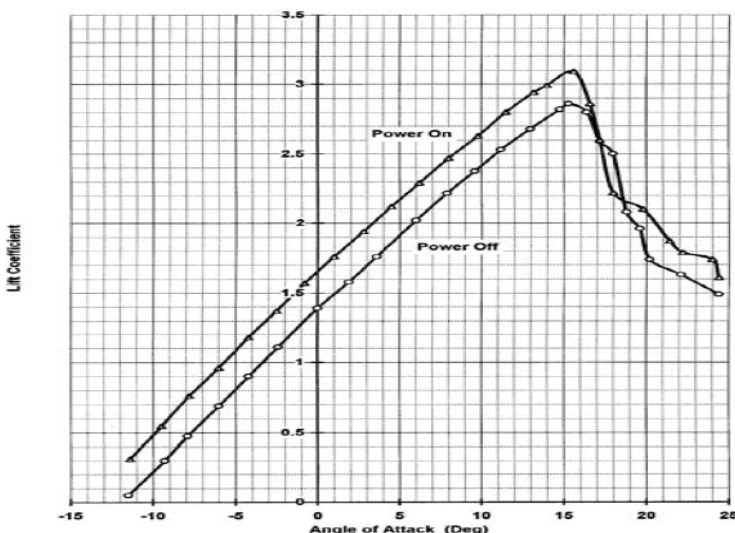


AOA displayed on left side of EADI

All of the above speeds have safety margins built into them to provide the pilot and aircraft a margin to operate the aircraft in the slower flight areas. The PC-12 goes one step further and provides an angle-of-attack (AOA) computer driven system to further inform the pilot visually when the aircrafts critical angle of attack will be exceeded.

The AOA indicator measures the angle between the chord of the air foil and relative wind. Relative wind is the direction flight. As AOA increases so does lift, provided the airflow over the wing does not separate from the wing from the wing surface.

The advantage of using the AOA indicator as a relative wind lift indicator versus airspeed is that wing always stalls at the same AOA. Aircraft weight, angle of bank, and density altitude have no effect on the AOA but they do affect stall speed.

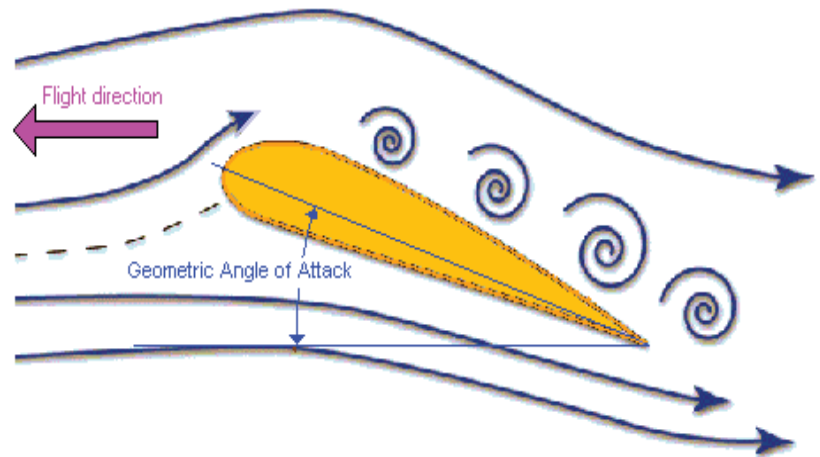


Critical AOA of attack in the PC-12 is approx. 15 degrees.

(Continued on Page 6)

PC-12 Speed Control... (Continued From Page 5)

The way the wing on the PC-12 is designed to stall is from the root out which ensures aileron control through out the stall. Additionally, stall strips on the leading edge of the wing control flow of the air over the wing in strategic places to keep the wing flying at minimum flight speeds. All of these items create a wing that exhibits good wing characteristics at both high and low spectrums of the flight envelope Pilatus does not rest there in giving us maximum protection in lower flight regimes. A stick shaker is employed that warns us approximately 7-10 KIAS above the stall and if we further fail to correct the above indication, uses a stick pusher to lower the nose of the aircraft to break the immanent stall. During icing conditions, the computers are reset to push the aircraft at an eight degree AOA rather than a normal five degree angle of attack. Depending on the altitude or condition of the stall, recovery should be safe and without issue.



The PC-12 has additional tools to protect the pilot and aircraft when operating in these low airspeed areas during take off and landing. They are:

- the pusher override button
- G switch
- Manual override (approximately 60-65 lbs. force pusher activation and 85 to 90 lbs. of force on the slip-clutch in the event of a stick-pusher jam)

Each of the above devices places the aircraft into an area that is not “stall protected” and thus could place the aircraft into an unrecoverable flight condition. The results of this condition is easily seen on the Pilatus stall tapes. This is an area one could find oneself at 200’ AGL and going from normal, though slow flight speeds to a stalled condition rather quickly. Recovery would certainly be in question with a minimum of a bent airplane or sustained injury to crew or passengers.

Practicing flight in the lower side of the airspeed envelope makes one keenly aware where the airplane will stall and it’s occupying reactions. Chapter 5 of the POH gives us some very precise numbers as to when the airplane will stall depending on airspeed. Weight and altitude will have an effect on these numbers. The AOA indicator drops to the bottom of its flight envelope approximately 5 seconds before the actual shaker/pusher engages. Thus airspeed, though still imprecise, gives us a close approximation of the stall.

Flying single engine turboprops are like flying twin engine aircraft in that pitch changes are better controlled with power than elevator input. To aggressively use pitch in a heavy loaded PC-12, you will see flying airspeed decay at a rapid rate. The same can be said of slowing the PC-12 behind slower flying traffic. To slow in a heavy landing configured Pilatus at flight idle and 80 KIAS puts the aircraft just 10 knots above stall speed. Add in a little out of trim condition or miscalibration on the AOA device and a pusher operation may make for a surprising event at a relative low altitude.

The fact that we as pilots take-off and land without incident thousands of times during our flying career leads to a level of expectation that nothing can happen to us or the aircraft. Operating under these premises we are shocked when the aircraft’s shaker system engages or when the pusher activates at these inopportune times. This event occurs when the pilot is normally operating out of set flight profile such as conducting short field landings, ice covered airframe approaches, or short field high altitude departures.

The best way to guard against such scenarios is to practice these potentially hazards areas by maintaining higher than normal airspeeds initially for each event, then gradually lower the speeds to the desired target airspeeds. All of this is practiced at sufficient altitude to recover if the pilot stumbles into a stall area. The use of an experienced instructor will mitigate some of the apprehension of flying in this area of reverse command.

Fly often and be prepared for the unforeseen. When flying becomes routine and boring, look out! Fate is just around the corner to deal you the unexpected.

Ron Cox can be reached at rcoxpilot@msn.com or (772) 538-1965.

FERRY FLIGHT IN N65W

By Pete Welles

Last December, I had the opportunity to fly our new Pilatus from Stans to Broomfield. I flew with Swiss ferry pilot, Peter Balmer, who is a PC-12 Instructor, Swiss Mountain Guide and owner of a PC-12 and two PC-6s.



Before being allowed to accompany a ferry pilot on this flight, open water survival training is required in the unlikely event of a ditching. This training is worth having whether or not you undertake a ferry flight and especially if you ever plan to fly any significant distance over water. Open water survival training, which I had done with Stark Survival Company in Panama City, Florida, is quite exciting on its own. Although Pilatus has not had a ditching, they do occur and there is comfort knowing that you have the equipment, experience and a plan in the unlikely event of such an occurrence. The most recent one over our route was only three days before our flight when a Cessna Skymaster lost both engines over an ice flow near Griffin Island, North Labrador. The two Swedish pilots in the Skymaster luckily survived although their plane did not. More details of this mishap are in the December 16, 2008 AOPA ePilot email.

Due to the possibility of ditching, you are required to deliver your personal immersion suit and life raft to Stans a few weeks in advance of your flight. These items can be rented if you do not own your own. What wasn't mentioned and what, at the last minute, I fortunately decided to take was winter survival clothing. I should also have taken a sleeping bag or wool blanket.

We flew the standard great circle route for Pilatus ferry flights (4,765 nm) but our flight time was longer than usual due to strong headwinds. The flight is generally accomplished in five legs whereas ours took seven. Our headwinds averaged 80 kts and reached 120 knots over north central Canada. The OAT on our sixth leg at night was minus 50°C at 28,000. With full heat, the cockpit temperature decreased to 5°C. Although quite cold, the plane without the interior still provided a 55°C differential heating, which is very impressive. This is the time when the sleeping bag or wool blanket would have come in handy. Peter Balmer, having flown 30 prior ferry flights, did have his sleeping bag to wrap up in which was one he used a few years prior on a three day winter climb up the North Face of the

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Pilatus Factory

Flying from the Pilatus Aircraft manufacturing facility in Stans, Switzerland to Pilatus Business Aircraft, Ltd. (PilBAL) in Broomfield, CO was a very rewarding and exciting experience. The purpose of the ferry flight is to transport an unfinished airplane to PilBAL for the completion of paint and interior and it is not a luxury jaunt. It is also a shakedown flight and one has to be prepared for possible malfunctions since the plane has just come out of manufacturing with little total time prior to the flight. N65W had 4 hours total time before we left Stans.



Southeast Greenland at Sunrise

PC-12
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NEXT ▶▶

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FERRY FLIGHT IN N65W *(Cont'd from Page 8)*



**Peter Balmer and Author
in Broomfield, CO**

over Greenland. Two pictures below show the stark and vast beauty of this part of the world, which was very exciting to see first hand. The other two pictures provide a glimpse of Pilatus's new facility in Stans and the ferry pilots having successfully arrived in Broomfield.

Flying with a pro pilot like Peter Balmer is worth your time. Although I have flown over 1400 hours in a series 9 PC-12, the Apex avionics in the PC-12 NG is different enough that extensive hands on familiarization with an pilot experienced with the system was very helpful. Also, flying the Atlantic route exposes you to unfamiliar yet impressive geography.

Pete Welles can be reached at pw@mindspring.com.

Eiger, considered one of the most formidable mountaineering climbs in the world. The PC-12 has two heat vents at floor level about six feet behind the cockpit that are the source for heating the cabin. Since the cabin is unfinished and doesn't need to be heated, it would have been very beneficial to have extension tubes that would have redirected all the heat from the cabin into the cockpit.

Due to the date of the flight, daylight was near the shortest of the year with only five hours in Iceland. Also, as we were quite far north, we crossed three time zones in the 3.8 hour flight from Iceland to Greenland. Nevertheless, there was still enough daylight to see amazing beauty especially midday



N65W At Delivery!

| <u>Route</u> | <u>Date</u> | <u>Time</u> | <u>Hrs</u> | <u>FL</u> | <u>NM</u> |
|--------------------------------------------------|-------------|-------------|------------|-----------|-----------|
| <i>Stans, Switzerland to Prestwick, Scotland</i> | 12/10 | 9:30z | 3.9 | 280 | 707 |
| <i>Prestwick to Reykjavik, Iceland</i> | 12/10 | 14:05z | 3.8 | 280 | 734 |
| <i>Reykjavik to Narsarsuaq, Greenland</i> | 12/11 | 9:10z | 3.8 | 280 | 670 |
| <i>Narsarsuaq to Goose Bay, NL, Canada</i> | 12/11 | 13:30z | 4.0 | 280 | 676 |
| <i>Goose Bay to Wabush Lake, Canada</i> | 12/11 | 18:30z | 2.0 | 280 | 234 |
| <i>Wabush Lake to Thunder Bay, Canada</i> | 12/11 | 21:00z | 4.8 | 280 | 896 |
| <i>Thunder Bay to Broomfield, Colorado</i> | 12/12 | 14:35z | 3.9 | 240 | 848 |



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Garmin G600 Installation

by Patrick A. McCall

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Iown N121PH, a series 45 Pilatus PC-12 bearing serial number 186. At the time I acquired serial number 186, a dual Bendix/King 40 system was in place on the pilot's side and analog instruments on the co-pilot side. I also had a King KLN90B GPS and an Argus 7000CE. As far as communications go, I had two KX165 nav/coms.



Soon after I purchased serial number 186, I learned of the FAA's new service bulletin with respect to the installation of TAWS. As you may recall, due to the tragic Gulfstream accident in Aspen, the FAA finally put its foot down and mandated all turboprop aircrafts with more than 6 seats to have installed a ground proximity warning system by March 2005. In response to this I decided to install a Garmin 530 nav/com in place of one of my KX165s. The Garmin 530 came with the required ground proximity feature and a GDL69 to obtain XM satellite weather. Since my installation, the Garmin GNS 530W has proven time and time again to be a very useful addition.

Then, in early 2007, I started to read more and more about all of the different multi-task displays that were hitting the market. It was a frenzy. Garmin, Bendix/King, Aspen, Chelton, all jumped into the mix. At first, I took a particular interest in the Garmin G1000. However, I soon realized that it would be overkill to attempt to salvage some of my existing avionics. I was also concerned that the Garmin G1000 was not certified for the Pilatus. Knowing that my Garmin 530 was upgradeable to incorporate WAAS, at a relatively low cost, I thought it would be a waste of good money to add an entirely new multi-task system.

After many months of research, the Garmin G600 appeared to be a perfect addition to the panel. The G600 had everything the G1000 did, with the exception of its own

GPS, navigation, communication or engine monitoring system contained within. The G600 must obtain all of this information from an outside source. However, the rest of the functions of the G1000 were found to be contained with the G600. I was also very concerned about having a "known entity" behind the unit. I did not want to buy a unit from a small company that may not be around in the future.

Another attractive feature of the G600 is the fact that it is relatively affordable. It retails just south of \$30,000. For those who are not readily familiar with the G600, it is a glass system which combines a primary flight display (PFD) with a multi-function display (MFD) in one 10-inch box. The G600 combines critical flight data and displays it on two 6.5 inch diagonal flat-panel LCD screens that are very high resolution. Truly, one can view all of the images in very sharp detail—even in direct sunlight. Also, the copilot can easily see the G600 from the right seat as well.

On the left-hand side of the G600, the PFD integrates all situational information regarding your aircraft's position, indicated airspeed, true airspeed, ground speed, attitude, vertical rate, altitude, and steering, to name a few. The G600 replaces the traditional mechanical gyroscopic flight instruments that some of us old timers are used to seeing. In fact, it contains an Attitude and Heading Reference System (AHRS). The AHRS provides an accurate identification of your aircraft position, rate, vector and acceleration data.

On the right side of the G600 is the MFD. The MFD provides high quality detailed moving map graphics of your aircraft's current position in relation to ground features, chart data, nav-aids, flight plan routings and more. In contrast, the G600 puts the Garmin 530's display to shame when it comes to graphics. It is simply a night and day comparison.

The G600 also integrates built-in advisory terrain and navigation databases. Using information from the built-in terrain and U.S. obstacles databases, the G600 displays color coding to graphically alert you when proximity conflicts loom ahead. In addition, the G600 can be augmented to add Class-B Terrain Awareness and Warning System (TAWS). A Jeppesen database is used to depict airways, nav-aids, airspace, airports and more. ChartView is also available through Jeppesen's JeppView subscription service. After using the G600 I have found that this additional feature is simply awesome. Your aircraft's position is automatically overlaid on the approach chart in order to provide a visual cross check. You are able to easily "zoom in" to see the approach data up close. The system is very easy to use.

(Continued on Page 14)



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Garmin G600 Installation (Cont. From Page 12)

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On the ground, you can also view your aircraft's position on taxiways with SafeTaxi. Unbelievable! No more feeling silly about needing progressive instructions from ground control. As I understand it, the G600 has a built-in database of over 650 U.S. airport diagrams. All of this is right in front of you, as opposed to being displayed in the center console.



Also, with a subscription to XM WX Satellite Weather and the addition of the GDL 69 data link receiver, you have easy access to high resolution weather information. The weather information includes NEXRAD, METARs, TAFs, echoes, cloud tops, lightning and more. All of this information is over-laid on the map databases. To my surprise and enjoyment the three “WX” screens provide a variety of different set up preferences. For example, on one of the three screens, you can set it up for “winds aloft” through FL300, echo tops and freezing information. You can then set up the other two weather screens with the same or different weather information. METARs and turbulence levels are also provided in addition to NEXRAD. There are many weather additions that can be seen on a very high resolution screen.

TCAS can also be displayed on the unit. It has its own screen as well as being overlaid on the various maps. The traffic images are larger and more crisp than what I have been use to seeing on the Bendix/King KMD 850 MFD or the Garmin GNS 530.

Of course, with any new unit there are some drawbacks about the G600. I guess nothing is perfect. At the time of my installation, the G600 did not have the ability to display your “angle of attack” (AOA) information. The Bendix/King EFIS 40 system is still the primary data source for the Bendix/King KFC 325 autopilot due to the information being obtained from the symbol generator. Thus, with the exception of using the heading control when using the autopilot, the G600 has to be set to the same navigation mode as the Bendix/King EFIS 40 system. This was an issue only realized three-quarters the way through the installation. Altitude intercepts and VSI instruction is still obtained from the Bendix/King KAS 297C Altitude/Vertical Speed Preselect.

Also, we soon found out that the G600 only communicates with the Garmin GPS systems such as the 530. As such, the Bendix/King KLN 90B cannot be incorporated into the G600. As a result, in order to have a second navigation source coupled to the G600 I decided to replace my remaining KX 165 nav/com with a Garmin GNS 430. I knew that this would only add value to the aircraft and, of course, added redundancy. I also elected to retain the KLN 90B since it was already incorporated into the Bendix/King EFIS 40 system. I use the KLN 90B only for placing the destination airport as a way point so as to have instantaneous estimated time of arrival information.



The Install

I researched and interviewed many avionics shops in the Southern California area. I was looking for a shop that had the tenacity and experience to “think outside the box.” I selected Western Avionics at Santa Ana’s John Wayne Airport [KSNA]. The principal owner of Western Avionics, Stan Erickson knows avionics. As a result of past experiences with Western Avionics I knew that Stan’s team was truly capable of doing the installation and making sure the install would be “top notch”.

(Continued on Page 15)

(Continued from Page 14)

After contracting Western Avionics, we learned that my aircraft would be the first Pilatus PC-12 to enjoy the G600 installation. As a result, Western Avionics had to interface with the FAA and Garmin in an effort to complete the installation successfully. Ultimately, the original airspeed indicator, altimeter, back up artificial horizon and one of the Bendix/King EFIS 40 displays remained within the pilot side panel. The EFIS 40 was an integral part of the aircraft's original certification and the Bendix/King KFC 325 autopilot system. The Bendix/King EFIS 40 display was placed on the left side of the G600 due to the AOA indicator requirement. In fact, we all learned that the AOA in the PC-12 can only be displayed on the Bendix/King EFIS 40. No one, including Bendix/King, sells a stand-alone compatible AOA indicator.

After obtaining the FAA's approval, Western Avionics began the installation. First, the pilot and copilot instrument panels had to be fabricated. I decided and I wanted the other Bendix/King EFIS 40 display to be installed in place of the gyroscopic artificial horizon on the copilot panel, since you can use both Bendix/King EFIS 40 systems as artificial horizons if you set the system to the composite mode. This proved to be a great decision.

It is evident that my PC-12 served as the test bed for engineering purposes. There were several "behind the scenes" issues to be resolved. The installation took a total of about three and a half week's time. Obviously, for the rest of you, the time may be less due to the "learning curve." N121PH was an experiment. [I accept all "thank yous."]

I highly recommend the guys at Western Avionics at Santa Ana's John Wayne Airport [KSNA]. Simply said, they did not let me down and took the initiative to make sure the installation was perfect. There is no doubt that if you decide to install the G600 in your PC-12 that your avionics shop will not be in position to foresee the difficulties and interfacing issues that will arise. This is where Western Avionics outshines the rest.

Patrick McCall
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How Would You Have Accomplished This Trip?

By John Morris

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The topic of this article is your decision making for this particular "mission". Would you have done anything differently? Be honest with yourself! Consider all possible factors.

This story starts from Naples, Florida to Ft Huachuca, AZ. (KFHU). Departed Naples with three passengers and a crew of two. Stopped for fuel in Gainesville, TX (KGLE), then proceeded to Eagle County, CO (KEGE-Vail) to pick-up two more passengers (and additional fuel), then on to KFHU. The reason for the trip was to attend a military funeral being conducted the following morning at Ft. Huachuca.

Weather: 2nd week of February, fair/mild out of Florida with a light headwind at FL 240 of 15-20 knots.

Large "U" shaped Jet Stream/trough dipping north-to-south from Idaho through eastern Nevada, turning eastward through southern Arizona and then northward from western New Mexico over the Rockies before turning eastward near Wyoming. Winds aloft to FL300 averaged 85kts. The only significant weather system for the southwestern US was a low-pressure area centered near southwestern Arizona moving east/northeast at 20-35mph, with the entire Jet/Low area generally moving eastward at the same speed as the low-pressure area. The low was creating scattered showers and isolated thunderstorms and drawing in unseasonably cold air into southern Arizona. The Jet Stream helped to move additional moisture into the upper levels in the form of cloud cover up to FL280 and cold air aloft (-35°C to 15000') in southern Arizona. Continuous light to occasional moderate turbulence was forecast/encountered from 10,000' at the Front Range of the Rockies to FL 350 throughout the western US from Nevada to Texas.

The forecast for Fort Huachuca, AZ (FHU) called for rain/snow, low temperatures near 30°F with winds increasing from 10-15kts to 20-35kts and conditions generally remaining the same for 2-3 days.

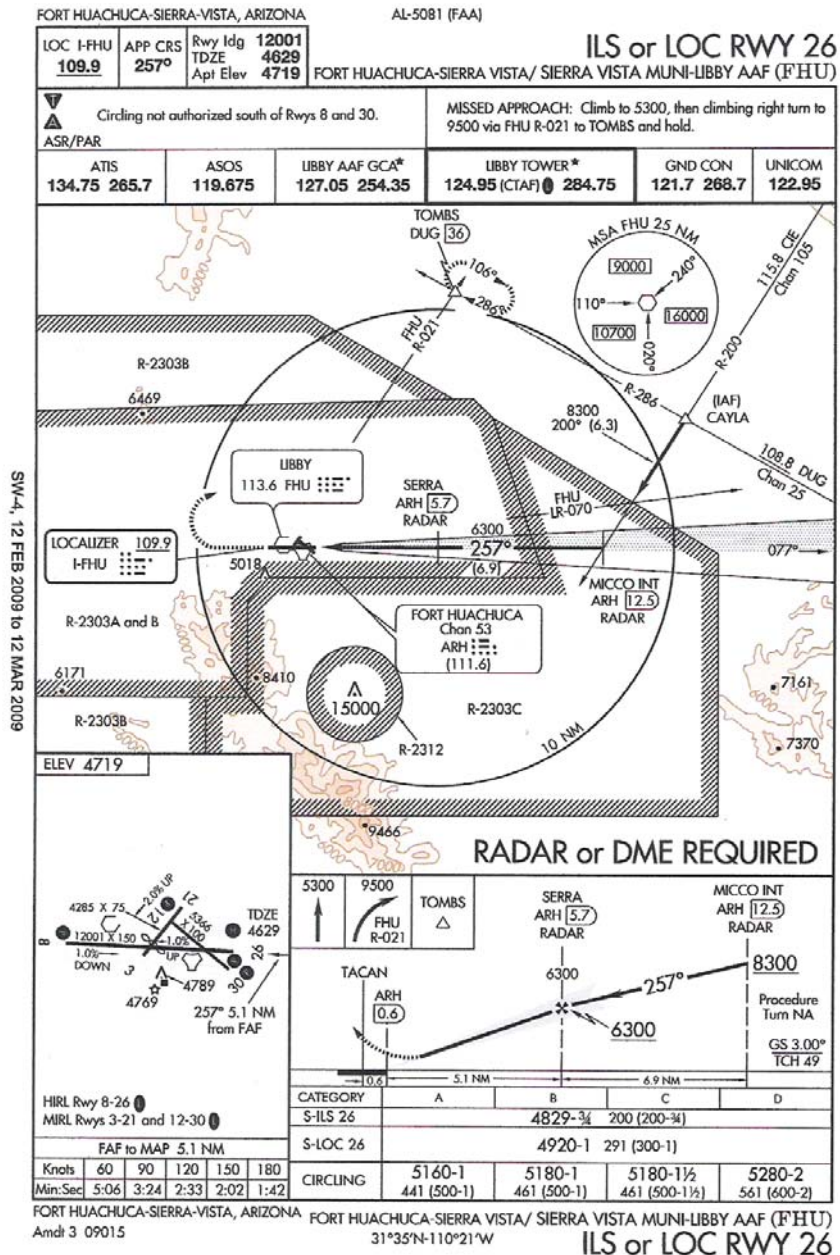
The forecast for (EGE) was for chance of rain/snow showers, temperatures in the upper 30's-low 40's with increasing probabilities for rain/snow for that evening and the next day. Winds were generally less than 10kts.

Cloudy/light rain and 10-15 knot winds out of the south (most likely generated by the system to the west) were encountered when approaching GLE requiring the RNAV approach to the uncontrolled field with breakout occurring 300' above MDA.

So you may, or may not, have surmised that this was a long day/night of flying. Due to the length of this trip along with two of the three destinations being in high country, the owner-operator requested my presence as co-pilot.

Start of Day: Departed Naples at 8:40am EDT (both pilots awake by 6:00am). The first leg took 4:15. One hour later, with fuel top-off, on to EGE.

(Continued on Page 17)



(Continued from Page 16)

Second leg took 2:40, encountering light turbulence and IMC conditions until descending into EGE. After waiting for additional passengers (family members from different parts of country on long weekend ski trip) and adding enough fuel for maximum gross weight, departure occurred 1:15 later (3:55pm MDT).

Third leg is of course where the story really begins. First, as can happen on days like this, we apparently picked up a third passenger out of Eagle even though the plane only had 2 passenger seats available. The rider's name was Murphy, so no seat needed. Also, neither the pilot nor myself had ever been to the Tucson/Ft Huachuca area prior to this flight, and based on the flight planned headwinds, this leg was going to be 2:45, actual 3:00. Total flight time for the day - 9:55. Hoping to make FHU in daylight but...

Takeoff/climb out of Eagle was not eventful due to VMC conditions for the first 3000' (plus the SID for Rwy7 climb gradient, which the PC12 easily made at gross weight using Ice Mode speeds*The SID for Rwy25 would have been iffy at MTOW, if IMC). Filed for FL240 to reduce headwind but started to encounter continuous light/moderate turbulence while also IMC. Climbing to get out of moderate turbulence we ended up at FL280, with a headwind of 85kts and still IMC. After thirty minutes the (light) turbulence subsided and

one-hour into the leg the cloud cover became scattered. Starting to feel a little tired and even though it was 5:00pm MDT the sun was already hiding behind the low-pressure system to the southwest. Checking the Nexrad/Metars reports from the MFD showed the forecast for FHU holding. When about 110 miles out we started picking up the ATIS. Interestingly the ATIS was only broadcasting the hours of tower operation (closed, since it was a weekend), use of ASOS for weather and the CTAF frequency for the lighting. Great, another uncontrolled airport approach, ILS 26.

A little closer to the destination and it was time to set up for the approach. The pilot reviewed/set up the necessary items and I then cross-checked the approach and set up. With the passengers on board and the expected turbulence during the descent it was decided to descend earlier at a 150 KIAS for rough air. In this part of Arizona, and on weekends, radar control is from Albuquerque Center.

During our initial descent the clouds were scattered layers until 17000' and the on board radar was showing scattered light rain over FHU with some patches of "yellow" to the east and north of the airport. [Note: As noted with the weather for the day we were indicating -35°C to 15000']. As we continued

(Continued on Page 18)

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our descent the clouds were no longer layering with more coverage ahead and occasional breaks with some city light contact (nightfall). When approximately 45 miles out of FHU, on a southwest heading direct and at 11000', the controller cleared us for a visual approach and to report the field in-sight. I then informed the controller that based on present conditions, including the radar picture, unless we descended to a lower altitude visual was not possible (I believe the controller was looking at the Nexrad image, which as previously discussed, is not that reliable due to time delay and in mountainous areas). The controller then stated that in order to approve the ILS approach we would have to maintain 11000' for radar coverage until established (see approach plate). I informed the controller that it was agreeable to maintain our current altitude until established. I then requested MICCO for our initial fix since I was showing some moderate rain over CAYLA. The controller agreed but asked if we could make the turn to final since our present position direct to MICCO was going to be at least a 90° turn to final. I informed him that it was possible and we were cleared to MICCO and the ILS 26.

It should be obvious that with the cloud cover and temperature we were operating in Pusher Ice Mode. During this phase we were night/IMC with no apparent rain or ice. Since we had long established the 150 KIAS we were in a good set up for passage of MICCO and intercepting the Localizer. Also, starting the approach nearly 3000' above the minimum should not create a problem with the distance out and our initial airspeed. Once we passed MICCO and were established, the landing gear would be lowered for additional drag with flaps 15° to follow shortly after.

Passing MICCO and intercepting the Localizer the landing gear was lowered, I contacted Center and was cleared to change to advisory since he would lose radar contact shortly. Went to advisory, made initial call and additional clicks of the PTT for the airport lighting. Next selected flaps to 15° and immediately received a CAWS Flaps caution. Perfect. Continue the approach with a now planned 0° flap approach, Pusher Ice Mode probable. Good news, 12000' runway.

Using power and IAS mode we made a good rate of descent and made contact with the glideslope inside of SERRA. Broke out of cloud cover at about 1500' AGL. Light rain and SW winds of about 10 Kts with the city lights to the sides and below and a big dark hole in front of us! Hit the PTT to activate the lights (again) and nothing. MURPHY, you bastard! Turns out the Unicom frequency was set, not the CTAF frequency. Continued the approach, had the frequency changed by 500' AGL, landed, end of story. Or is it?

As usual, had plenty of fuel reserve to deviate if things had not worked out. Circling was quickly ruled out due to the very dark area in front of us (the base housing and city are east of the airport) along with the non-familiar terrain, the rain, which we had not encountered until near the airport.

During the landing rollout and taxi to the GA ramp the rain and winds picked up for several minutes. Once parked at the ramp, not a soul around and waiting for the rain to subside, I found that the Flap circuit breaker had opened and reset it with no further problems with the flap system. While unloading the aircraft I noticed approximately 3/8" sheet of clear ice across the top inboard half of the wing. The Deice boots were clear leading me to suspect that the cold soaked fuel plus the surface temperature and rain caused this fast formation after landing.

As for the frequency mix-up both the pilot and I were not happy about what had happened but it was a classic case of a small error, compounded by a long day of flying/being on duty (if you will), trying to become a big one. That error was two fold, first was listening (but not registering) to the ATIS about using the CTAF frequency for the airport lighting control but then later setting the Unicom frequency prior to the approach. Second, was not catching it on the pre-approach brief [Note the symbol next to the Libby Tower (CTAF)-L for pilot control lighting]. To be fair I cannot recall if I ever have had an encounter with this type of operation involving a CTAF and Unicom for night operations, along with an ATIS/ASOS and I expressed this to the pilot that night and the next day since we discussed this at length during our flight back to Florida. I have had experiences of dialing in the wrong Unicom frequency, an improper digit, for PCL operations but this is something definitely re-learned.

So, that's the story. Mostly a happy ending. Having any excitement like the last part never makes me happy but I learn.

Ok, you probably already have an opinion on how you would have done this differently. Give yourself a little more time. Then again, ask yourself how you would really have done this "mission". This is a personal challenge. Don't forget the approach and the bonus Flap malfunction (or think of some other real system or navigation/communication possibility). Then if you wish to discuss this article on the POPA website, my website www.acftservices.com, or both, please do so. I will post my after action thoughts on my website along with this article after the issue is in the mail.

"A Safe Pilot is Always Learning"

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Is Your Training Realistic?

By Everett Clark

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As a Pilatus owner and operator you want the best quality training to protect yourself and your investment. Is the training that you receive right for your operation?

Does your instructor understand your flight profiles, whether it is over the water, in mountainous terrain, international or just an expensive way to get the Sunday brunch offered at that quaint airstrip that everyone talks about?

As a professional PC-12 operator and the kind of person that always wants a challenge I find myself looking at training as not an insurance requirement but more of self improvement. To answer the questions I posed earlier you must be able to evaluate what type of training you need for your specific flight profiles. Here are some questions that you might ask yourself to try and evaluate whether you are getting the training that you need or whether you are fulfilling an insurance requirement. When I preflight my PC-12 am I looking for the obvious preflight items, fuel, tires, oil, prop and FOD damage or am I identifying different parts of the systems that I see fuel firewall shutoff, outflow valve, engine fire detect system or ECS high pressure switch.



Each pilot has a different level of knowledge of the aircraft that they fly but is it enough when it really matters, is the training you received realistic. The training you receive should challenge you on your “book” knowledge of the aircraft systems and it should go far beyond and put you in your flight profile with abnormal procedures that are realistic.

A realistic training profile will start with a personal interview with your training partner to determine your flight profile. Yes all training should cover the basics such as systems, performance calculations, operating and flight rules, etc; however if you want to get your money’s worth it should be tailored to what you do with your aircraft. Once your flight profile has been determined the course should have enough flexibility in it to not only train you on the basics but to take it to the next level and incorporate your typical flight with the systems malfunctions that you may experience.

Flying in the Southwestern United States is extremely different than flying in the Northeastern United States. Do your training events include utilizing resources outside of the cockpit? Part of your realistic training should be spent on how to utilize other resources such as Air Traffic Control, Flight Service Station, and Fixed Base Operators (FBO) in close proximity to you, etc.

Your training should encompass all aspects of the flying experience from the basic systems to operational regulations to human factors. Remember that you are paying for a third party to insure you are well equipped to handle any scenario that you may encounter in your daily operations. Do not hesitate to insist on training that is personalized and tailored to your specific aircraft and flight operation, your safety depends on it.

Captain Everett H. Clark
Director of Flight Operations
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Financing Your Pilatus

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Over the last several months we have seen a financial market reach its lowest point in years. The talk of a Bear Market is reality. With banks tightening lending restrictions, aircraft loans are becoming more difficult to obtain than in the past. That is why it is important to use a broker that knows the business and has experienced the ups and downs of these economic conditions. AAFCO has been through this before and has used its longevity to continue to help aircraft owners find the best possible rates and terms.

When financing your PC-12, it is important to be aware of the current market conditions. Loans over \$1 million typically are based on the prime interest rate. While the interest rate is lower and it may adjust even lower than when you purchased the loan, it has the capability on adjusting up as well. If 2009 is any comparison to the previous year, rates will stay competitive and loans for strong borrowers will be easy to come by.

Fixed rates are also available and may be a better option today. Although the rate may be higher than the prime interest rate, locking into a rate secures your loan payments. It also allows you to avoid having to refinance any balloon that may be associated with loans based on prime.

It is also important to evaluate the term of the loan. With interest rates at an all time low, finding a competitive term will allow you to keep your payments low and free up money to invest in other ventures. When financing higher valued aircraft, terms are very flexible. It is more common to have loans that amortize over a 15 to 20 year period. These loans may have balloons attached to them making it almost necessary to refinance if you are not prepared to pay the loan off.

The PC-12 is one of the safest aircraft in the industry. With most Pilatus owners being strong borrowers, the combination of the two will allow new and current owners to pursue their passion.

Safe flying and have a prosperous 2009!

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LONG TERM AIRPLANE TAX PLANNING IMPACTED BY ANNOUNCED TAX HIKE



26

TARGETING THE “NEW RICH”

The new Democratic Administration has announced that increased income, Social Security and estate taxes are imminent for the newly defined rich (those who have taxable income of more than \$250,000 per year). The efficient use of your aircraft may help you earn the income necessary to fund increased tax liabilities; proper ownership and operation structuring may soften their impact.

Consider the following announced tax initiatives:

- 1) Individual income tax rates will rise for those earning over \$250,000 per year from 35% to 39%.
- 2) The maximum earnings subject to Social Security Tax will be replaced by an exempt gap; earned income will be subject to Social Security with a possible exempt gap between approximately \$100,000 and \$250,000. (This provision was announced during the Presidential Campaign and was not announced as part of the 2009 Budget Proposal).
- 3) Itemized deductions will be limited for individuals with incomes over \$250,000.
- 4) Capital gains taxes will increase from 15% to 20%
- 5) Estate taxes will not expire as scheduled in 2010. The 2009 rates (45%) and exemptions (\$3,500,000 unified credit) will be extended. Inherited property will generally continue to be received with a new basis of fair market value at the date of death.

Although tax planning for aircraft ownership cannot be made in a vacuum, considerations include the following:

- 1) Corporate income tax rates will generally be less than the maximum individual rates – aircraft depreciation deductions will generally provide greater tax savings when owned individually rather than corporately.
- 2) Social Security Taxes are imposed on earned income. An aircraft owned by an entity that generates earned income may reduce Social Security Tax, while a leasing company that generates passive or investment income will not.
- 3) Reduced itemized deductions will reduce the benefit of unreimbursed business expenses. It will be increasingly important to establish a trade or business to move deductions “above the line.”

4) Increased capital gain tax rates will mirror increased individual rates but remain at about one half of regular rates. Aircraft appreciation often enjoyed in good economic periods will still be preferentially taxed when held by individuals and flow through entities.

5) With estate taxes here to stay, the benefits of basis step up should be planned for. An aircraft held by an individual, limited liability company, or partnership is taxed differently than one held by a corporate owner at his death.

Aircraft ownership and operation planning involves not only tax issues, but business liability and regulatory issues as well. In a changing tax landscape, it is now important to recognize that a long term asset requires long term planning.

March 4, 2009

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Photo Courtesy of Don Peterson



New Flourishes Remake Veteran Pilatus PC-12 Aircraft

By Christine Knauer

Flying reliably for nearly a decade-and-a-half, there is very little that the proven Pilatus PC-12 actually needs to continue soaring among the cirrostratus clouds. Still, with a few new flourishes, from new-generation avionics to sleek, executive-styled interiors, veteran PC-12s can return to their youth and be as captivating as if they rolled fresh off the assembly line.

“The possibilities are endless,” according to Preston Estes, director of service at Skytech, Inc., an authorized Pilatus dealer and aircraft service and avionics center located on the east coast.

Doug Alwine, Pilatus aircraft service sales for Western Aircraft, agreed. “Especially right now, upgrading makes a lot of sense. There are so many options to improve the airplane and the flying experience.”

Based in Boise, Idaho, Western Aircraft operates a full-service FBO, FAA-certified aircraft repair station, and a factory authorized maintenance and modification facility for Pilatus and other aircraft. The company is also a factory authorized sales center for the Pilatus PC-12.

Concerned About Safety?

When it comes to enhancing safety, PC-12 operators can choose to add moving maps, electronic charts, satellite weather, WAAS capability and even an enhanced vision system. Here are a few of the latest options.

Enhanced Vision

The Max-Viz EVS 1000 Enhanced Vision System helps pilots see better in hazy or smoky conditions. An infrared camera mounted in a special fairing on the tail of the aircraft feeds real-time images to a small display mounted in the cockpit to the left of the pilot.

“In addition to hazy conditions, Max-Viz is ideal where there is a lot of terrain and during night flying at an unfamiliar airport. Reno, for example, is a black hole at night,” said Colleen Back, vice president of sales, marketing and business development for Western Aircraft. Owners can opt for a single or dual cockpit display. While Western Aircraft holds the STC for Max-Viz on the Pilatus PC-12, any service center can purchase the STC and install the system.

WAAS

In WAAS news, Honeywell Bendix/King now offers a symbol generator software modification for EFIS-equipped PC-12s. The upgrade enables the EFIS 40/50 system to display the correct WAAS vertical deviation when GPS is selected as the navigation source and connected to a WAAS-enabled GPS receiver via an ARINC 429 interface.

“This is an important one because, until now, there was no solution that would enable an operator to fly an LPV approach with his Garmin GPS coupled to the autopilot all the way down to the minimums. Until this Honeywell solution came out, you would have to hand-fly it below 1,000 feet. It was based on how the Garmin and Pilatus documentation was written up,” explained Back.

WAAS, which stands for wide area augmentation system, uses a network of satellites and ground stations for greater GPS position accuracy.

“So, you could have a Garmin WAAS unit in the airplane but you couldn’t legally fly a coupled LPV approach until now. It’s exciting because, in the scheme of things, it’s a fairly inexpensive modification but now you can actually couple it to the autopilot, fly it legally that way and have access to some 1,500 LPV approaches. That’s really important for the PC-12 pilot because they tend to go into smaller airports like Cheyenne, Wyo. or Salem, Ore. or Wenatchee, Wash. where there’s likely to be an LPV approach.”



The IS&S integrated cockpit flat panel display system installed on a PC-12 shows primary flight data and an approach chart. The 5” display left of the pilot’s seat shows an infrared image of the mountains from the Max-Viz EVS 1000 Enhance Vision System.

Flat Panel Displays

Big, bright and colorful, flat panel displays are the eye candy of the cockpit. Fortunately for tech lovers, their broad safety enhancements and cockpit management benefits together with increased costs for repairing older systems could easily justify a well-timed purchase.

“The EFIS 40/50 that has been in the airplane since it was originally produced is a 20-year-old system. The parts are getting harder to come by and they are much more expensive. For

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New Flourishes Remake Veteran Pilatus PC-12 Aircraft *(Continued From Page 27)*

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example, the displays themselves, which is basically like a four-inch television screen that just displays information, has doubled in price from \$6,000 to about \$12,000,” said Estes.

“The manufacturers are moving on with the new technology and trying to phase out the old stuff. You can upgrade your old system to a point with some of these things but there comes a point when you have to ask yourself, ‘how much money do I want to keep putting into an older system before upgrading?’ “On the older airplanes, the big thing now is the flat panel avionics, the new-generation avionics. Everybody wants some form of electronic flight bag where they can get their charts and not have to carry paper,” continued Estes.

With that in mind, Innovative Solutions & Support (IS&S) offers its Cockpit/IP (Cockpit Information Portal), an all-in-one, integrated glass cockpit flat panel display system. It combines primary flight, navigation, multi-function, engine and electronic chart data on a single, easy-to-read 10-inch or 15-inch display. The system replaces existing instruments, including the EADI and EHSI displays, altimeter, airspeed, and vertical speed indicators.

“Visibility is very good. It has good readability in bright light and it’s easy on the eyes. It’s definitely an enhancement from the old EFIS tube technology. It also runs cooler with less power than the current system and weighs a lot less. With a dual-side install, you can save about 40 pounds,” said Back.

The dual-side installation is currently available. A single-side installation is expected this spring along with a WAAS/LPV/RVSM-certified solution.

Universal Avionics offers another flat panel option with its EFI-890R. Three 8.9-inch high-definition active matrix LCD displays replace the PC-12’s existing ADI, HSI,

radar indicator, altimeter, VSI, RMI and airspeed indicators. On the primary flight display, pilots view important flight data such as aircraft position, attitude, altitude, vertical rate, and flight progress. The navigational display offers moving maps, terrain, radar, Jeppesen charts, checklists, enhanced infrared vision, eDocs and graphical weather.

“It’s a fairly expensive upgrade but what it has that no other system does have is synthetic vision,” said Back, referring to Vision-1, which can be viewed on the nav screen.

Kansas City Aviation Center (KCAC), an aircraft service center and Pilatus dealer based in the Midwest, holds the STC for the triple-display EFI-890R on the PC-12.

Satellite Weather

Upgrading satellite weather services for increased coverage and better graphics is also popular for the PC-12, according to Back. “For aircraft with the Honeywell KMD-850 installed, the operator may already have the KDR-510 FIS weather. However, this service will be decommissioned in 2010, so operators wanting to continue service and get more coverage can get the KDR-610 satellite-based system. The KDR-610 is space-based where as the KDR-510 is ground based, allowing it to be more accurate at lower altitudes,” said Back

“For aircraft with the Garmin GMX-200 MFD, the GDL-69 upgrade will provide similar weather service as the Honeywell system. However, the Garmin display has higher resolution, so graphical displays look crisper. There is also the GDL-69A that provides XM music to the cockpit.”

RVSM

Eventually, pilots may need to consider installing equipment to fly reduced vertical separation minimums (RVSM), according to Estes. “That STC has been available for four or five years now but very few operators have opted for it.

It’s a nice, but rather pricey, upgrade that involves changing out the altimeters among other things to give them the reduced vertical separation,” said Estes.

“Of course, at this time in the U.S., it doesn’t gain you much. The Pilatus can only go to 30,000. RVSM doesn’t kick in until 29,000 so you’re only losing that top 1,000 feet, which 99 percent of Pilatus owners don’t fly anyway.

“But, that RVSM ceiling is going to keep coming down and that’s when it’s going to be no longer an option, but a necessity. Although the FAA isn’t offering a timeline right now, the general idea is to get more and more air traffic in the air. If they lower it to, let’s say, 25,000 then more operators will be interested because a lot of



Universal Avionics’ EFI-890R features three 8.9 inch high-definition LCD screens that display a variety of data, including flight, terrain and electronic charts.

(Continued on Page 29)

(Continued from Page 28)

people fly at 25,000 and 26,000 feet. If they lowered RVSM to 20,000, then I think every PC-12 out there would be equipped. The airplane is made to fly up high,” said Estes.

ELT

If your PC-12 is equipped with a 121.5 MHz analog emergency locator transmitter (ELT), upgrading to a 406 MHz unit could be your smartest move yet. In February, Cospas-Sarsat, the satellite system that provides distress alert and location data to assist search and rescue operations, terminated processing for all 121.5 and 243 MHz (military use) signals. Detection is being handled as it was prior to 1970 when there was no satellite monitoring—relying on overhead aircraft or passing ships to monitor the 121.5 MHz band. Although a 406 MHz unit is not required to fly in some countries, including the U.S., it is mandated in the Bahamas, the Caribbean, Mexico and likely soon in Canada.

Want More Comfort?

Upgrading the interior is one of the quickest ways to make an older aircraft feel fresh and new and gain a great deal more comfort. After 10 years of continued use, an aircraft starts to show its age. Cabinetry begins to look hazy and show scratches and scuffs, and leather seats and flooring look worn.



Technicians at Western Aircraft add a clear coat finish to a refurbished PC-12 cabinet.

“Same with side panels on the aircraft. The earlier serial number PC-12s were delivered with side panels covered with Zolatone, a textured paint that adheres well and doesn’t chip. Now you can upgrade them and put in a softer-sided interior with cloth covering for an executive feel,” said Alwine.

Back added, “For operators who use their aircraft like workhorses, Western Aircraft has developed a more durable flooring option. The heavy duty vinyl lasts much longer than carpet in tough working conditions and it’s easy to clean and has a foam pad.”

In addition to replacing the carpet or adding a new type of flooring, other easy enhancements include recovering seats and upgrading the leather. The existing cabinetry can be refinished to look brand-new, a more economical approach than tearing them out and creating custom cabinets.

Some operators may want to install a sound dampening system for a quieter, more comfortable ride. The Skandia Cabin Comfort Kit provides up to ten decibels of ambient noise reduction in the cabin during flight.

“Operators can upgrade most of the lighting in the aircraft to new LED lighting. There’s less voltage pull on the aircraft. There’s no bulb breakage. It’s lightweight and easy to install and maintain. You won’t be changing LED bulbs all the time because they just don’t burn out on you,” said Alwine.

LED technology offers operators the flexibility to create virtually any lighting situation they want and need, from high-intensity directional lighting that’s bright and evenly distributed to adjustable lighting for comfort and a wide array of colors to set a particular mood.

Need to Stay Connected?

With omnipresent laptops and smart phones, Internet and email, today’s passengers and pilots expect to stay connected to colleagues, friends and family.

“Everyone travels with a laptop today. A lot of times operators need A/C electrical outlets/inverters [for these devices]. That’s a pretty simple thing to do. Most service centers and dealers across the U.S. can install them. Also, we’re looking into a broadband solution for wireless Internet access; it’s likely to be pretty expensive,” said Back.

According to Estes, satellite phones, with Air Cell being the biggest name, are a good choice to help owner/operators stay connected while traveling in the PC-12.

“To offer a more affordable option, we’ve taken a portable satellite phone made by Motorola that works through the Iridium network service. We’ve added a connection for the portable in the cockpit and put a permanent antenna on the airplane so it gives them the capability of using the portable from inside the airplane at a fraction of the price,” said Estes.

“We put an audio panel interface in as well so the pilot can dial from the phone but have the conversation through their headset. When the pilot steps out of the airplane they can snap on the ‘on-the-go’ antenna and carry the satellite phone in their flight bag and use it wherever they want.”

Want Everyone Entertained?

With DVD/CD players, iPod jacks and Flight Display System’s docking system for the Playstation 3, it’s easier than ever to keep passengers entertained. “We can mount a couple of Rosen 7.5-inch displays in the sidewalls. They pop out and you can move them around. They can display moving maps, movies from a DVD player, and iPod video and music from an installed jack,” said Back.

Skytech opts for a bit different configuration. According to Estes, “Flight Display has gone through its growing pains but it’s pretty good now. In the Pilatus, we

(Continued on Page 30)

New Flourishes Remake Veteran Pilatus PC-12 Aircraft *(Continued From Page 29)*



Photo Courtesy of Skytech.



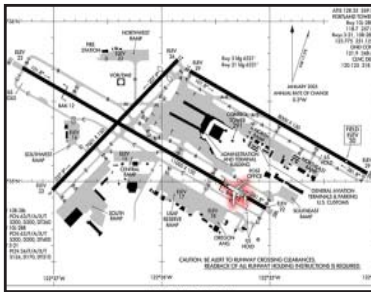
Photo Courtesy of Epps.

Adjustable 7" screen allows passengers to easily view video, moving maps, and other content.

generally do three, seven-inch screens on swing arms in the cabin, a DVD player and wireless headsets for every seat. We can add other types of options, depending on what the customer wants. For one operator, we mounted a camera in the cockpit that looks out the front of the airplane so the passengers in the back can actually see what the pilot sees out the windshield. The options really are amazing and virtually limitless."

Christine Knauer, a freelance aviation writer, has more than 13 years experience writing for and about aircraft and avionics manufacturers, flight service centers, aviation technology and industry-related issues. A contributing editor for Avionics News, her articles also have appeared in Twin & Turbine Magazine, AutoPilot Magazine, American Bonanza Society Magazine, International Federation of Airline Pilots Association New Technology Journal and other industry publications.

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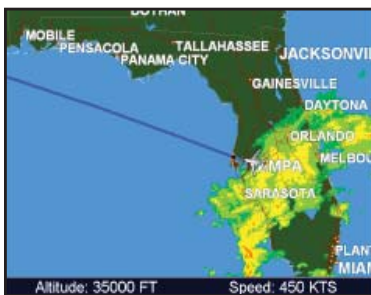
Track the Aircraft on the Ground



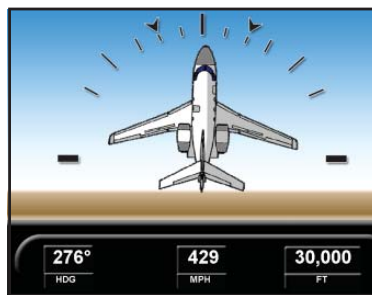
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Descending Down to Better Avionics?

By Paul Sanchez

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For many years all of the Pilatus PC-12 operators have had available as a panel option the wonderful Honeywell 4-inch (EFS 40) or 5-inch (EFS 50) display systems for attitude and horizontal situation indicators at either, or both, cockpit control positions. On the EHSI (an enhanced horizontal situation indicator), you could change the source of displayed input from GPS to VOR to LOC to ADF; select from input 1 or input 2 if you had multiple receivers. You could choose to display using ARC mode (85°) or full overhead (360°); show a map with flight plan, 10 nearest VORs or 10 nearest airports, and RMI bearing pointers for a variety of sources not on the display. The electronic attitude and direction indicator (EADI) additionally provides clear indication of how you are doing versus flightpath (Flight Director mode) and supports angle of attack indicator, and the classic left/right/up/down on localizer/glide slope approaches. I'm sure back in the earlier days when it was first delivered there was no doubt that there would be no form of navigation that the EFS40/50 system could not display. I'm glad I did not take that bet...

Increasing Capability With Descending Height

In April 1995, (the last time Honeywell did a revision to the EFS 50 EADI and EHSI) what navigation systems did a Pilatus PC-12 have? VOR? Yes, thru the standard Honeywell/King dual NAV/COM receivers. GPS? Certainly with the Honeywell KLN90B approved under TSO C129a1. ADF? Of course the venerable Honeywell KR87 ADF. DME? Yes, thru the remote DME selector. LORAN? Yes, if the Honeywell KLN88 LORAN receiver was installed.

All of these systems would be selected thru the push/cycle of the NAV button on the EFIS control panel CP467. The course width (in NM or angular in degrees) would be dictated by the source; enroute (5 nm/side) from a GPS, or LOC (3° to 6° beam width). It was quite simple that anything could be selected for navigation, but if you wanted a glide slope vertical deviation indicator (VDI), you could get one on the EHSI and EADI only if localizer was the selected navigation source.

Everyone suspected that vertical path GPS approaches were going to come someday, the issue was when and how the vertical path would be calculated.

Apollo Brings the Delphi From On High

Fortunately UPS Aviation Technologies (Salem, Oregon) in 2002 brought us at long last a WAAS TSO C146a receiver named the Apollo CNX80. It had wonderful outputs/inputs and best of all was that it would output a vertical deviation indicator signal for both glide slope and GPS VNAV. The signal was analog and any mechanical CDI/VDI such as the Honeywell KI-256 horizontal situation indicator would make use of it.

Well unfortunately for the Pilatus operators the CNX80 (and later called the GNS480 after Garmin's purchase of UPS Aviation Technologies in 2004) would work with the EFS50 horizontally only when GPS is the selected source; no vertical

guidance would be displayed unless LOC was the selected source. Of course for the Pilatus operator who had already had switched to the Garmin GNS530 or GNS430 (a vast majority of the fleet) it would be a long wait as well.

Coming Soon To A Symbol Generator Near You

Pilatus operators who installed the Garmin GNS480 in their aircraft anticipated flying non-coupled GPS approaches by using a Garmin GI-106 mechanical indicator. This was inconvenient at best, without the flight director reacting to the VDI, but still doable using techniques such as IAS hold mode while in approach mode. When Garmin came out with their WAAS TSO C146a upgrade to the GNS430(W) and GNS530(W) as well, many Pilatus owners opted for the upgrade of their GPS units (\$1500 each plus labor) only to find out they still did not get a vertical deviation indicator (VDI) on their EFS40/50 displays. Adding to the problem, unfortunately with the GNS430W or GNS530W you could not use a secondary analog CDI for the GPS navigation. Likewise challenged, many TBM700/850 operators (who have the same KFC325 with EFS40 4" screens) even resorted to using Sandel SN3500 electronic horizontal situation indicators to feed the information necessary for a GPS LPV or LNAV/VNAV approach.

In total, there were about 1400 PC-12 or TBM serial numbers all with Honeywell EFS50 or EFS40 systems waiting for a solution to this indication conundrum.

French Fraternity Bring Swiss Liberty

Since this was becoming a major impediment to accessing meaningful technology (WAAS with coupled vertical guidance) for nearly all the PC-12 and TBM operators, one TBM700 owner decided to put his aircraft where his complaints were. In November 2008 he lent his TBM700 to Honeywell for flight testing to validate the software revisions for the EFIS Symbol Generator that would be used to accomplish the STC for this new version of the SG465 symbol generator software. Flight testing was completed within a month, the owner got his aircraft back with a brand new working SG465 symbol generator that responds to VNAV outputs during GPS approaches, and Honeywell issued service bulletin HSB 2009-14(o) for the benefit of all Pilatus PC-12 and TBM owners.

If you proceed with the STC, once your avionics shop completes the service bulletin on the SG465 symbol generator, re-harnessing and re-configuration of the outputs of your GNS430W/GNS480/GNS530W will be necessary. I suggest a day test flight with the installer verifying all the features of LPV and LNAV/VNAV approaches using the KFC325 flight director.

But What Does it Look Like?

Recently, I had the opportunity of doing a refresher course with the operators of PC-12 serial numbers 542 and 489. Both of these aircraft recently had the Honeywell SG465

symbol generator software STC (and a bit of reconfiguration) performed so it was a learning experience for all.

Post-STC implementation, if you have loaded and activated a GPS procedure into the GPS unit that is providing signal to the EADI/EASI System, as you cross an intermediate fix on the approach procedure the unit will determine what kind of minima will be used (LPV or LNAV/VNAV or LNAV+V). On the Garmin GNS480 approach type is displayed at the bottom of the screen while with the GNS430W and GNS530W it is announced in the lower left corner where you used to see “APR” scaling.

On your Honeywell EFS50 or EFS40 electronic arc or horizontal situation indicator, you’ll see a “VN” on the right side. It will be all the way up to the top of the scale because at the moment of detection, you are quite a ways from the final approach fix (and therefore below the descent profile) for vertical intercept. On the Honeywell EADI you see the flight director annunciation of “APR” with “ALT” engaged but a “GS” armed. Yes I know the GPS vertical signal is not coming from a glide slope transmitter on the ground, but let’s accept the mislabeling for the moment. What you will not see on the EADI is the pretend runway; that still only appears when the navigation source is localizer.

My suggestions are to have first flaps (15°) set and indicated air speed of about 120 kias or less depending on weight, and KFC325 flight director holding altitude with APR mode. At about 20 seconds before final approach fix (vertical path intercept), put down the gear and reduce torque to about 12 psi depending on headwind.

Does this Elevator Stop on the First Floor?

On both ILS approaches and GPS approaches with vertical path guidance you have a decision height (currently about 200’ to 250’ AGL). However, there is a part that is radically different on a GPS LPV (or LNAV/VNAV) signal versus a glide slope signal.

When you reach the decision height of either approach type, unless you have the visibility and recognition of runway, you initiate and perform a go-around. With a conventional glide slope signal, beyond that point your KFC325 flight director would have a tougher and tougher time staying in the middle of the analog signal “cone” due to signal irregularity as you converge on the point of origination of the signal. So more than likely, many of us would be doing a go around right about that point anyway.

A vertical path generated by your GNS430W/GNS480/GNS530W GPS is different. It will give a very clean digital signal that unfortunately your KFC325 flight director will follow until the nose wheel hits the ground. When you don’t see the runway elements or have enough visibility at your decision height INITIATE THE GO-AROUND! Do not hesitate to use the go-around button on your power control lever. It will give you a pitch command of 8° positive so that you can follow the escape route that your GPS is recommending.

Learn your equipment...

Learn what it can do for you!

Paul Sanchez has been teaching aircraft systems and avionics software since 1989. Articles on avionics/flight operations have been published in Aviation Safety magazine, IFR magazine, Twin & Turbine magazine, Malibu/Mirage Owner Pilots Association magazine and POPA magazine. He does PC-12 initial and recurrent training as a staff instructor with Aviation Training Management, Inc.

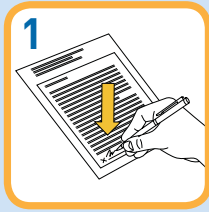
View complete photo galleries of S/N #542 and #489 on GPS Approaches at:

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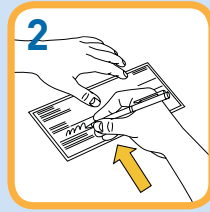
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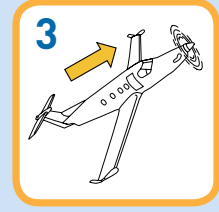
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Introduction

The intent of this article is to outline the immediate considerations, steps and processes for an effective response to an incident involving your Aircraft. The objective is to provide guidance concerning notification, steps to take and forms to complete to properly handle the immediate consequences and requirements for circumstances that by definition include serious personal injury, fatality or substantial damage to an aircraft. For accidents that include serious personal injury, fatality or substantial damage to an aircraft, the procedures outlined in this booklet will escalate to the Company Name Aircraft Accident Response Manual. To determine when it may be appropriate to activate the Accident Response Plan, refer to the MANAGEMENT PROCEDURE SECTION.

Definitions

For purposes of identifying the level of response required, it is important to define the different categories of events. The following are industry standard definitions:

Company Aircraft - Owned, leased or otherwise rented or operated by Company Name.

Accident - An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight, until such time as all persons have disembarked, and in which any persons suffer death, or serious injury, as a result of being in or upon the aircraft, or by direct contact with the aircraft or anything attached thereto, or in which the aircraft receives substantial damage.

Substantial Damage - Damage or structural failure which adversely affects the structural strength, performance or flight characteristics of the aircraft, and which would normally require major repair or replacement of the affected component. NOTE: Engine failure (damage limited to an engine), bent fairing or cowling, dented skin, small puncture holes in the skin or fabric, ground damage to rotor or propeller blades, damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wing tips are not considered "substantial damage" for the purposes of an accident report.

Demolished - Includes destruction by fire.

Fatal Injury - Any injury which results in death caused by the accident.

Serious Injury - Any injury which:

1. Requires hospitalization for more than 48 hours, commencing within 7 days from date the injury was received
2. Results in a fracture of any bone (except simple fractures of fingers, toes, or nose).
3. Involves lacerations which cause severe hemorrhages, nerve muscle or tendon damage.
4. Involves injury to any internal organ.
5. Involves second or third degree burns, or any burns affecting more than 5 percent of the body surface.
6. Death

Incident

1. Flight control system malfunction or failure.
2. Inability of any required flight crew member to perform their normal flight duties as a result of injury or illness.
3. Turbine engine rotor failures excluding compressor blades and turbine buckets.
4. In-flight fire.
5. Aircraft collide in flight.

Overdue

Any aircraft which is overdue at a destination, and is believed to be lost or to have been involved in an accident.

On-Scene Procedures

The procedures noted below assume that an accident has occurred at a location away from the flight operations base.

1. Get all persons clear of the aircraft.
2. Give whatever first aid is necessary and possible.
3. Provide medical attention, if needed and possible. Recommend a physical exam be taken immediately. Local and state police may be able to assist. Obtain a copy of a medical report, if possible.
4. Based on the definitions in this booklet, determine the level of incident or accident and the response required.
5. If no injury to passengers, assist as necessary in getting them to their intended destination.
6. Ensure that the aircraft and related equipment are guarded continuously and that nothing is moved except to the extent necessary:
 - A. To remove persons injured or trapped.
 - B. To protect the aircraft or related equipment from further damage, or to protect the public from injury.
7. Call and notify, in order, the Company name personnel listed at the front of this booklet until the first person is reached. Pass on all available data using the Information Form on the next section of this booklet. As soon as possible, prepare a written report for use by Company name only.
8. Ensure that state and local police are notified.

9. Notify nearest FAA general aviation district office, control tower or flight station (listed under United States Government, Transportation Department, Federal Aviation Administration). Report items with an asterisk (*) on the Information Form. NTSB is automatically advised (NTSB Phone: 202-267-3333).

10. Notify *Insurance Broker* as soon as possible.

11. **Make no statement and give no reports** regarding estimates of damage, injuries, or opinion of cause, except to appropriate authorities (e.g. NTSB, FAA, Insurance representative).

A. If you are requested by an authorized representative of the FAA, the national Transportation Safety Board, the Airport Police, or other state or local police to give them a statement, make the following declaration as diplomatically as possible: **“I am instructed not to make any comment related to the incident until a designated company representative arrives, “Remember, you are not required to say anything that might tend to incriminate you and you are entitled to legal counsel. You have these rights, whether or not the person asking for the statement advises you of them. If you choose to assert these rights, you should affirmatively state them, or they may be considered to have been waived.**

B. Attempt to satisfy all such requested by referring the requesting party to that person contacted in the procedure listed under this section.

12. Preserve to the extent possible, the aircraft, related equipment and all records. These include the manifest, tapes of flight recorders and voice recorders. Additionally, records pertaining to the operation and maintenance of the aircraft and related equipment, as well as records pertaining to the flight personnel involved in the incident or accident.

13. Make sketches and descriptive notes. Photographs of the accident scene should also be secured. Identify the location, including the position of the aircraft, if the aircraft was moved, any significant impact marks and any damage to surrounding property.

14. Obtain names, addresses and phone numbers of witnesses. Obtain written statement, if possible.

15. Obtain names and addresses of all federal, state and local investigators.

16. Ask the senior law enforcement official present to keep any spectators (including news media) clear of the area until an official of the FAA or NTSB arrives and takes charge. Request that all personnel in the area be identified as law enforcement, medical, or official investigators.

Management Response Procedures

The Director of Aviation will perform this procedure. In the Director’s absence, this procedure will be executed by those personnel as prioritized on the Emergency Locator at the front of this booklet. The procedures noted below assume that an incident has occurred at a location away from the flight operations base.

1. Upon learning of an incident or accident, or if an Company Name aircraft is overdue and believed to have been involved in an accident, assemble all preliminary data and document on the Information Form behind the third tab in this booklet.

2. Based on the definitions in this booklet, determine the level of incident or accident and the response required. If contact with the plane’s crew is not possible, a determination will need to be made if the Accident Response Plan should be activated and if the stand-down policy should be invoked.

3. If communication exists with the plane’s crew, refer to the On-Scene Procedures section and provide guidance/support to successfully meet the criteria for handling the incident. Designate a representative to manage the on-scene situation and details.

4. Obtain, as soon as possible, a written statement from each crew member or any witnesses. The statement should set forth the fact, conditions and circumstances relating to the incident.

5. Obtain and retain all records and reports pertaining to the incident. These include the manifest, crew reports, witness statements and photographs. Search for related factors. Use NTSB Pilot/Operator Aircraft Accident Report – 6120.1.

6. Obtain names, addresses and phone numbers of all federal, state and local investigators.

7. Attempt to secure a written release of the aircraft and Company name records from an authorized representative of the NTSB or, in those instances where they have been asked to investigate, from the FAA.

8. Analyze the incident and implement preventative procedures.

9. Prepare a full report to be submitted to the company leadership and the advisory committee including: Problems, Correct Action Taken, Related Factors, Personnel Involved, Probable Cause.

10. A report on an incident (as defined herein) need only to be filed, if requested by a representative of the NTSB. (This request could be transmitted through a Regional FAA Office). If it is requested, refer to instructions on NTSB form 6120.1 and see paragraph 11 below.

11. Within 10 days after an “accident” (as defined herein), or if after seven days an overdue aircraft is still missing, a report on the appropriate form listed above must be filed in the Field Office of the national Transportation Safety Board nearest the accident location, unless a different filing place or time is designated by the NTSB. The Board may delegate the investigation of an accident or incident to the FAA. All proposed reports and statements must be reviewed by Company name submission to the NTSB or FAA.

12. Assemble all costs associated with the incident and coordinate with the Insurance Department.

13. Be alert for possible special reporting and other requirements of the state, local and airport authorities involved.

Hangar Response Procedures

The procedures noted below assume that an incident has occurred at a location away from the flight operations base.

1. Upon receipt of a call, carefully record all reports and details on the Information Form found in the preceding section. Confirm the person calling in is calling the correct company.

2. Any incoming calls from persons not on the designated list should be verified by securing the person’s phone number, and calling back to confirm their identity.

3. Call and notify, in order, the personnel listed on the inside front cover of this booklet until the first person is reached. Pass on all available data as recorded on the Information Form. Make no assumptions. As soon as possible, prepare a written report for Company name use only.
4. Based on the definitions in this booklet, determine the level of incident or accident and the response required. If contact with the plane's crew is not possible, a determination will need to be made if the Accident Response Plan should be activated (refer to the MANAGEMENT PROCEDURE SECTION).
5. If there is communication with the planes' crew, refer to the On-Scene Procedures section and provide guidance/support to successfully meet the criteria for handling the incident. Determine what on-scene procedures have been completed.
6. If none of the leaders is immediately accessible, continue to attempt to contact them until someone is reached.
7. **Do not disclose any part of the situation with anyone other than those listed on the Company Name Notification Listing at the front of the booklet.** Keep phone conversations concise.

Accident Response - Emergency Response Plan/Team - On-Scene Activities

If required, an on-site team should be deployed to exercise control of Company interest and activities at the accident scene. Determine what procedures have been completed and, if possible, designate which Company representatives are authorized to discuss the accident. If authorized Company personnel are on the scene, get all persons clear of the aircraft and provide for whatever first aid is possible. Secure any assistance or medical attention that may be necessary.

Make no statements and give no reports regarding estimates of damage or injuries or opinion of causes except to appropriate Company name team members. Anyone on-site and involved in the accident is not required to say anything that might be incriminating. You may make the following declaration, as diplomatically as possible: ***"I am instructed not to make any comment related to the accident until a designated Company representative arrives."***

If on-scene representation is required, more than one person should be sent to the site – **flight operations, security, legal, insurance and press relations are recommended.** At the earliest time, an accurate record should be made (who should do this?) to include:

- A written statement from anyone involved that sets forth the facts, conditions, and circumstances relating to the accident, as they appear to the person's best knowledge, recollection or belief.
- All records and reports pertaining to the accident, such as manifest, crew reports, witness statements, photographs. Use the NTSB Pilot-Operator Aircraft Accident Report.

This article is a summary of the procedures and protocol should a company aircraft be involved in an incident. To obtain and customize your own Incident Procedures please visit our website at www.lancetoland.com go to Claims and click on the Incident Response Booklet, you can then download and tailor to your own company standards.

| | | | |
|--------------------------------------------------------------------------------------------|----------------------|------------|----------|
| Information Form | | | |
| Date _____ | | | |
| Time Call Received _____ | | | |
| Call Received By _____ | | | |
| Name & Title of Caller _____ | | | |
| Location of Caller _____ | | | |
| Phone # of Caller _____ | | | |
| Caller Call-Back & Plane Identity Verified: | | | |
| By _____ | Date _____ | Time _____ | |
| *OC Aircraft: Type _____ | Tail Number: N _____ | | |
| If Substitute: _____ | | | |
| FAA Registration Number _____ | | | |
| Make & Model _____ | | | |
| Owner (if known) _____ | | | |
| *Location of Aircraft _____ | | | |
| *Nature of Incident/Accident _____ | | | |
| *Crew & Passengers | Name | Status | Location |
| Pilot (in command) _____ | | | |
| Pilot _____ | | | |
| Passengers _____ | | | |
| *Date & Time of Incident/Accident _____ | | | |
| *Last Point of Departure & Point of Intended Landing of Aircraft _____ | | | |
| Extent of Damage to the Aircraft, So Far as is Known _____ | | | |
| *Weather Conditions at Incident/Accident Site _____ | | | |
| *Description of Any Explosives, Radioactive Materials, or Dangerous Articles Carried _____ | | | |

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WINTER 2008 Q&A!

Question #1

Reference to oil servicing, when is the engine considered HOT and COLD, according to the POH?

ANSWER: The engine is considered hot, between 5 and 15 minutes after shutdown. We must check oil at that time to determine the need to add oil. We can add oil at a later time, but the need to add oil should be done in this time frame.

Question #2

Most everyone knows the required tire (TYRE) pressure for the main and nose tire, but what are the speed limits for both tires?

ANSWER: Limits for the nose and main tires are 160 MPH.

Question #3

What are the recommended extended storage procedures for Stage 1 and Stage 2 in the POH?

ANSWER: No special service is required for Stage 1 (up to 7 days without operation); Stage 2 (7 to 30 days). At 7-day intervals, check the tire pressure, drain water from the fuel system, check the humidity indicators (placed in the exhaust stubs after 7 days) and replace the indicators if the humidity exceeds 40%. At 14-day intervals, mark the tires so the aircraft can be moved to place the weight at least 90 degrees from the previous parking area.

Question #4

There is a mooring placard at the nose gear. Where are we supposed to attach the mooring line?

ANSWER: A mooring strap should be wrapped around the nose strut and tied off at at least two locations on opposite sides of the nose gear. (POH Figure 8-3 Airplane Mooring).

SPRING 2009
QUESTIONS

1. *What is the maximum flap extension allowed in Icing Conditions, and the minimum approach speed?*
2. *If we must execute a missed approach in Icing Conditions, what is the proper thing to do with the flaps on the go-around?*
3. *Should we be using the autopilot when flying in Icing Conditions?*
4. *When should we activate surface de-ice when flying in Icing Conditions?*



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Economic Stimulus Package Includes Incentives for Aircraft Acquisition in 2009

President Obama signed into law the American Recovery and Reinvestment Tax Act of 2009 on February 17, 2009. In addition to bonus depreciation and an increase to Section 179 Expensing for qualified business aircraft purchases, the Net Operating Loss carryback provision may benefit new aircraft purchased in 2009.

New Aircraft

Effective for aircraft purchases ordered and placed in service on or after January 1, 2009, 50% bonus depreciation will be available in 2009. Bonus depreciation applies only to new, factory manufactured business aircraft. Certain demonstration aircraft not previously titled may also qualify. Improvements such as an avionics upgrade made to a used aircraft will also qualify for 50% bonus depreciation.

Below is a summary of the tax depreciation deduction available on the purchase of a 2009 PC-12NG:

| Purchase Price | 2009 Tax Depreciation | 2009 Income Tax Savings |
|----------------|-----------------------|-------------------------|
| \$4,200,000 | \$2,520,000 | \$1,008,000 |

- Tax depreciation includes 50% Bonus Depreciation
- Income tax savings computed based on 40% combined federal and state marginal income tax rates.

Net Operating Loss Carryback

In this economic environment, it is not uncommon for a taxpayer to have a substantial income in one year, but losses in another. When a taxpayer incurs a net operating loss (NOL), Section 172 of the Internal Revenue Code allows a taxpayer to carry back this loss to prior tax years or carry forward to future tax years as a deduction. The new legislation extended to five tax years that an eligible small business can carry back this loss.

The tax code defines an "eligible small business" as any trade or business (including one conducted in or through a corporation, partnership, or sole proprietorship) that has average annual gross receipts of less than \$15 million.

For example, an eligible small business incurs a \$1 million loss for the tax year 2009. This loss can be carried back to the tax year 2004 as a deduction. This \$1 million deduction will reduce the original taxable income in 2004 and a tax refund will be issued. There are many variables in computing and filing net operating loss claim. A thorough review of prior year income tax returns is necessary to confirm that a tax refund opportunity exists.

Daniel Cheung, CPA
Aviation Tax Consultants, LLC
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Aviation Tax Consultants (ATC) assists aircraft purchasers in acquiring aircraft in a tax efficient manner. Services include the elimination or reduction of sales and use tax at the time of purchase, maximizing income tax savings, controlling the cost of personal use of a business aircraft, and complying with Federal Aviation Regulations. Cooperation with client's current tax and legal advisors is welcome and encouraged.

Disclosure Under IRS Circular 230: To ensure compliance with requirements recently imposed by the IRS, we inform you that any tax advice contained in this communication, including any attachments, was not intended or written to be used, and cannot be used, for the purpose of avoiding federal tax related penalties or promoting, marketing or recommending to another party any tax related matters addressed herein.

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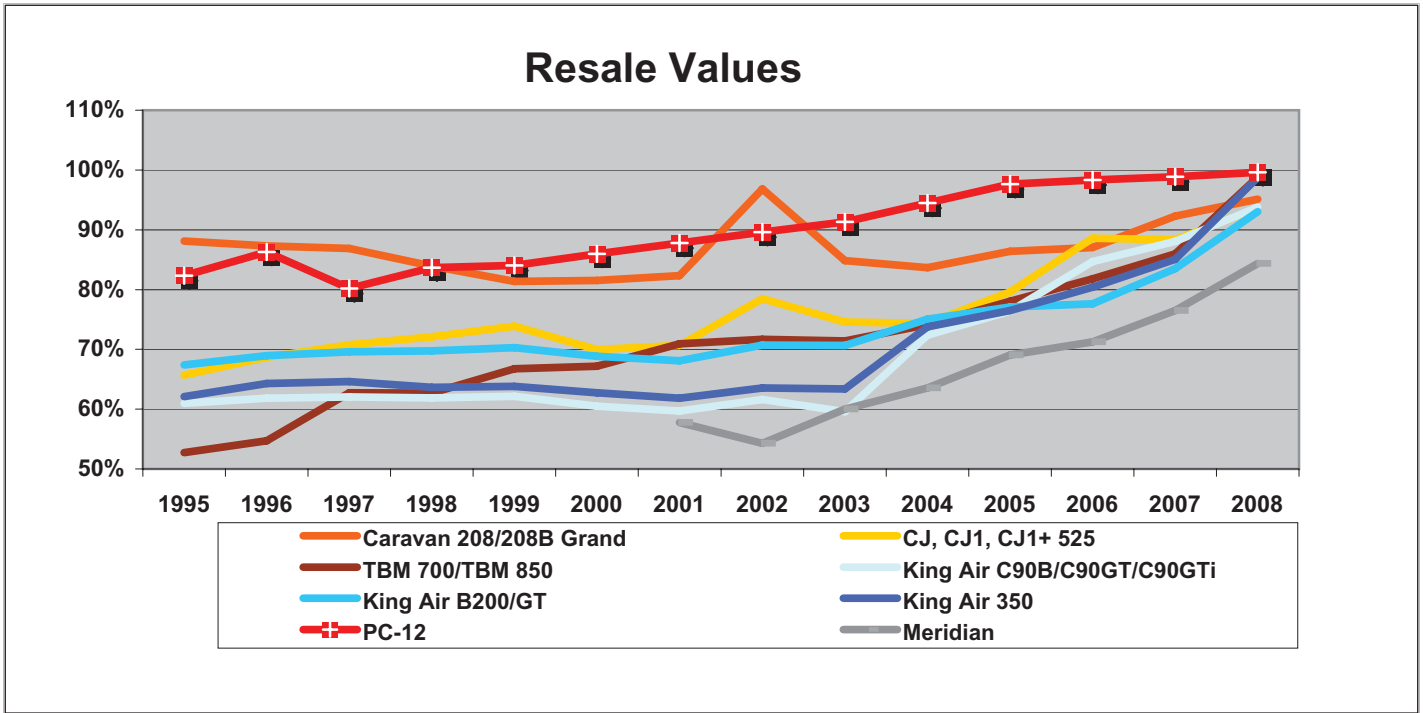
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*PC-12 Resale Values
Once Again...Good News!*



| Resale Value Analysis 1995 through 2008 (Source Bluebook) | % Resale Value 1995 | % Resale Value 1996 | % Resale Value 1997 | % Resale Value 1998 | % Resale Value 1999 | % Resale Value 2000 | % Resale Value 2001 | % Resale Value 2002 | % Resale Value 2003 | % Resale Value 2004 | % Resale Value 2005 | % Resale Value 2006 | % Resale Value 2007 | % Resale Value 2008 | % Resale Value 2009 |
|-----------------------------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| PC-12 | 82% | 86% | 80% | 84% | 84% | 86% | 88% | 90% | 91% | 94% | 98% | 98% | 99% | 100% | 100% |
| King Air 350 | 62% | 64% | 65% | 64% | 64% | 63% | 62% | 64% | 63% | 74% | 77% | 80% | 85% | 99% | #DIV/0! |
| King Air B200/GT | 67% | 69% | 70% | 70% | 70% | 69% | 68% | 71% | 71% | 75% | 77% | 78% | 84% | 93% | #DIV/0! |
| King Air C90B/C90GT/C90GTi | 61% | 62% | 62% | 62% | 62% | 60% | 60% | 62% | 60% | 72% | 76% | 85% | 88% | 94% | #DIV/0! |
| TBM 700/TBM 850 | 53% | 55% | 63% | 63% | 67% | 67% | 71% | 72% | 71% | 74% | 78% | 82% | 86% | 99% | 100% |
| Meridian | | | | | | | 58% | 54% | 60% | 64% | 69% | 71% | 77% | 84% | #DIV/0! |
| CJ, CJ1, CJ1+ 525 | 66% | 69% | 71% | 72% | 74% | 70% | 71% | 78% | 75% | 74% | 80% | 89% | 88% | 94% | 100% |
| Caravan 208 | 90% | 90% | 89% | 83% | 83% | 80% | 81% | 96% | 84% | 86% | 89% | 89% | 92% | 95% | #DIV/0! |
| Caravan 208B Grand | 86% | 85% | 85% | 84% | 80% | 83% | 83% | 98% | 86% | 81% | 84% | 85% | 93% | 95% | #DIV/0! |
| Caravan 208/208B Grand | 88% | 87% | 87% | 84% | 81% | 82% | 82% | 97% | 85% | 84% | 86% | 87% | 92% | 95% | #DIV/0! |

Service Centers Update



WESTERN AIRCRAFT

Boise, Idaho
March 1, 2009

44

Pilatus owners from Northern California to North Dakota now have a solution to address interior upgrades and repairs. Western Aircraft's new Re-Completion Center in Boise, Idaho has been busy since its launch in late 2008.

Many PC-12's are now over 10 years old, and owners are wanting interior upgrades and improvements, so Western Aircraft decided to invest over \$1 million to create a top-notch "Re-Completion Center" for its customers. Highlights include:

- Nearly 10,000 square feet of shop and office space.
- State-of-the-art cabinetry and upholstery equipment that rivals the largest shops
- Two separate, Italian-built spray booths: one to handle adhesive sprays for soft goods, and the other handles cabinetry to ensure the smoothest contamination-free finish on veneer work.
- Customers have access to the Western Aircraft Re-Completion Design Center, where they can meet with the Interior Designer to view and select material options in a well-lit, quiet atmosphere.



The company's first major job was a complete refurbishment to an early serial number Pilatus, transforming its original commuter-style interior into a beautiful, upscale executive configuration. Western Aircraft has also done numerous partial interior jobs from recovering old seats and side panels to designing new floor plan options that address individual needs for customers, in addition to modifications on Falcon, Hawker and King Air aircraft.

Mike Slattery is the V.P. of the Re-Completion Center, and brings a thorough knowledge of the aircraft interior industry with over 30 years of experience of working for several major aviation companies. Prior to coming to Western Aircraft, Slattery served in various Interior/Completion leadership positions with KC Aviation (now Gulfstream), Bombardier and Savannah Air Center in Georgia.

Devin Frizzell joins Western Aircraft from Savannah Air Center working as an Interior/Exterior Designer, designing high-end custom interiors for private and corporate aircraft, such as Falcon, Challenger and Global Express. The experience he gained in creative problem solving will help Frizzell create custom options and ideas to Pilatus and other Western Aircraft customers.

"Devin brings an excellent reputation, professionalism and creative flair to help customers get the look and feel they want in their aircraft. He is not only great at finding beautiful wood and fabric that were not available when the Pilatus was purchased, but he also has great ideas on how to solve seating problems and address noise concerns," said Colleen Back, Vice President of Sales, Marketing and Business Development.

Steve Denny, Interior Shop Manager has over 20 years experience working with aircraft interior, refurbishment, and completions. Prior to coming to Western Aircraft, Denny worked as Interior Department Manager for Stevens Aviation and also served at West Star Aviation.

"With Steve Denny managing the Re-Completion Center, we have expanded the breadth of services to our customers, and they can take heart in knowing they will get high quality interior services that we stand behind—just like our other services at Western Aircraft," said Mike Slattery, Vice President of Aircraft Service.

"Some people may wonder why we would launch a large, full-service interior shop during challenging economic times, said Colleen Back, Vice President of Business Development at Western Aircraft. "We strive to be on the leading edge of Pilatus services—and since the PC-12 fleet has grown to a critical mass and many are now over 10 years old, adding the interior shop makes complete sense. Frankly, we have not seen the slowdown of work that many shops have—many of our customers continue to request upgrade options, from large to small jobs. We now have the right people and the best equipment in place, which is exactly what we need to give our customers what they deserve."



Mike Slattery, Devin Frizzell, Steve Denny



As many of you already know, Pilatus Aircraft Company has recently approved a new Sales and Service Center for the Northeastern United States. Pro-Star Pilatus Center officially picked up the reins in January 2009 charged with further developing sales and service of the PC-12 in this important territory. With facilities at Manchester Airport, New Hampshire and the Essex County Airport in Fairfield, New Jersey, Pro-Star Pilatus Center is well positioned to assist both new and existing owners. No doubt many of you will be curious about the new Pilatus Center and the history of the group associated with this initiative.

The origins of the company go back to 1949 when a young Henry (Sandy) Laughlin founded North Atlantic Airways in Beverly, Massachusetts. Henry had previously served his time as a member of the United States Air Force holding the rank of Major commanding a squadron of B-29 bombers in South East Asia. Later, upon receiving his discharge papers he set the foundation for his North Atlantic Airways aviation business. This organization developed a successful FBO and fuel business and later expanded to become a distributor for the Rockwell Commander Aircraft. In the late 1960's Henry sold this company to the Van Dusen Group and shortly thereafter he acquired a small FBO in Portland, Maine. Northeast Air in Portland further expanded in to aircraft sales becoming a dealer for the Rockwell/Gulfstream Commander and the Ted Smith Aerostar.

Some years later Commander Aircraft Company ceased production of the fast turboprop at which time North Atlantic Airways placed a renewed emphasis on their FBO and refueling business. To this day they operate the premier FBO facility at the International Jetport in addition to holding the sole fuel concession at this important regional hub.

Henry (Sandy) Laughlin eventually passed the torch to his son Henry Laughlin III who took it upon himself to improve and expand the business through active investment in companies offering group synergy. Operating entities cover areas such as the aircraft de-icing business (equipment leasing), contract refueling to the airlines, Part 135 charter & aircraft management and of course maintenance and avionics at both Portland Jetport, Maine and Manchester Airport, New Hampshire. Today, the new Pro-Star Pilatus Center leverages group assets and extensive industry connections to provide a first class service to the PC-12 community. Picking up the baton from the previous incumbent (Atlas) is a challenge but at the same time it offers both companies a great opportunity to focus

on their individual core strengths. During this transition period Pro-Star Pilatus Center is the sole aircraft sales provider but the territory continues to have two official service centers. Pilatus has agreed that in parallel to Pro-Star, Atlas should also continue to be an official service center until January 2010.

Moving forward this new Pilatus Center is very clear about the challenges ahead, however with a dedicated team we believe the future of the PC-12 within the Northeast is indeed a bright one. Our center takes great pride in all aspects of the business be it a small investment in a new piece of equipment through to major investment decisions. In the long term, we look forward to our association with the Pilatus family and we stand ready to serve and assist the PC-12 community.

If you happen to be in the Northeast we invite you to stop by and visit our facilities at the Essex County Airport, NJ (KCDW) or Manchester Airport, NH (KMTH).

heavy-iron déjà vu

A photograph showing the front view of a cockpit, featuring multiple digital displays, control panels, and yokes. The background shows a sunset or sunrise sky.

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News, Announcements, Notes...

POPA is looking for Magazine Cover Photos!

If you have a photo of your PC-12 that you would like to be on the cover of our quarterly magazine, please send your pictures to the POPA Home office at popapc12@aol.com

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www.pilatusowners.com

Members Making A Difference!

Hannah is a 6-year old girl battling HLH (Hemophagocytosis Lymphohistiocytosis).

Hannah has to travel from her home in Sarasota, Florida to Cincinnati for treatment. POPA was contacted to help find a flight for one of her scheduled trips for treatment. I sent out a mass email to all POPA Members. Before the end of the day...Hannah and her Mother had their flight courtesy of one of our members (who wishes to remain anonymous).

On behalf of Hannah and her family, they would like to express their sincere gratitude for your wonderful generosity...

Hannah will have to take many more trips in the coming year back and forth to Cincinnati and this will be an on-going challenge to secure flights. To learn more about Hannah, visit www.carepages.com.



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News, Announcements, Notes (Cont.)...

PILATUS 2009 CALENDAR

| | |
|-------------------------------|----------------------------|
| April 21-26 th | Sun-N-Fun Lakeland, FL |
| May 21-23 rd | AERO Expo Acapulco, MX |
| June 4-7 th | POPA Memphis, TN |
| July 21-25 th | ALEA Savannah, GA |
| July 27-Aug. 2 nd | EAA Oshkosh, WI |
| September 16-20 th | Reno Air Races Reno, NV |
| October 20-22 nd | NBAA Orlando, FL |
| October 28-31 st | MMOPA Scottsdale, AZ |
| November 5-7 th | AOPA Tampa, FL |

WELCOME NEW MEMBERS

| | |
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| #507 N507RQ | Jeff Asbell Carl Junction, MO |
| #846 N846PW | Gary Evans Indio, CA |
| #1001 N47NG | Scott Dickman Tulsa, OK |
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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. 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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