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FALL 2013

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Contact Chris Finnoff at +1.303.444.0552 or chris@finnoff.com
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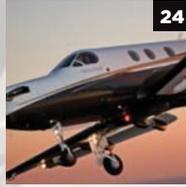
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BY LYN FREEMAN. PHOTOS BY PAUL BOWEN



Summer is almost over! Soon it will be crosswind season for many of us. Enjoy the respite.

Maintaining and increasing the safety of the Pilatus fleet while enhancing the value of your POPA membership are core principles for our organization. Our annual POPA convention is our most visible means of providing the above and is central to our success... but it is no longer the only way!

Our Pilatus Pilot Proficiency Program is up and running. I urge you to log in, review the many program options and participate. It is a great way to expand your flying skill set. You will also receive recognition at the convention. We continue to work with underwriters to come up with a definable value proposition for successfully completing the program.

Our updated and user-friendly website is drawing renewed interest from the membership. Forum use is increasing in both volume and topics. The option to receive email alerts when new posts occur and the weekly digest of unread posts are a great way to keep pace. Please be sure to visit the Pilatus Knowledgebase tab. An incredible amount of information can be found there, including interactive training aids and the 2013 convention presentations. It's my favorite.

One of the least talked-about features of your POPA membership is the ability to leverage the board's knowledge and relationships with Pilatus and its suppliers. I was so impressed with the help POPA provided when I had a problem with my aircraft in my early days of ownership that I expressed my appreciation to the board... which then promptly thanked me for volunteering to be a board member!

Such is life. The point being, don't be afraid to get in touch with us at any time, either via the website or direct contact with Laura in the POPA Home Office. We are here to serve the membership.

A final note: The 2014 convention is scheduled for June 12-14 in Savannah, Ga. The convention hotel will be the Westin Savannah Harbor Golf Resort & Spa. The always informative and popular Dr. David Strahle has been secured as one of our featured speakers, and an off-site dinner evening at the Jepson Center for the Arts is also being planned. More details to come. Be sure to mark your calendars.

A handwritten signature in black ink that reads "Joe Howley". The signature is fluid and cursive.

Joe Howley

The 2014 convention is scheduled for June 12-14 in Savannah, Ga. The convention hotel will be the Westin Savannah Harbor Golf Resort & Spa.



FALL 2013 VOLUME 16/NUMBER 3

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Length: 4 days / 3 nights

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Plane Registration: \$695



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Go-anywhere guitar

A guitar can be just the right thing to take along for your cross-country adventures, but let's face it — the guitar takes up a lot of space. Not anymore. The Voyage-Air Guitar is a full-size, performance-level instrument that folds in half for easy portability. What more needs to be said? Find the guitar at VoyageAirGuitar.com.

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For the absolute easiest way to add a great inflight entertainment system to your airplane for next to nothing, consider the new headrest mount from SIIG. Its mounting arms quickly and easily adjust for the optimal viewing position and angle. It features open design to provide complete access to On/Off/Sleep/Wake buttons, volume controls and dock connector. The adjustable bracket arms can accommodate devices from 5- 8 inches wide and up to half an inch deep (125- 205mm wide and 10mm deep) to work well with other flat-panel devices such as e-book readers, LCD screens and more. With the durable and easy-to-mount Headrest iPad Car Mount from SIIG, you can turn your iPad into a large-screen rear-seat inflight entertainment system and enjoy instant access to email, internet, music, videos, images and other iPad applications. See this and other great mounting brackets at SIIG.com.



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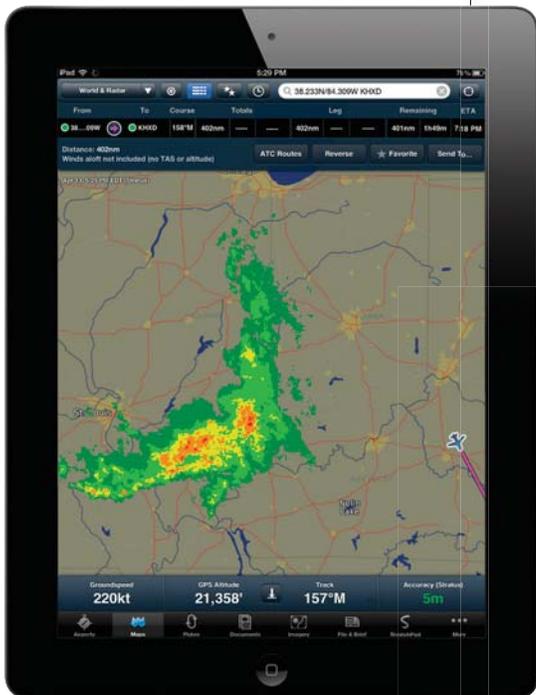


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WATCH THIS, LADIES

The Abingdon Company is celebrating a special issue of its Amelia model, now in jet black. It's a limited edition (only 100 have been made) wristwatch released on the company's fifth anniversary, and it features a matte black infused coating over surgical grade stainless steel. Night-vision super luminous hands make this lady's timepiece easy to see under almost all low-light conditions, and the watch is water resistant to a depth of 50 meters. The Amelia also features dual time zones so pilots can have local and Zulu time at their fingertips. A great gift for your companion. See the Amelia and more watches at TheAbingdonCo.com.





GORILLAPOD MAGNETIC

Say adios to pictures taken by holding your camera at arms length, this versatile design has super strong magnetic feet allowing for everyone to be in the pictures this fall! Perfect for point and shoot cameras. Joby.com

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ILS or LOC Rwy 23



Lock

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FREDERICK MUNI (FDK)

LOC 1 FDK 110.3	APP CRS 228°	Rwy ldg 5219	TDZE 296	Appt Elev 303
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NA Inoperative table does not apply to S-LOC Cat C. When VGSi inop, Circling Rwy 3 and Rwy 30 NA or night.

OGAUS

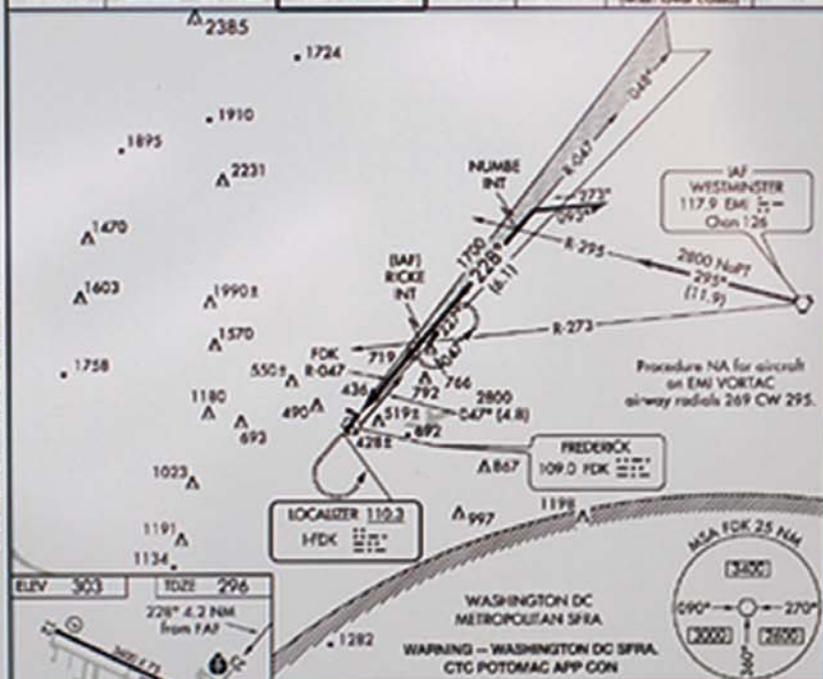


MISSED APPROACH: Climb to 1300, then descending left turn to 2800 via FDK R-047 to RICE INT and hold.

ATS 124.875	POTOMAC APP CON 125.525 291.625	FREDERICK TOWER 132.4 (CTAF)	GND CON 121.975	CLNC DEL 121.975	POTOMAC CLNC DEL 126.9 (when tower closed)	UNCOM 122.725
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NE-3, 18 OCT 2012 to 15 NOV 2012

NE-3, 18 OCT 2012 to 15 NOV 2012



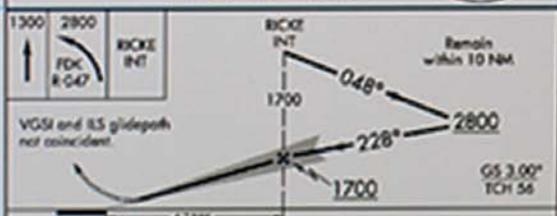
REL Rwy 3, 12, 23 and 30

MRL Rwy 3-23

MRL Rwy 12-30

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Minutes	4:12	2:43	2:04	1:41	1:24



CATEGORY	A	B	C	D
S-LS 23		484-1/2	388 (430-1/2)	
S-LOC 23	1020-1/4	724 (800-1/2)	1020-2	1020-2 1/4
CIRCLING	1020-1/2	717 (800-1/2)	717 (800-2)	727 (800-2 1/4)

Groundspeed

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Track

Accuracy

No fix



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TOP 10 FOREFLIGHT TIPS

HERE'S A GREAT LOOK INSIDE AVIATION'S MOST POPULAR SOFTWARE.

By John Zimmerman and Bret Koebbe

The ForeFlight Mobile App aims to be your one-stop shop during the flight-planning process, allowing you to review weather, charts, NOTAMs, TFRs and airport information in a convenient, organized fashion. It's just as useful in the air, too, providing powerful navigation features, in-flight weather and geo-referenced charts for VFR and IFR pilots. All these features are intuitive to use, but you first must know where to find them in the app. Here we'll focus on how to use the ForeFlight Advisors and Search Box when flight-planning and then cover several other helpful ForeFlight tips for use in the air.

FOREFLIGHT ADVISORS

ForeFlight Mobile includes three "advisors" that aim to make flight-planning and decision-making simpler. Route Advisor, Procedure Advisor and Altitude Advisor all work together to save you time and optimize your flight plan based on real-time weather conditions and anticipated ATC routing for IFR flights. Let's look at how to use them.

FIRST SET UP YOUR AIRCRAFT PROFILE.

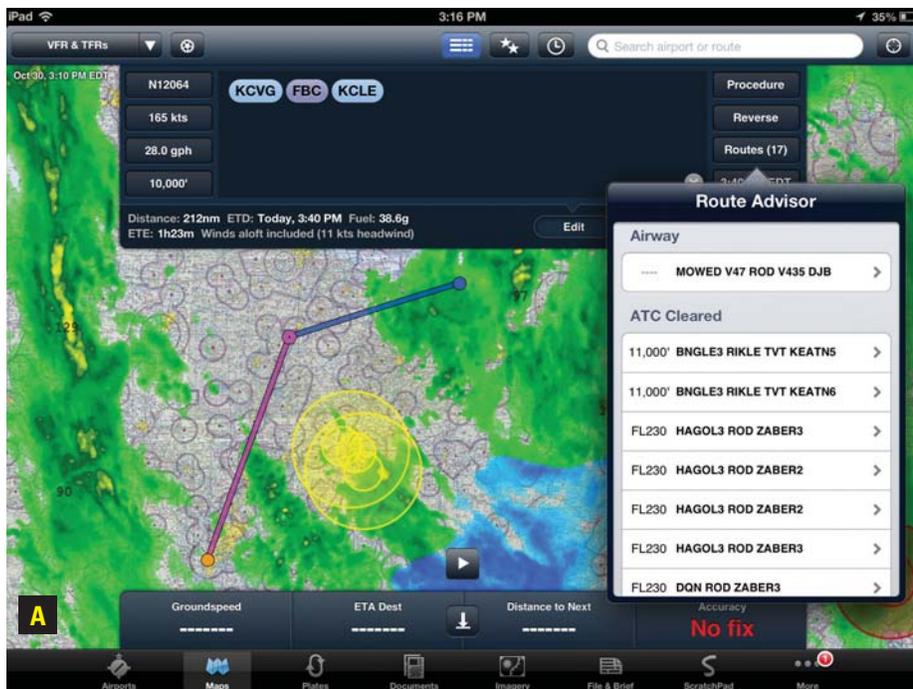
To save time and get the most out of ForeFlight's Advisor features, we recommend that you first set up an aircraft profile. To do this, go the More tab at the bottom right and select Aircraft from the list of options on the left side of the screen. Here you can set up new aircraft and specify which N-number to

use as a default if you fly multiple aircraft. Not only will this save you time when using the Advisors for flight-planning, but it will also auto-fill most of the required aircraft and pilot data when using the File & Brief function.

USE THE ROUTE ADVISOR TO SUGGEST OPTIMUM ROUTING.

Now head over to the Maps section of the app to start planning the flight. Start by entering the departure and destination airports in the Route Editor, which is accessed from the three-line button at the top of the screen. This sets up a direct flight plan between your selected airports and shows the route line on the map. Next enter your estimated time of departure with the ETD button in the lower right corner.

Top 10 ForeFlight Tips



When flying IFR in congested airspace, you will rarely get a clearance from ATC to fly direct. The Route Advisor helps you plan ahead by showing recently cleared ATC routes and altitudes between your specified airports. Tap the Routes button at the right side of the box and select one of the routes to add the waypoints to your flight plan automatically. You'll also see options to load routing based on Victor Airways and ATC Preferred Routes if available (the same ones listed in the back

of the A/FD). Now is also a good time to take advantage of one of ForeFlight's powerful features by displaying the radar imagery and TFRs directly over the VFR/IFR chart and routing. You'll quickly see if any late route changes are necessary to avoid potential weather hazards or restricted airspace.

USE THE PROCEDURE ADVISOR TO ENTER SIDS/STARS.

Need to enter an arrival or departure pro-

cedure into your flight plan? The Procedure Advisor (**PHOTO A**) makes this a snap and no longer requires you to enter the procedure code into the route search box. Simply press the Procedure button at the right side of the Route Editor and select the departure or arrival airport in the pop-up window. Next select the procedure you want to load and finish by confirming which transition you would like. This will load the entire SID or STAR directly into your flight plan, including every VOR, intersection and waypoint.

USE ALTITUDE ADVISOR TO SELECT THE OPTIMUM CRUISE ALTITUDE BASED ON WINDS.

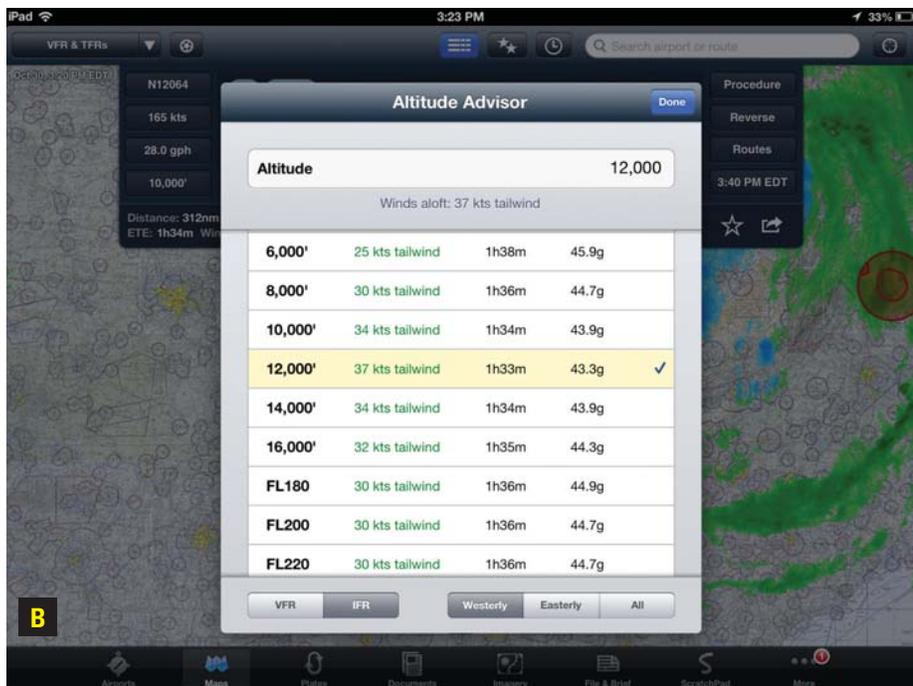
The last step of the flight-planning process with ForeFlight is to choose an altitude. At the top left of the Route Editor window you'll see your default aircraft N-number (if you entered one), along with that aircraft's true airspeed, fuel burn and altitude. Tapping the altitude value will bring up the Altitude Advisor window, showing estimated headwind/tailwinds, time en route and fuel burn at each altitude. Use the VFR/IFR and Westerly/Easterly buttons at the bottom to display the correct altitudes for your flight. Tap on your optimum altitude, press Done, and you'll now find estimated planning numbers for your flight at the bottom left of the Route Editor box, including trip distance, fuel burn, time en route and total tailwind or headwind.

FOREFLIGHT MAPS SEARCH BOX

The ForeFlight Mobile search feature in the top right corner of the Maps (**PHOTO B**) page is a powerful tool that can save you a lot of time in preflight planning and while flying with the app. Most ForeFlight pilots are familiar with its basic ability to search for airports and nav aids, but the search box can do so much more when you learn how to use some of its advanced features. We'll break this down into two types of search functions: airport/navaid search and route search.

AIRPORT/NAVAID SEARCH

Search by ID: At any time, you can enter a three- or four-character airport ID, and the map will automatically center on the airport and point out the position with animated arrows. It's important to use the "K" here when entering the ID, since entering a three-letter ID without the "K" will show the location of a navaid if one exists with the same ID. Keep in mind, too, that searching for an airport or navaid will not



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Top 10 ForeFlight Tips



change or replace your current flight plan. You can also enter five-letter intersections or RNAV waypoints here as well.

Search by latitude/longitude: ForeFlight allows you to pinpoint a specific location by searching with lat/long coordinates. You can enter them in one of three common formats: Degrees, minutes and seconds (N324455/W0804557), degrees and decimal minutes (3244.92N/8045.95W) or degree decimal (32.7N/80.8W).

Search by VOR Radial/DME: This feature helps when you receive a clearance that includes DME fixes off a VOR radial when departing busy terminal airspace. Fortunately, ForeFlight can quickly locate these waypoints when entered in the search box. For example, if you were cleared to the Cincinnati VOR (CVG) 169 radial, 39 DME fix, you would enter “CVG/169/39.”

Search by VOR crossing radials: Need to locate the position of two VOR crossing radials? That’s easy, too. Entering “MZB293/SLI148” would center the map on the intersection of MZB’s 293 radial and SLI’s 148 radial.

It’s worth pointing out that you can also enter these items in the same coded format in the Route Editor when entering a route, which is accessed from the three-line button at the top of the Maps page.

PLANNING A FLIGHT WITH SEARCH

While the visual ForeFlight Route Editor is intuitive and easy to use, you may find it quicker to enter a flight plan directly in the search box. This function is pretty smart and can accept as few as two waypoints to create a flight plan or interpret entries containing complex routing and performance value.

Simple flight plan: If you want to create a simple direct-flight plan between two airports, you only need to enter the airport IDs separated by a space. Entering “KLUK KBNA” would set up a direct flight between these two airports and draw a magenta line between them on the map. If you want to add waypoints along your route, simply include them with a space between the airports, e.g. “KLUK IIU KBNA.” And keep in mind you can include of the entry methods discussed above as part of a flight plan, including lat/lon coordinates, VOR radial/DME fixes and intersections.

Flight plan with performance values: ForeFlight will also accept your aircraft performance numbers when entering a flight plan. For example, enter “KLUK IIU KBNA 115kts 12gph 8000ft” and the app will automatically plan your flight based on a planned true airspeed of 115 knots, burning 12 gallons per hour at a cruising altitude

of 8,000 feet. You can even omit the units to save time, and enter “KLUK IIU KBNA 115 12 8000” to get the same result.

Flight plan with stored aircraft profiles:

If you have created aircraft profiles for airplanes you fly often, you can enter these in as well for even quicker results. Just enter the flight plan route plus the N-number: “KLUK IIU KBNA N702SP.” The app will use your stored speed, fuel and altitude values. Want a different altitude than what you set for the aircraft’s default altitude? Just enter it at the end: “KLUK IIU KBNA N702SP 11000.”

Specifying departure time in a flight plan:

(PHOTO C) You can enter a departure time in the search box as either a specific time or how many minutes or hours until you plan to depart. Enter “KLUK IIU KBNA N702SP 1:45p” for a flight departing at 1:45pm. Or enter “KLUK IIU KBNA N702SP +60” for a flight departing 60 minutes from now.

Entering SIDs/STARs: The easiest way to enter an instrument departure (SID) or arrival procedure (STAR) is to use the Procedure Advisor in the Route Editor. But if you already know the coding for the procedure, you can enter it in the search box as part of your flight plan. For example, entering “KOSH JOT.SHB2 KCVG” would automatically load all the waypoints for the Shelbyville Two Arrival, Joliet transition. You can find the SID/STAR code on the chart along with the textual description of the transitions.

Going direct: ForeFlight doesn’t include a specific “direct-to” button, but you’ll find the method to go direct very straightforward. Simply enter the letter “D” and a space in front of an airport or navaid, and the app will set up direct-to navigation to that point. So entering “D KCLE” will draw a magenta line and provide navigation information direct to the Cleveland airport from your current position.

FOREFLIGHT TIPS FOR USE IN THE AIR

Display approach charts and taxiway diagrams on the moving map. This feature will enhance your situational awareness when flying IFR by allowing you to display an approach chart directly on the moving map. To activate this on the Maps page, press the Procedure button in the Route Editor, choose Show Plate, and then select your airport and procedure. In addition to seeing the chart overlaid on the Maps, you can also use the touch-planning tool to drag your route over approach waypoints and add them to your

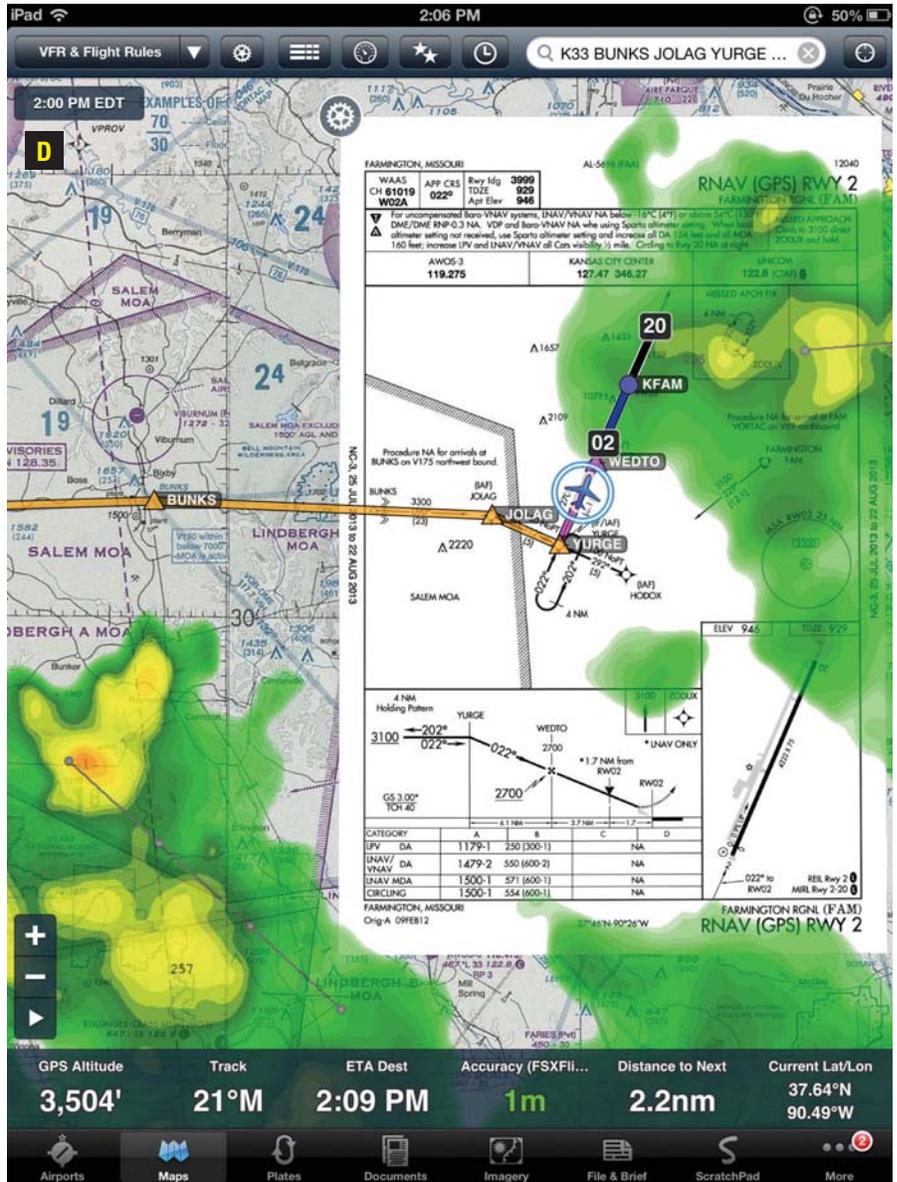
flight plan. (Note: This requires a ForeFlight Pro subscription.)

Use the ruler to measure time en route, weather deviations and more. (PHOTO D) ForeFlight's ruler tool is one of the most useful features of any app we've flown with. It's simple, but powerful. Just tap the map with two fingers at the same time, and a ruler appears. You can stretch or turn the ruler to measure anywhere on the screen. Let go, and the ruler stays there until you tap somewhere else. Besides a line, the ruler displays the course, distance, time en route and fuel burn. This is a great way to plan deviations around weather, top of descent points, airspace avoidance, fuel stops and any number of other things. Use your imagination — you'll be surprised how often you use this.

ForeFlight Mobile includes three "advisors" that aim to make flight-planning and decision-making simpler. Route Advisor, Procedure Advisor and Altitude Advisor all work together to save you time and optimize your flight plan based on real-time weather conditions and anticipated ATC routing for IFR flights.

Search for an airport or navaid and keep your route active. Let's say you have a brutally complex route you're flying (between Boston and Washington, for example), but you want to find a nearby airport. You don't want to clear out your route just to look up the airport, and ForeFlight has a way to do this. With your route active in the Edit/NavLog window, just search for the airport (or navaid) in the search box at the top right. This will center the map on the airport and highlight it with four blue arrows, but your route will stay active. When you're ready to go back to navigating, just tap the cross-hair symbol at the top right.

Activate a leg when you're told to "intercept the airway." On many departure procedures, ATC will give you a vector, then tell you to



intercept the airway on that heading and fly the departure. That's easy to do on ForeFlight. From the NavLog, find the leg you want to intercept and tap the arrow symbol that is between the two waypoints. A menu will pop up with three options: Fly direct to the second waypoint, fly the leg, or cancel. Choosing to "fly leg" means the airway will still be depicted (not a present position-direct, which would be wrong), and it will be the active leg.

Auto-taxi diagram. This is a great feature that will automatically display an airport's taxiway diagram as your aircraft's speed drops below 40 knots on the runway during landing. It is automatically armed as you approach the terminal environment and

saves you the heads down time of switching to the airport diagram right after landing. This feature can be enabled in the in the main Settings section of ForeFlight and is called Auto Show Taxi.

The ForeFlight app, compatible with iPad, iPhone and iPod Touch, can be downloaded free from the app store. It includes a 30-day free trial, and annual subscriptions start at \$74.99. If you're looking for additional ForeFlight training, Sporty's Pilot Shop has a comprehensive training video available for \$29.99. Visit Sportys.com for more information on both the ForeFlight app and the training video.

For more iPad tips and tricks or to sign up for a free email newsletter, visit iPilot-News.com. 





FLY THE PACIFIC

IF YOU FLY A HIGH-PERFORMANCE TURBOPROP, CROSSING THE OCEAN MAY NOT BE THAT BIG OF A CHALLENGE. ■ By Bill Cox

Every spring, the aviation magazines publish the latest episode of someone flying their single-engine airplane across the North Atlantic. No question about it, that's an admirable achievement. The Atlantic is a formidable foe, with extremely changeable weather, potential year-round icing, few alternates, dangerously cold water temps and expensive fuel, but it doesn't even begin to compare with the problems associated with flying the Pacific. Right?

Not necessarily. Pilots seem to believe distances over the Pacific are prohibitive for any airplane without at least two, large, turbofan engines, 150 or so seats, a two-person flight crew and at least six flight attendants in back.

I've been flying both oceans for about 35 years, delivering everything from Mooneys, Bonanzas, Navajos and 421s to Caravans, Jetprops, Conquests and Cheyennes, and flying the Pacific isn't the impossible mission some folks imagine. This isn't a travel log, so we'll leave it to you to determine where you'd like to go. Similarly, we assume you'll figure out the U.S. Customs Service program known as eAPIS. We'd use up most of this magazine trying to explain that system.

Here are a few thoughts on the logistics and planning that go into a successful Pacific trip.

Overall, the Western ocean is a fairly pilot-friendly environment. No overflight clearances are required (Guam and American Samoa are, after all, part of the U.S.), the American dollar is welcome most places, and the weather is predominately benign. Airlines such as Air Micronesia (a division of Continental) operate all across the region, so jet fuel is readily available, though avgas is rapidly disappearing. Fuel prices aren't as staggering as they are in Europe.

Prior permission isn't required for most South Pacific destinations, though Majuro, Marshall Islands, and a few other interim stops do request a phone call to advise of landing time. There also may be curfews to deal with and overtime charges if you arrive late.

Also, the distances aren't as incomprehensible as you might think, especially in a 250-300 knot turboprop. California to Hawaii is the longest leg on the Pacific; in fact, it's one of the longest overwater legs in the world. Hardly any single or twin-engine turboprop can manage the distance on standard fuel, but that's why God created ferry tanks.

Crossing the Pacific



The shortest point-to-point distance between the West Coast and Hawaii is Monterey to Hilo — 2,015 nm. Oakland to Hilo is 2,035 nm. However, the more popular mainland departure routes are Santa Barbara to Hilo (2,065 nm) or Camarillo to Hilo (2,087 nm). Wind components are usually more favorable farther south. Most of the time, you'll more than compensate for the extra distance with a better average groundspeed. If you're aiming for Honolulu, add about 70 miles to the Hilo distances.

The wind pattern on the crossing to Hawaii is fairly consistent, though it's dependent upon season. In spring and summer, the wind often starts out as a direct headwind of five to 10 knots, and then begins to shift clockwise as you leave California behind. At about 1,100 nm out, it's usually a direct right crosswind. By 1,400 miles, it becomes a slight push, and at 1,700 miles, the wind may strengthen and swing around to the tail, providing a welcome assist for the last two hours of your trip. For that reason, many pilots start off at relatively low altitude where the headwind is weakest and then

climb higher as the breeze becomes more favorable.

In view of such a consistent wind pattern, don't be concerned if your "how-goes-it" in the first hour or two suggests you're not going to make it at your initial groundspeed. The wind should begin to shift to the north after 500 to 700 nm; that's when you can more accurately evaluate your situation. You need to have faith for those first few hours.

Your wind and weather forecast from Pacific Oceanic weather in Monterey will summarize conditions in segments and provide you with a series of wind vectors, concluding with an average vector, expressed as a plus-or-minus number that summarizes the trip. In winter, that average can be a fierce headwind, sometime as much as minus-15 to minus-20. Summers are less dramatic, usually with plus-5 to plus-15 on a really good day.

Most of us, who've done the Pacific a few dozen times and still delude ourselves that we can make a living at it, wouldn't consider leaving the mainland with less than a two-hour reserve. Remember that there are essen-

tially no alternates on the first leg. There's not even a rock sticking up out of the water after you leave California's Farallones or Channel Islands behind. You either continue to your destination or reverse direction and try to make it back to the mainland. The closest I've come to ditching was in a new Mooney MSE in the mid '90s. I landed in Honolulu after 16 hours with nine gallons remaining, about 50 minutes reserve.

Fortunately, ferry tanks can easily boost the range of single-engine turboprops to cover such distances with adequate reserves. With extra tanks installed, you should be able to make Hawaii in the Meridian, TBM 700/850 or Pilatus PC-12 in nine hours or less.

The good news is once you land in Hilo or Honolulu, it's all downhill from there. All the remaining legs to points south and west are shorter, and the winds are generally more favorable. There are even a few alternates if you have a problem — the abandoned U.S. military base at Johnston Island about halfway out on the Honolulu-to-Majuro leg, the Caroline island of Pohnpei, part way



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Crossing the Pacific



between Majuro and Guam, and Nauru on the route down to the Solomon Islands.

Whichever way you go, you can count on the weather to be far more civilized than on the North Atlantic, although considerably wetter. Icing is pretty much unheard of, and without the heating effects of land, thunderstorms aren't impossible, but they're rare, even along the dreaded equatorial Intertropical Convergence Zone, better known as the ITCZ (inevitably bastardized as the ITCH). If the typical afternoon Cu becomes too uncomfortable, you can usually drop beneath the clouds without difficulty rather than have to circumnavigate them. For better or worse, there's usually nothing to hit unless you encounter a really big wave. There's also very little traffic below 25,000 feet over the Pacific, so you should be approved to drop down should you need to.

If you're planning a trip to Guam, the Philippines or Japan, the legs drop well below 2,000 nm after Hawaii, and the prevailing trade winds can provide a reliable 20-30

knot push above FL180. Route through the Christmas Island, American Samoa, Fiji or the Solomon Islands to Australia or New Zealand, and the legs are reduced to 1,500 nm or less, mostly less. Be aware that some stops, especially Christmas, accept only Australian dollars or special credit cards such as Multi-Service, AvFuel and UVair. A standard Visa or American Express card may not be accepted.

Fly straight west from Majuro to Guam or Saipan, and Japan is only another 1,300 nm distant. You can't land just anywhere in Japan, partially because there's no parking available for anyone except the airlines. For that reason, there are a limited number of General Aviation destinations. If you can somehow fly your own airplane to Japan, that may be the best way to see the beautiful islands. You won't be able to rent anything, though you may be able to charter a light single with a resident Japanese pilot or arrange a flight with AOPA-Japan. Check with your handler on the best airport for

private and corporate aircraft.

Nevertheless, a trip to the Far East can be fairly simple. I delivered a Grand Caravan to Seoul, South Korea, a while back in late January, and the ferry consisted of only four very comfortable – but also very long – legs; Santa Barbara, Honolulu, Majuro (Marshall Islands), Guam and on to Seoul. The entire trip, counting a day off in Hawaii, required only five days.

In addition to all the obvious survival equipment – raft, vests, flares, dye markers, provisions – you'll be required to carry an HF radio, but it needn't be an official, FAA-approved unit. Your airplane will be operating under a temporary Special Airworthiness Certificate. A modified HAM radio will suffice, and there's not much to operating the system. I use a 100-watt, Kenwood TS-50S from the 1990s that will still reach out and touch stations 5,000 nm away. Since there's no radar over the ocean, you'll be required to report your position once every hour or 250 nm, whichever comes first. Without Selcal, you'll be required to maintain a constant listening watch.

(Once, sitting in the run-up area on Henderson Field at Honiara, Solomon Islands, in a Malibu, I was asked to verify HF-capability before the controller would issue my IFR clearance for my hop to Brisbane, Australia. At Honiara, their HF equipment is probably older than I am, and my HF had worked perfectly all the way from Santa Barbara. After half-a-dozen tries to contact the radio shack I could see only 300 yards away, I dialed up San Francisco Long Range, 5,000 miles behind me. They came booming in as if they were on the phone. I asked them to call Honiara on the undersea cable and advise they were hearing me on HF just fine. A minute later, Honiara gave me my clearance.)

Some pilots have dodged the HF requirement altogether by purchasing an Iridium satellite phone. If you can mount an external antenna on your airplane and secure the necessary phone numbers to stay in touch with the appropriate overseas ATC centers, you may not need an HF.

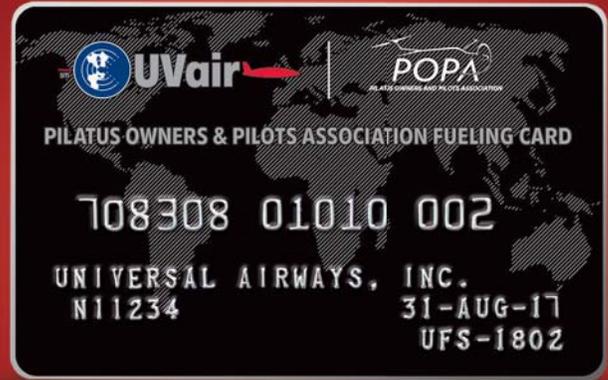
There's really nothing that exotic about flying the Pacific. The task is well within the province of the typical turboprop pilot, and if the distances are significant, the rewards can be considerable. Imagine landing your TBM, PC12 or Meridian at Nadi, Fiji; Pago Pago, Samoa; Papeete, Tahiti; or Brisbane, Australia.

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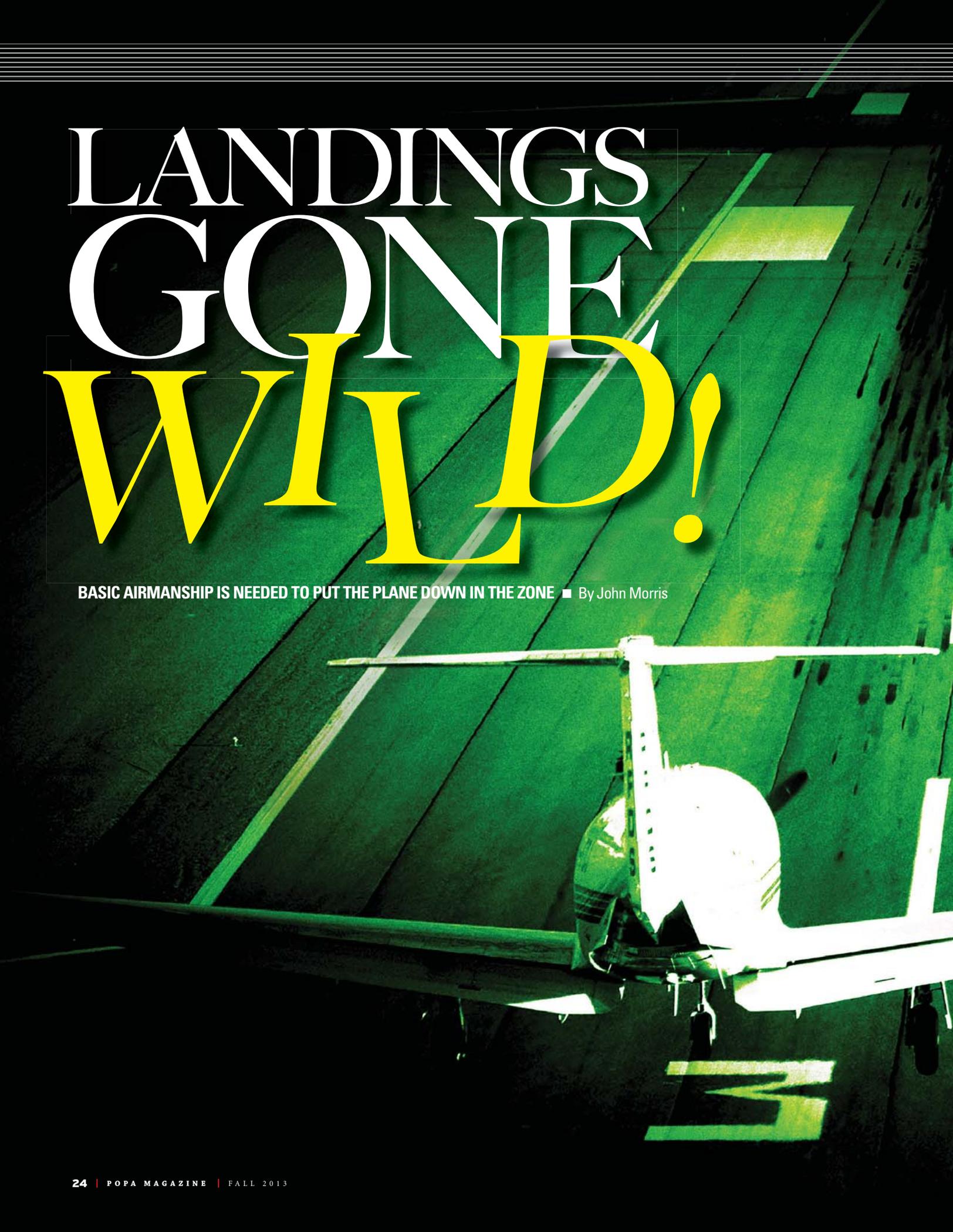
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LANDINGS GONE WILD!

BASIC AIRMANSHIP IS NEEDED TO PUT THE PLANE DOWN IN THE ZONE ■ By John Morris



A couple of recent, highly publicized “non-standard” landing accidents have occurred in the United States and around the world, involving commercial airliners. In the two U.S. events, both appear to have been caused by stalled aircraft just prior to landing, resulting in extensive damage and injury/death to passengers and crew.

How does a professional crew manage to do something like stall a transport, at anytime? After all, when it comes to airplanes, basic flight characteristics are the same – airspeed, angle-of-attack, center of gravity, density altitude and again – airspeed! That bears repeating. Complacency with automation seems to be a recurring theme but luckily it is extremely rare in the commercial world. But when it happens...

Landings gone wild!



Landing in the touchdown zone is mandatory for large transport aircraft, since performance calculations are based on amount of the runway remaining, i.e. post “zone.” An ILS usually makes getting to the touchdown zone possible with visual approach slope indicator (VASI) assistance. Decades ago, the FAA realized that with wide-body transports, the flight deck height would cause visual judgment (alone) of aircraft touchdown to be in doubt. But they also realized that stuff happens, i.e. the ILS may be out of service (pre-RNAV days). So it was required that, during check rides at least, the drivers make at least one visual approach to land without any electronic aids.

But all the navigation aids are intended to do is get the aircraft to the “zone.” Unless the plane is auto-throttle/auto-land equipped, the driver still has to slow the

plane appropriately for actual landing. Amazingly, one of the recent post-accident ideas forwarded by FAA officials is to mandate use of RNAV approaches in lieu of an ILS, since apparently with the ILS out-of-service the pilot could not maintain airspeed to the runway visually. Folks are missing the point – again! This is basic airmanship.

Making it to the touchdown zone using electronic or visual aids still does not explain stalling the airplane. Following the “V” bars or visually, the approach speed can be faster or slower than reference (speed), with faster causing an extended touchdown/rollout and slower leading the plane towards imminent stall – but a short landing rollout, right? Commercial transports are not supposed to approach a landing slower than reference speed because of the various factors affecting

aircraft performance. Flying the PC-12, and other similar aircraft, is a somewhat different story.

The PC-12 should normally be “driven” the same way as our big brothers on approach. Ideally, we would approach a landing on the AoA reference point/dynamic speed bug. But when it is time to actually slow to land, things can get wild. The PC-12 is built for, and quite capable of, landing at non-commercial, unmarked, unpaved, short runways that require unaided visual skills. This capability requires a proper understanding of characteristics unique to the PC-12. Most of the commercial transports have a system called a Stick Shaker. Heard of it? I have referred to it (and its cousin Stick Pusher) more than once in past articles as it relates to the PC-12. However, most transports do not have the Stick Pusher



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L O C K T O N C O M P A N I E S



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since they are usually multi-engine. But the Stick Pusher is what can make our landings wild in the PC-12.

So, here we go again. Whether making a short-field landing or a normal, touch-down zone landing, airspeed, angle-of-attack, center of gravity, density altitude and again that darn airspeed, will determine whether or not we fall victim to a Stick Pusher (not Stick Shaker) activation just prior to landing. And not pressing (holding) the pusher-interrupt button, avoids this! If you are regularly pressing the button while on final approach, it is because you have had a wild landing or two. Plus, since it can't possibly be because you have been too slow, you will keep to your "normal" way of landing, plus defeat that annoying system! The "gotcha" moment is at approximately five feet above touchdown. This is where being accustomed to the normal, trailing-link style smooth landings can and do screw up short-type landings. Depending

on all of the aforementioned basic aerodynamics, drivers will overcompensate angle-of-attack (fluff the landing) while simultaneously reducing the final amount of power (speed reduction) and then, "Where did that come from"? "Shouldn't there have been a Stick Shaker first"? "There must be something wrong with the system (Stick Pusher)"?

If we were making a standard approach to touchdown, then we might encounter a possible Stick Shaker (while flying more slowly than recommended) well before the "push." This of course would allow us to reduce our angle-of-attack and just maybe add a small amount of power to recover.

To make the short approach landing, we need to stick to an appropriate visual approach speed and angle, hold the "touchdown zone/landing sight box" in a static position — box moving up (too slow), box moving down (too fast) — the visual version of AoA/Speed Bug. And resist, at just before touchdown, the urge to chop the power while increasing (pitch) what appears to be not much, but IS too much, the angle-of-attack! It's not difficult but, at the same time, it requires

practice. This technique is basically standard landing procedure, but if we regularly fail to use full flaps, then we will probably start to develop habits that may cause the wild landing. Especially if we are encountering a short landing strip for the first time, haven't done it in a while, or are just wanting to land short, when we least expect it!

Another "wild" possibility is an apparently proper approach angle, in the "landing sight box" but in the reverse command region. Remember this area of primary training discussion? I have demonstrated this flight region, and it should not be taken lightly with the PC-12!

One last comment: We should never be so comfortable with a landing that we only lightly hold the control yoke. Just in case the unexpected "Pusher" does happen right before touchdown, the system is designed for control yoke force overcoming the Pusher, without pressing the Pusher Interrupt Button. Learn your lesson: A firm three-point landing is better than a hard nose-gear first landing! 

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NEW IRS REGULATIONS IMPACTS ON OWNERS, LESSEES AND CHARTER CUSTOMERS

DEDUCTING AIRCRAFT EXPENSES? DETAILED TAX CALCULATIONS ARE NOW MANDATORY

By Jonathan S. Levy, Esq

New IRS regulations, effective in 2013 and forward, require taxpayers claiming deductions for aircraft to undertake detailed calculations to determine what fraction of total expenses may be rendered non-deductible due to personal entertainment use of the plane. These calculations are necessary not only for aircraft owners but also for lessees and charter customers. They apply to any company seeking deduction of expenses for use or ownership of business aircraft. Described in greater detail below, these required calculations involve evaluating the purpose-for-travel of all passengers carried on the aircraft and assessing what fraction of the total aircraft occupancy during the year was composed of travelers with an entertainment purpose.

COMPLIANCE CHALLENGES – A REALISTIC EXAMPLE

Because of their terrific usefulness, aircraft are often shared among a variety of businesses. In some cases, this takes the form of genuine co-ownership, while in others the aircraft owner may sell usage to other companies, either through leasing of aircraft without crew, or by selling air transportation through an FAA-authorized charter or “timesharing” arrangement. Such transactions occur both between unrelated parties and between companies that are under the common control.

In this example, company O owns the aircraft. Endeavoring to receive maximum value from its costly asset, O leases the aircraft to lessee companies L1 and L2 (which are related companies un-

der common control with O), and also enters into an agreement with charter company C for C to sell charter usage to the public. Individuals II own O, L1, and L2.

L1 and L2 have costs of leasing the aircraft, and O has costs of owning it. Each of the three has a different set (or “bucket”) of flights that are relevant to it in the year. L1 and L2’s buckets include, respectively, only the flights that each leased from O. O’s bucket, on the other hand, includes all of the flights — collectively, O’s flights, L1’s flights, L2’s flights, and the charter flights.

A single given flight may have disparate effects on multiple buckets. (Each charter customer has its own “bucket,” but, for this example, we will assume those customers to be unrelated and, thus, not II’s problem.) The new regulations require II to establish compliance procedures that can identify the appropriate usage “bucket” for each company seeking to deduct expenses related to the aircraft. That company must then calculate the percentage of deductible expenses based on the usage and apply that percentage to its aircraft expenses — whether those expenses are for ownership, leasing, chartering or otherwise.

CONCENTRATING AIRCRAFT EXPENSES IS NOT AN OPTION

One might suggest, in response to the above example, that the need for L1 and L2’s calculations would be eliminated if O were to simply pay all of the aircraft expenses. Because the three companies have the same owners, those owners may not care which company pays the expenses so long as the net amount is the same. In this plan, O will operate the aircraft itself, pay all bills, and provide flights gratis to L1 and L2. Unfortunately, this approach runs into problems with both the IRS and the FAA.

The IRS would challenge O’s payment of expenses for other companies, based on the concept that O is entitled to deductions only for expenses that are in furtherance of its trade or business. If L1 and L2 are other enterprises, then O lacks the ability to deduct payments made for their benefit.

The FAA, also, would take issue with this approach, arguing that O is providing L1 and L2 with illegal charter service. The FAA applies great scrutiny to situations where one party provides an aircraft, along with crew, to another party, irrespective of whether those parties are related. Even where no money is paid for the use of the aircraft, the FAA has held that the flow of money between entities and their owners (e.g., through capital contributions or distributions) is sufficient to constitute compensation for air-travel provided. This precedent would give the FAA ample basis to find that hidden compensation exists for O’s provision of air travel and, thus, that an illegal charter is taking place.

Although, the three, distinct calculations in the above example cannot be avoided, there are compliance steps that can be taken to minimize the challenges, once the requirements are recognized and understood.

UNDERSTANDING THE CALCULATION

In a nutshell, the new regulation (Reg. §1.274-10) prevents the taxpayer from deducting a portion of aircraft expenses equal to the portion of aircraft use in the year that consisted of “specified individuals” traveling for entertainment purposes. Offset is available for fringe-benefit income recognized by the travelers and for amounts paid for the entertainment use (subject to FAA limits on when payment can be made). The term “specified individual” is defined very broadly, and generally includes anyone who holds a high-ranking



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position with the taxpayer, or with any related taxpayer, as well as anyone who owns, directly or indirectly, more than 10 percent of the taxpayer or of any related taxpayer.

Once the specified individuals traveling for entertainment have been identified, the regulations allow the taxpayer to choose among four different methodologies to determine what percentage of aircraft use those travelers represented. A taxpayer may change methods from year to year. The best practice is to perform the calculation in each of the four ways, so that the method that yields the greatest tax deduction can be determined. Taxpayers who have deductions in a single year related to more than one aircraft must apply the same method to all the aircraft for that year.

The four options include a two-by-two matrix of choices. The taxpayer may choose to measure aircraft use by flight miles, or flight hours, and may choose to measure by passenger trip, or by aircraft trip. As examples: Under the flight hours/aircraft trip method, each hour flown by the aircraft in the year is deemed to have the same cost; under the flight miles/passenger trip method, each mile flown by a passenger is deemed to have the same cost. To illustrate the distinc-

tion, under the "aircraft trip" method, a flight with one passenger is deemed to have the same cost as an identical flight with two passengers; under the "passenger trip" method a flight with two passengers is deemed to cost twice as much as an identical flight with one passenger. Taxpayers must aggregate all aircraft costs throughout the year and allocate them across the usage, based on the chosen method of measuring. Once the cost of each unit of usage has been thus determined, the regulations prevent deduction of the portion of occupancy consisting of specified individuals traveling for entertainment purposes.

CONCLUSION

The new regulations do not change the fact that the tax law permits companies making use of General Aviation aircraft as ordinary and necessary business assets to deduct those costs. It does, however, enhance the compliance burden. Each passenger's purpose must be identified, as it may have an effect on the business's tax outcomes. All it requires is a single entertainment passenger, on a single trip in the year, to trigger the need for an extensive calculation that looks not just at the trip where that passenger was present, but

at the total usage in the year. The need for systematic and consistent keeping of aircraft usage records has never been greater. Each passenger's presence and travel purpose must be documented, as it will likely have an effect on tax deductions. Companies that understand the new requirements have approaches available to meet them with minimum burden and inconvenience, while companies that ignore them may find their deductions challenged in the event of an audit.

This article is intended as a brief introduction to a complex area; it is not comprehensive and may not address other related issues that have a bearing on outcomes. Taxpayers are advised to consult a professional versed in this specialized area. 

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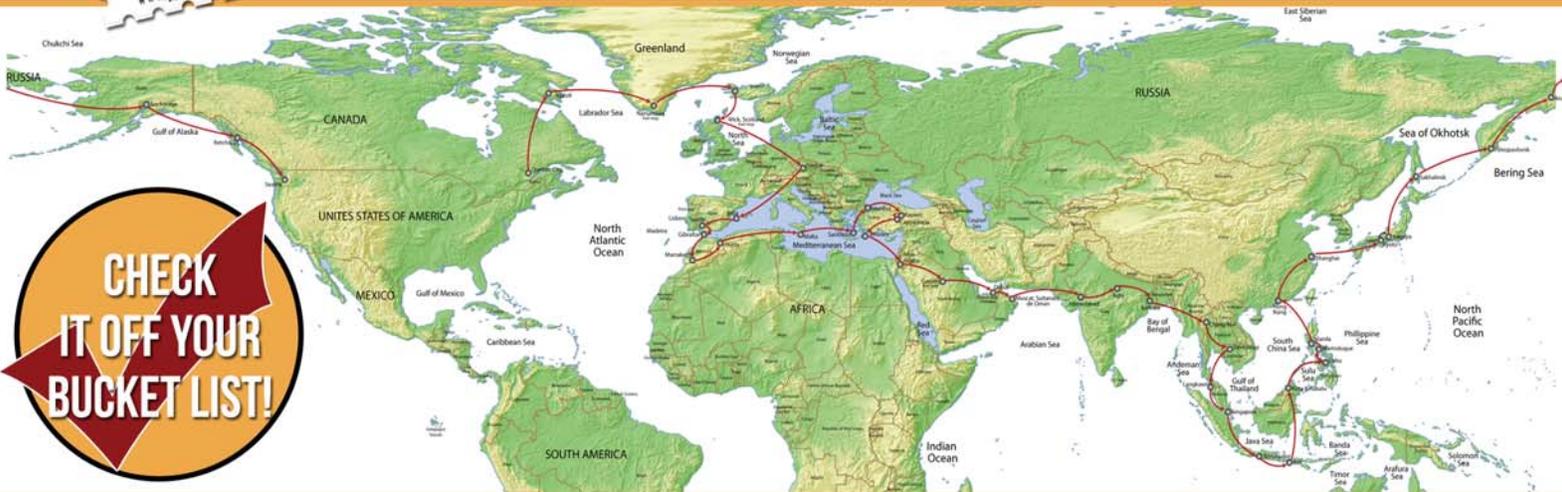
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THE BEST IPAD APPS: FALL, 2013

PORTABLE GLASS PANELS, AN ELECTRONIC LOG BOOK AND PAPER BACK-UP CHARTS ■ By John D. Ruley

Usually these columns have a theme, but this month we've got an assortment of apps that span the range from the exotic to the mundane — an app that turns an iPad (with add-on hardware) into a fully functional glass panel with at least one feature you won't find in any certificated airplane flying today, add-on hardware for the popular ForeFlight Mobile EFB app that enables dual-channel ADS-B traffic and offers a back-up primary flight display, an electronic logbook app that simplifies tracking your time with options suited to every user from a private pilot to an airline captain and, on the mundane side, an option for pilots who need (or want) paper

back-up for electronic charts. Beginning with the exotic, Xavion is hands-down, the most original app I've seen on an iPad. The brainchild of iconoclastic engineer Austin Meyer, who created X-Plane flight simulation software, Xavion really does turn an iPad into a fully functional glass panel with synthetic vision — for a pretty reasonable price: \$99.99. It uses the iPad in a vertical orientation, by default offering a split-screen display with the top half showing a primary flight display (PFD) and the bottom half a moving map. The app includes a world-wide database of runways, nav aids, intersections, obstacles and

terrain, from which it generates synthetic-vision images that overlay the PFD. It even offers a Highway in the Sky (HITS) function: Type in a destination (navaid, intersection, airport) and altitude, and Xavion will display “fly through boxes” on the PFD.

So far, this may sound impressive, but if you're flying behind a glass panel, you've already got the same capability and, unlike Xavion, your panel is TSO'd and legal for use under instrument flight rules. But Xavion offers one additional feature I've never seen in any TSO'd equipment: Automatic guidance to the nearest runway in an emergency. Press the red emergency button, and Xavion will switch your destination to the nearest airport in gliding range and display HITS fly-through boxes for a flight path tailored to the glide performance of your airplane. Fly through those boxes and you will find yourself lined up perfectly on the nearest runway — and if you're too far from a runway and need to land off-airport, Xavion will tell you.

There are several catches: As already noted, Xavion is not TSO'd. The speed and altitude in its PFD are GPS-based. It gets attitude information from a combination of GPS and the accelerometers built into an iPad or iPhone, and those aren't terribly accurate and can lead to one serious operational problem: To use Xavion you need to rigidly mount your iPad in a vertical orientation, parallel to the instrument panel. Strapping it to your leg or using a yoke-mount won't work. Finding a mounting location that doesn't cover critical instruments or interfere with the yoke can be a real problem (if you have one, running it on an iPad Mini might help). Xavion's performance can be improved by connecting it with an external AHARS. I've tried it with the \$1,195 iLevel from Level technologies, but you still

need to mount the iPad vertically. If not, the display “jitters” every time you move.

I highly recommend watching a video that Austin made, demonstrating the Xavion in flight. Doing so will give you a much better idea how it works than I can here! You can find that, and a lot more information, at Xavion.com.

The folks at Appareo Systems, who make the Stratus external GPS and ADS-B receivers sold through Sporty's Pilot Shop, are also offering an iPad (or iPhone)-based PFD, but theirs is less ambitious than Xavion. Appareo's Stratus Horizon app works only with the new Stratus Generation 2 device. Just like Xavion, the app gives you a PFD display with GPS-based airspeed and altitude, but it uses accelerometers and gyros in the \$899 Stratus Gen 2 rather than those in the iPad, so it's much less fussy about mounting and works fine on a yoke mount or leg strap. The only catch is that the app runs only in landscape mode, which I find a little annoying.

When you don't need a backup PFD, use the Stratus Gen 2 with ForeFlight Mobile version 5.1 or higher, and in addition to highly accurate WAAS-enhanced GPS position, you'll get weather and traffic on both ADS-B channels: 978 MHz and 1090 MHz. That's significant for turboprop drivers because 1090 MHz (the same frequency used by your Mode-S transponder) is required for operation above 18,000 feet. I've tried a number of portable ADS-B traffic devices, and Stratus Gen 2 is the only one that has actually shown traffic. It also accepts optional external GPS and ADS-B antennas that can provide an alternative to putting the Stratus box on the glare shield, which can be helpful for those with heated windscreens. For more information, browse Appareo.com/cat/primarymenu/products/stratus/.

Now for something less exotic. Logging flight hours has to be one of the most mundane, yet vital, tasks pilots carry out. Tracking flight hours is, after all, the basis for verifying instrument currency, without which you can't legally operate on an IFR flight plan, as required for operations above 18,000 feet. Traditionally this has always been done on paper, and I'm willing to bet that most pilots have been caught short at least once, discovering they're up against limits for IFR currency, or a BFR, or you name it. Shouldn't there be an app for that?

Coradine Aviation got into the computerized flight-log business years ago, and their \$79 Log Ten Pro Universal iPad app provides a neat solution to keeping yourself current. Log your time on your iPad and a nifty "radar" display page will

show you, at a glance, your status on day, night and instrument currency. It does the grunt work of totaling time, takeoffs, landings, approaches, etc. automatically, and if you're flying commercially, it can also keep track of duty hours. The app is amazingly configurable, but figuring out some of the finer points can require some work. Getting started can be taken care of by entering one or more really long flights (my first entry showed 1,173.4 hours and 117 takeoffs and landings). Getting the app to recognize a recent instrument-proficiency check in lieu of counting approaches was a little complicated (help can be found on Coradine's web site). The app supports electronic signatures to make entries official, and can format reports for printing in at least 10 formats. For more information, browse

Coradine.com.

Finally, readers of past columns will know that I'm a firm believer in carrying paper backups because iPads, and other electronic devices can sometimes fail at the worst possible time. On that topic, I have sad news: Air Chart Systems, which published bound IFR, VFR and topographical atlases that I used for the last 10 years, has ceased publication. I've found an alternative: Tri-Nav's IFR/VFR Aviation Charts and Flight Planning Atlas. It's basically a bound set of low-altitude en-route charts "enhanced" with additional communications frequencies, city locations and topographical features, including major highways. Three volumes cover the lower 48 U.S. states. Each volume also includes appropriate IFR area charts (the western U.S. volume includes Los

Angeles, Phoenix and San Francisco), a map of U.S. highways and topographic (non-aviation) charts for the area of coverage. It's a bit less convenient than the larger Air Chart IFR atlas, which covered the entire U.S. in a single volume, but the smaller size is a better fit in a flight bag (or seat-back pocket). The company also offers a four-volume set of bound sectional charts, which I haven't had a chance to look at yet. Each Tri-Nav bound volume is \$59, including one year of free updates. See TriNavCharts.org for more information. *POPA*

John D. Ruley is an instrument-rated pilot, freelance writer and recent graduate of the University of North Dakota Space Studies graduate program (Space.edu). He's also a volunteer pilot with Ligalnternational.org, which operates medical missions in northwest Mexico, and Angel Flight West (AngelFlight.org), which offers free air transportation to medical patients. You can reach him at jruley@ainet.com.

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WEEKENDERS

{ GOTTA GET AWAY }



AN ISLAND IN TIME

Mackinac Island, Michigan
BY MICHELLE CARTER

Should you be in the mood for a step back in time, consider flying into Mackinac Island Airport (KMCD) in the Straits of Mackinac, between the Upper and Lower Peninsulas of Michigan where the Great Lakes Huron and Michigan converge.

From the time you shut down your engine until you rev up on departure, you will not hear the sound of another motorized

transport the whole time you are on the island.

Mackinac (pronounced “MACK-in-naw”)

outlawed automobiles almost as soon as they

arrived on the island by ferry in 1898 when it was already established as a summer colony and vacation retreat.

For the trip to your hotel, plan on a horse-drawn carriage for a taxi. Bicycles, horses (more than 500 are stabled on the island!) and your own sturdily shod feet will provide transportation while you enjoy your stay. An eight-mile road, a Michigan state highway, encircles the island and has earned

the distinction of being the only state highway in the U.S. with no motorized traffic.

Mackinac Islanders are preservationists at heart, and the streets are lined with beautifully maintained specimens of Victorian Painted Ladies. But the dowager empress on the island is the Grand Hotel, a white Greek Revival palace with a 600-foot veranda which is appropriately studded with rocking chairs. Its historically appointed main dining room and stunning lake views (best enjoyed from those classic rockers) may keep you rooted for most of your stay.

But there's much to see on the Island of the Great Turtle, which was named “Mitchimakinak” by the local Ojibwes in



reference to the island's turtle shape. A little more than 80 percent of the island is protected as Mackinac Island State Park. Unusual limestone formations and caves and natural forests of pine, cedar, spruce, maple and oak may awaken the naturalist in you.

Perhaps the historian as well: Fort Mackinac, a major piece of the park, was founded during the Revolutionary War as a British defensive outpost. However, to the

victors go the spoils of war, and Mackinac became an American military fort. The British had long memories, and the battle to reclaim the fort for the British was the first land engagement in the war of 1812. Once again, it reverted to an American bastion after the conflict and oversaw the development of the island throughout the 19th Century as

the center of the fur trade and later a major summer resort.

A lynchpin of Mackinac Island's reputation as a classy summer spot was launched in 1898 — the 333-mile Chicago to Mackinac Yacht Race (known, of course, as The Mac) — takes center stage in mid-July every year. The race's unofficial finish line is the Pink Pony Bar & Grill in the lovely Victorian hotel, the Chippewa, where race-watchers have been known to partake of more than just the fudge for which the island is rightly famous.

IF YOU GO...

MACKINAC ISLAND AIRPORT (KMCD)
P.O. Box 370
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49757
906.847.3231

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1 Grand Ave.
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49757
800.334.7263
GrandHotel.com

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Mackinac Island, MI
49757
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MackinacIsland.org

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A PILOT'S IDEA OF HEAVEN

Hiller Aviation Museum **BY MICHELLE CARTER**

Pilots are born aviation buffs, and the chance to inspect a Curtiss Pusher or walk through a huge Grumman Albatross amphibious seaplane is more than enough to make weekend plans for a trip to the Hiller Aviation Museum at the San Carlos, Calif., airport (KSQL).

The museum, founded by helicopter pioneer Stanley Hiller Jr., opened on the northwest side of the airport in June 1998. Its 27,000-square-foot exhibit gallery offers close-up views of more than 40 aircraft with a special nod to the unique northern California contributions to aviation history.

Just after the Civil War, local inventor Frederick Marriott flew an unmanned, 50-foot long, "heavy-lift cargo" airship over a test-track in Burlingame about 10 miles north of the museum, a truly cut-

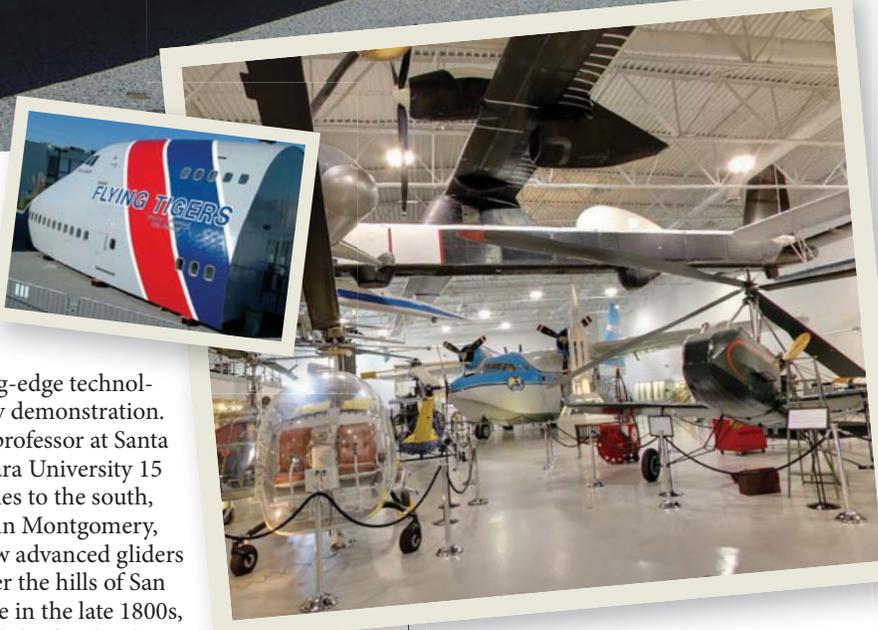
ting-edge technology demonstration. A professor at Santa Clara University 15 miles to the south, John Montgomery, flew advanced gliders over the hills of San Jose in the late 1800s, and the first landing and take-off of an airplane from the deck of a ship took place on San Francisco Bay in 1911.

The future of aviation is equally well represented at Hiller with exhibits of unmanned aerial drones, ramjet-tipped helicopter rotors, blended wing and fuselage aircraft and unique oblique-wing lifting bodies developed at NASA Ames.

Some of the museum's most popular ex-

hibits include a sleek L-39 jet from Eastern Europe and the front section of a Boeing 747 airliner where visitors can slide into the left seat and move the throttles and flip the switches.

In addition to the many full-sized aircraft in the museum's main gallery, the atrium displays more than a dozen large-scaled aircraft models. There you can also see the remains of the T-1 Thaden (Argo-





naut), an early all-metal aircraft built in 1928 in downtown San Francisco. From the atrium, large picture windows provide great views of the work going on in the Restoration Shop where local aviation buffs (and a lot of retired United Airlines mechanics and engineers) get to tinker.

Pilots who'd like to try their skills on a variety of aircraft are welcome at the Flight Sim Zone on the museum's mezzanine where 18 desktop computers are loaded with high-fidelity flight-simulation software, huge three-monitor

displays and realistic yokes, throttles and rudder pedals. It's the perfect opportunity to take a 737 over the Sierra Nevadas and land on one of SFO's parallel runways stretching into San Francisco Bay.

The Sim Zone is open Saturdays and Sundays 11 a.m. to 2 p.m.

The museum is perfectly situated for a flying visit. After landing at KSQL, ask Ground for the "northwest overrun" parking near the helicopters. A pedestrian gate behind Izzy's Steaks and Chops Restaurant

will take you to the museum or to the Fairfield Inn & Suites. Another option is to park in transient parking on the terminal side of the field (in front of Sky Kitchen Restaurant) and stop in the airport office to ask for a ride across the airport to the museum.

During the summer, the museum hosts a variety of science and aviation camps for children but the exhibits are open 10 a.m. to 5 p.m. every day. A variety of special events are noted on the calendar on the website Hiller.org.

IF YOU GO...

SAN CARLOS AIRPORT (KSQL)
620 Airport Drive
San Carlos, Calif. 94070
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AirNav.com/airport/KSQL

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601 Skyway Road
San Carlos, Calif. 94070
650.654.0200
Hiller.org

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HIP TO BE SQUARE

Block Island, Rhode Island

BY MICHELLE CARTER

If you're in the mood to leave pretension at home with your neckties, Block Island off the coast of tiny Rhode Island beckons.

Twelve miles out to sea, this lamb chop-shaped island lacks the buzz and attitude of its glitzier sisters of Nantucket and Martha's Vineyard and offers kick-back relaxation in its place. Packed into the 21-square mile landscape are 17 miles of pristine beaches, 32 miles of hiking trails, 250-foot coastal cliffs and two lighthouses with views of three states.

You, of course, will fly in to Block Island State Airport (KBID) on a short hop from the metro areas of Boston, Providence or New York. It can be a busy place from Memorial Day to Columbus Day, but things calm down as expected in the off-season. Make sure your flight plan allows for fueling before and after KBID since no fuel's available on the island. However, if you arrive hungry, Bethany's Airport

Diner is open from 6 a.m. to 3 p.m. every day of the week. Ask about the Crab Cakes Benedict for breakfast!

Those two Block Island lighthouses demand special attention, all by themselves. The island is surrounded by dangerous shoals and ledges and, between 1819 and 1838, more than 50 vessels were wrecked on or near the island. Federal authorities then decided to build two lighthouses on the island: the North Light in 1829 and the Southeast Light in 1875.

Still actively maintained by the U.S. Coast Guard, both lights are accessible by taxi or bicycle and are open to the public with interpretive centers that focus on the unique role that these lights and others along the Atlantic Coast have played for nearly two centuries.

Many of those 17 miles of beaches are isolated and protected by the bluffs, which provide the perfect setting for doing nothing but gazing into the water or reading

a summer thriller. Crescent Beach stretches along the Island's east coast from Old Harbor (where the ferries dock) to Clay Head. It connects Surf Beach and Baby Beach to the south with Scotch and Mansion beaches, to the north. Beach chairs, cabañas, umbrellas and boogie boards can be rented at the pavilion in the middle of Crescent Beach.

So if you get up out of the Adirondacks, the rest of the island is at your feet. **POPA**

IF YOU GO...

BLOCK ISLAND STATE AIRPORT
P.O. Box 357
One Center Road
Block Island, RI 02807
401.466.5511
BlockIslandAirport.com

BETHANY'S AIRPORT DINER
One Center Road
Block Island, RI 02807
401.466.3100

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TRAINING CENTERS

By Ted Otto

SPRING 2013 QUESTIONS AND ANSWERS

Question #1: What does the red Cabin Pressure CAS message mean in the PC-12E?

Question #1 Answer: *It means (a) that cabin pressure has exceeded 6.35 PSI, or (b) cabin altitude is above 10,500 feet or 14,200 feet in High Airfield Operation.*

Question #2: What does the red CAB PRESS CAWS warning light mean in the PC-12.

Question #2 Answer: *It means the cabin altitude is above 10,700 feet of maximum pressure differential.*

Question #3: What items are turned on when selecting PROBES on?

Question #3 Answer: *The Probes Switch turns on Probes heat, Plate heat, Pitot heat and Static heat.*

Question #4: What percentage of oxygen is available when the pressure gage reads 1000 psig?

Question #4 Answer: *With Oxygen Bottle temp of 0 degrees, a pressure of 1000 PSI will give you about 56 percent of useable capacity. There is a chart in the Normal Procedures/Oxygen System.*

FALL 2013 QUESTIONS

1. What is the definition of "severe icing"?
2. What are the four types of Crew Alerting System indications?
3. What is the recommended procedure for cleaning the Primus Apex Display Units?
4. Where can information be found regarding Aircraft Component Life Policy?

CANCELING A POLICY MAY NOT BE AS SIMPLE AS IT SEEMS

By Lance Toland



One of the great aspects of aviation insurance is that you, as the policy-holder, control your own PC-12 aviation insurance contract. You can cancel coverage at any time for whatever reason you choose. All aviation contracts have cancellation clauses, which govern cancellation and the return of unearned premium. Some are clearly defined and, in some states, underwriters are also allowed to collect a cancellation fee to offset the cost of issuing a policy. Additionally, if you have a bank involved or a certificate of insurance holder, additional requirements may have to be met.

So let's explore this little known corner of your policy and what it reveals. Cancellations take on many forms — sale of aircraft, long-term uninsured storage, total loss, cancellation by underwriters for underwriting reasons or just plain old vanilla, "I'm canceling my policy." Each category contains pitfalls you might not be aware of that could cause unhappiness and disappointment.

In the event that you sell your aircraft and are not replacing it immediately, you probably have in mind that you will receive a prorated return on your unearned premium. Pro rata is a simple formula: Premium divided by 365 days yields a daily rate of earned premium subtracted days-at-risk from your total annual premium paid. Unfortunately, in this case you will receive a cancellation return of unearned premium based on short rate tables. These tables generally are on the last page of your insuring agreement and carry a percentage of return with a sliding scale slanted to the underwriters or com-

In the event that you sell your aircraft and are not replacing it immediately, you probably have in mind that you will receive a prorated return on your unearned premium. Pro rata is a simple formula: Premium divided by 365 days yields a daily rate of earned premium subtracted days-at-risk from your total annual premium paid. Unfortunately, in this case you will receive a cancellation return of unearned premium based on short rate tables.

pany, as a general rule a 90 percent table may be invoked.

Example: Given an average PC-12 annual premium of \$16,000 and a cancellation date for sale of aircraft that takes place 183 days after inception, a pro rata earned premium factor of .501 of the earned premium would be used. This would be subtracted from your annual paid premium of \$16,000 leaving a sum of \$7,984. In this same case, using a short-rate table factor of .61, the earned premium is \$9,760 subtracted from \$16,000, which yields a unearned short-rate return premium of \$6,240.

Now that you know the mechanics of cancellations, consider the following: Most certificate holders require 30 days notice of cancellation. Banks notoriously require up to 90 days! And many lenders, especially foreign, require that your agent provide them with a broker's letter of undertaking to ensure that notifications are properly ex-

ecuted. In the case that you arbitrarily want to just cancel, you now can see that you have additional warranties that must be met in a self-directed case, all of which may cost you additional premiums.

In the event that the underwriters cancel your coverage for underwriting reasons, you will receive a pro rata return. It should also be noted that most lenders require 10 days notice of cancellation in the event of nonpayment of premiums. Also war-risk cancellation is set at 10 days unless you have purchased TRIA coverage. I will not go into TRIA in this article as I wrote a lengthy, ad nauseam article in a recent issue of POPA Magazine on this subject.

One of the biggest disappointments in many aviation insurance contracts is "fully earned." Fully earned is resoundingly clear. If you bind coverage, you are liable for the fully earned premium if insurance is needed or in place only for one day! In most cases, however, the underwriters do not collect 100

percent fully earned but rather a minimum earned premium 25 percent or 50 percent fully earned which is agreed upon prior to binding. In hurricane-prone areas, many hangars are subject to excess wind coverage that becomes fully earned after being in force for 90 days. Another real gotcha is cancellation after a total loss. Many contracts command that the aircraft's physical damage premium generated in your policy is fully earned in the event of a loss.

Do not find these issues out after the fact. **READ YOUR POLICY!** You may be surprised to find out that many insurance agents have not! They are too busy making cold calls and trying to sell. Make sure you understand what you are agreeing to when someone is readily offering you a better deal on your PC-12 insurance. Seek out a reputable broker with a track record and complete understanding of your PC-12 operations and needs. POPA members deserve the best. 

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On Safari on the wings of a DC-3

BY MICHELLE CARTER • SAFARI PHOTOS BY MIKE VENTURINO

If a five-star African safari and a flight on the legendary DC-3 are still on your Bucket List, you can check them both off at once by signing on to Rovos Rail's 13-day Southern Africa Air Safari.

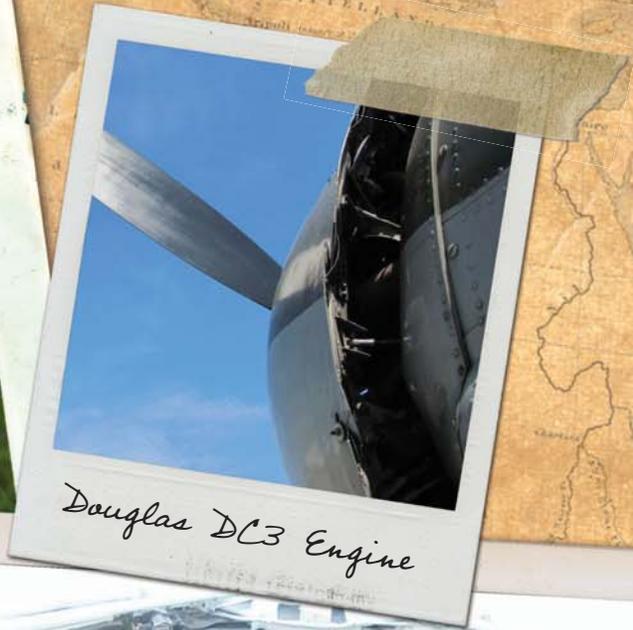
Since 1989, Rovos Rail has operated the fabulously luxurious Pride of Africa train that carries passengers in style across southern Africa from its headquarters in Pretoria, South Africa. Perhaps its most popular leg runs between Pretoria and Cape Town, South Africa's Mother City, but Rovos offers its service as far north as Victoria Falls in Zambia and Dar es Salaam in Tanzania.

The story of founder Rohan Vos' creation of this most unique train company is the stuff of legends. He parlayed an auto parts business into a family-run rail dynasty, which is headquartered in the once-derelict Capital Park locomotive repair yard in Pretoria. Now it's the colonial-style red-brick Rovos Rail Station and Museum.

But the visionary Vos took his top-of-the-line tourism business in a new direction in 2001 when he purchased two 1954 Convair 440s and launched Rovos Air as a charter carrier. And then he met Delaney.

"My husband had already bought the two Convairs, which had sparked his interest in vintage aircraft," Vos' wife and business partner Anthea recalled. "He met Gavin Branson at Lanseria Airport in Johannesburg in 2002 and, in passing, Branson mentioned that his 1944 DC-3 was for sale so RBV bought it on the spot."





Douglas DC3 Engine



RVR-DC3 Cockpit

Rohan Vos,
founder of
Kovos Air



On the Wings of a DC-3



This DC-3, christened “Delaney” for a child who was born on board in 1975, has a typically multi-layered DC-3 history. A Dakota from Douglas Aircraft Company’s Oklahoma City plant, it was built under contract for the U.S. Army Air Force. Almost immediately it was transferred to the British Royal Air Force as part of the Lend-Lease program of World War II. Its primary duty was towing gliders during the Arnhem landings and shuttling troops, fuel and mail to support Allied forces in northern Europe.

Later, the RAF transferred the Dakota to a Royal Canadian Air Force squadron. In March 1945, the squadron took part in Operation Varsity, the airborne crossing of the Rhine, towing 24 Airspeed Horsa gliders as part of the invasion force.

After the war, Delaney was never out of service for any significant length of time. The rugged reliability, versatility and economy that had established the DC-3 as the workhorse and savior of scheduled airline service proved equally well-suited to the demands of emerging air start-ups in southern Africa. The DC-3’s ability to take off and land on dirt or grass airstrips made it the perfect choice for several small African carriers, which have come and gone over the years.

But Rohan Vos envisioned something quite different for Delaney than the oft-repeated description of a DC-3 as “a collection of parts flying in loose formation.” He saw it as the perfect adjunct to the Rovos



Rail experience, and the make-over of the Dakota was launched.

“It included a complete repaint,” Anthea Vos said. “The interiors were totally overhauled.”

Twenty-one business-class seats were bought from South African Airlines and recovered in the signature green leather that RBV is so fond of.”

Delaney is crewed by a captain, first officer, flight engineer and two flight attendants, all who have been schooled in the Rovos tradition of anticipating and attending to every possible need of the traveler.

It wasn’t a great leap of imagination from the transformation of Rovos’ DC-3 to the creation of the Southern Africa Air Safari.

On each trip, Delaney returns to Lanseria Airport where Vos first saw her to pick up the 21 passengers who will spend the next 12 nights on safari (Swahili for “journey”) at six of the most comfortable bush lodges in Africa. Experienced rangers and guides will lead dawn-and-dusk game drives to offer jaw-dropping opportunities to photograph the Big Five (elephants, lions, leopards, rhino and cape buffalo) and dozens of other African wildlife.

First stop will be Phinda Game Reserve in South Africa followed by two nights at Hunters Country House in Plettenberg Bay with a visit to the Knysna Waterfront and a full day touring in the Garden Route area. Then it’s on to Cape Town with a tour of the Cape Peninsula and Table Mountain Cableway.

Then the group flies on to Lüderitz in Namibia, followed by a stay in a private lodge in the Namib Desert called Wolwe-

dans. The trip then goes on to the exquisite wilderness of the Okavango Delta. A short flight will take the travelers on to the Royal Livingstone Hotel in Zambia at Victoria Falls for a dinner cruise on the Zambezi River and the conclusion of a truly remarkable experience back at Lanseria.

The safari-goers will have the added option of beginning or ending their trip with two nights at the delightful Cape Dutch town of Stellenbosch, Cape Town's wine-growing region, and two nights on Rovos Rail between Cape Town and Pretoria with a stopover in Kimberley and a tour of the Big Hole, which was once the center of diamond

mining and the diamond industry in South Africa. That rail experience really lives up to its billing as "the most luxurious train in the world" with gourmet meals paired with remarkable local wines.

Those wines are the product of an industry born in the mid-1600s when the Dutch East India Company established a supply station at the Cape of Good Hope. Grapes were planted in an effort to grow a crop that would combat scurvy in sailors. The wine made from those grapes was prized by the royal houses of Europe and reportedly served at Monticello by Thomas Jefferson. However, those celebrated South African

wines were threatened by the phylloxera microbe in the 1890s, and only the arrival of cultivars from California's young vineyards saved the industry.

Individuals and couples can sign up for the scheduled DC-3 Air Safaris, or the entire plane can be filled by a single organized group that would be invited to tailor the safari itinerary to suit the members of the group. Details are available at Rovos.com/private-hire/air-charter.

However you choose to go, Rovos Air's delightful Delaney awaits — with an African experience you aren't likely to match anywhere on the continent. *POPA*



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BUSINESS VS. HOBBY — HOW DO YOU USE YOUR AIRPLANE?

By Harry Daniels, CPA, CFP, PFS, CVA

Is your airplane an essential business asset that helps you make a living or your personal recreational vehicle? If it is a business asset, then the IRS is on your mind. And what other business expense besides federal and state income tax can be as much as 45 percent (give or take) of your net income? Face it, income tax is an important factor in running your business.

Several recent tax court cases involve hobby losses, including a May 2013 case that specifically cited the use of an airplane. The IRS challenged the taxpayer's business use of the plane and wanted to treat the plane as a hobby. In the May 2013 case, the tax court ruled in favor of the IRS, and the taxpayer had to pay the tax on several years' worth of disallowed losses associated with

the airplane. IRC Section 162 allows a tax deduction for business expenses that are ordinary and necessary for your business. Section 183 says that your expenses are limited to your revenue where it is determined that your operation is a hobby and not really a business.

It's 5:30 on Friday afternoon, and you have just arrived at home. Your phone rings and your old college roommate Bob says, "Good afternoon, my good friend."

You know, the next line that he is about to say is, "I need some help."

Bob goes on to explain that he is going through an IT conversation and naturally is having problems and asks if you know someone in his area that can help him. Being the Good Samaritan, you say that tomorrow is Saturday, and you will come and help out. Things should be ready to go by opening time on Monday morning. Your buddy reminds you that it is a 350-mile and a five- to six-hour drive. You reply that it is a 300-mile and a two-hour flight. You tell Bob to pick you up at the airport in the morning. You will be touching down around 9 a.m.

As you are getting ready to return home, Bob hands you a \$5,000 corporate check for your help but says that accounting needs your name, address and Social Security number so they can issue you a 1099 at the end of the year since the amount of the “thank you” is more than \$600. You are in business and you understand, so you give him the required information.

Being a savvy business person, you plan to cover the flight expenses with the unexpected taxable income, and you should be about even. At the end of the year, you add up your flight hours, and you determine that you flew 80 hours. The trip to help your friend Bob was a total of four hours or 5 percent of your hours for the year. Being a savvy business person, you add up the monthly hangar rent, insurance, repairs and supplies and allocate 5 percent of those expenses plus the actual fuel expense for the flight and find that your total allocated airplane expenses exceeds the amount of the “thank you” so you decide to take a business loss deduction.

Literally two years to the day later, you get a notice that the IRS wants to audit your return. While the amount of the business loss associated with helping Bob is not a significant item in the return (your other total income is \$200,000), the auditor raises the question and takes a look at it.

The auditor commends you for meeting the enhanced requirements of Section 274 in documenting the who, what, where, when and why of the flight. All the expenses meet Section 162 as being ordinary and necessary so there is not problem with that. The auditor asks in what other business situations do you use your plane, and you reply that this was the only time. The auditor says that he is going to disallow the business loss but will allow the actual deductions associated with the flight up to the amount of the \$5,000 income. The actual expenses turn out to be \$1,500.

The auditor hands you a report which shows the tax due on \$5,000. You disagree and remind the auditor that the expenses of \$1,500 were not allowed for. The auditor says that they were. Hobby expenses are taken on Schedule A as an itemized deduction and are subject to the 2 percent of adjusted gross income limitation. In your case this is a \$4,000 limitation. In essence, you owe the tax on the \$5,000 that Bob paid you for helping him out, and you get no tax benefit for your expenses.

Hobby losses and Section 183 can produce some surprising and unfair results.

Even though this is a fictional story, the May 2013 tax case is real. This happens in real life. My advice is to be mindful of the use of your plane and keep your tax preparer in the loop. 



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STALLION 51'S UNUSUAL ATTITUDE TRAINING

AN L-39 JET MAKES THEIR UAT PROGRAM AS REAL AS IT GETS.
By Lyn Freeman ■ Photos by Paul Bowen



When I looked up

at the all-glass attitude indicator, for a moment I wasn't quite sure what I was staring at. Instead of a nice horizon line separating a blue sky and brown terrain, the instrument was showing all brown. A few seconds ago the airspeed indicator on this highly modified L-39 Albatross was nudging 300 knots, but now the numbers were winding up on the digital display, indicating we are likely heading downhill to terra firma. Finally, I realized I was inverted and pitched almost straight down, leaving me just a matter of seconds to figure out what to do.

"Watch the airspeed," came the voice over my intercom. It was high-performance zeitgeist Lee Lauderback, the inspiration behind Stallion 51 of Kissimee, Fla., and its team of P-51 Mustangs. He began talking me through a recovery that included a power reduction and a split-S back to the upright. Within a few seconds, the emergency was over, and the jet was happy again, plowing along straight and level. Whew! Very glad to have had Lee along on this flight.

Stallion 51's new UAT (unusual attitude training) program is the result of nearly 20 years of training, most of it in the company's shiny P-51s. But when Lauderback decided he wanted to move forward with the most realistic training in the world, he and his team began searching the collection of civilian jets. For a number of reasons, they selected the Czech L-39 turbojet and immediately up-

graded the advanced trainer's instrument panel to all-glass, simulating the equipment now found in most corporate jets and airliners.

After five years of preparing both aircraft and instructor teams, Lauderback's UAT program is now operational.

Stallion's UAT program trains everyone from individual pilots to entire corporate flight departments.

The training has received emphatic endorsements from both the FAA and NTSB.





“Put 10 corporate guys in the room, and eight have never done aerobatics,” Lauderback stated matter-of-factly. Recently he flew with a 29,000-hour airline captain who had never been upside down in an airplane.

“Most pilots are trained to operate within only a small box of the larger envelope that represents what the aircraft is capable of. They live in a world where they are expected to restrict themselves to, say, 30-degree banks and maybe 10 degrees of pitch. What we do in our UAT program is to expand each pilot’s personal envelope.”

The UAT program is divided into four phases, the first being a fascinating look at aero medical physiology. Candidates interact with a staff physician, a senior airman’s medical examiner who instructs them on how, where, when and why their bodies

Today, a lot of aviation training is relegated to the simulator. “We do all kinds of things you can’t reproduce in a simulator,” Lauderback said. “How can you show a pilot what three Gs feels like if they’re sitting in a simulator? How can you learn to pull the stick without also pulling the wings off? G-calibration is an important part of our UAT training.”

can influence their decision-making.

Next comes an in-depth look at aerodynamics and a detailed examination of what forces act upon the aircraft in any number of configurations. Techniques of recovery are then matched to the situation. Every phase of this “ground school” is supported with first-class multimedia illustrations and real life video, followed by some lively discussions with the instructors.

“Our UAT training is the best talent I’ve ever put together,” Lauderback said. “We have more than 50,000 hours of combined flight time.”

Instructors bring skills from a wide variety of aviation backgrounds, from corporate to military, from bush pilot to private pilot.

what other aircraft want to be when they grow up.



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The highlight for many UAT candidates is undoubtedly the flying. Two sorties accompany the ground school, the first a VFR flight for about 1.2 hours followed the next day by a 1.0 IFR flight. “It’s a mirror image of what the military does,” Lauderback noted.

Of course, there are perhaps dozens of other unusual attitude training courses around the United States, but Lauderback is quick to differentiate his program.

“A guy that’s flying jets or high-end turboprops is not going to relate to the cockpit of an Extra 300 or a Citabria. He wants his training to be jet-to-jet. We may be the new kids on the block, but our L-39 is filled with cutting-edge technology. Our cockpit and our performance closely match what the pilot is used to.”

Today, a lot of aviation training is relegated to the simulator. “We do all kinds of things you can’t reproduce in a simulator,” Lauderback said. “How can you show a pilot what three Gs feels like if they’re sitting in a simulator? How can you learn to pull the stick without also pulling the wings off? G-calibration

is an important part of our UAT training.”

Corporate flight departments have a big attraction to Stallion’s UAT course because chief pilots are always looking for ways to get out of the training rut, do some continuing education that strikes a chord. “One guy we trained had been to Flight Safety 18 times for the same course,” Lauderback said. “Pilots get pretty excited about what we’re teaching them, and we’re very proud of that.”

Like all unusual attitude training, pilots are distracted and then given the opportunity to correct a significant aberration of either altitude or heading or both. Students are trained to get the aircraft back to straight and level without structural damage or failure. All of us had some variation of the training during our private pilot course, but we probably didn’t train for upsets in IMC.

And that’s where Stallion 51’s program shines. The rear cockpit in the tandem-seat jet is equipped with a curtain that completely isolates the pilot from seeing outside. Lauderback shouts prompts from the front seat.

“Okay, close your eyes,” comes the command. He weaves the jet in and out, up and down until my vestibular system is screaming, “Uncle!” And then those words came. “Your airplane.”

I realized I was inverted and pitched almost straight up with almost no airspeed left before the two swept wings on this jet quit flying and rolled over on their back.

“Push the stick; unload the aircraft.” As I pushed the nose toward a zero-G configuration, I was absolutely amazed to discover that the aircraft continued flying, well below the bottom of the green arc and its associated stall speed. Wait, we were below the stall speed but the airplane was still flying!

“Stall speeds are figured at 1-G. Go below 1-G and the stall speed gets even slower. Knowing that might just save your bacon one day,” Lauderback said clearly.

Did your instructor teach you that?

We turned the jet toward home and, on the flight back to Stallion 51, I knew I’d just had a day I’d always remember. 



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