



Piper M-Class Owners & Pilots Association

SEPTEMBER / OCTOBER 2023

PMOPATM

M A G A Z I N E

Volume 13 Issue 5



What's in a Name?

Welcome to PMOPA!

PMOPA 2023 Convention Recap

Recovering a JetPROP
from an International Incident

Connecting a Garmin
Flight Stream to an iPad

Who is Really the Pilot-In-Command?

THE *ONLY* COMPLETE TRAINING SOLUTION



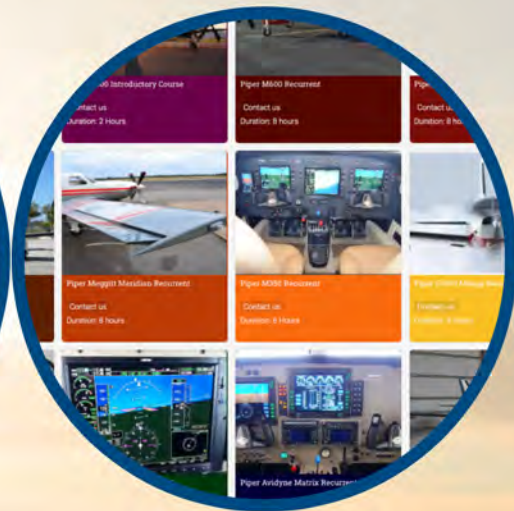
YOUR
AIRCRAFT



REPRESENTATIVE
SIMULATOR



ONLINE
YEAR-ROUND



For your complete safety, you should be training in your PA-46 aircraft and in a representative simulator, annually, AND keeping your skills sharp through more regular coursework!

Only Legacy Flight Training offers you standardized simulator training in the a complete fleet of representative PA-46 flight simulators (including the only M600/SLS sim in the world) PLUS flight training in your aircraft with our expert PA-46 professional instructors PLUS stay sharp all year-long with Legacy's complete catalog of online materials.

Optimize your safety results with the only complete training solution in the industry. Only with Legacy Flight Training.

SCHEDULE YOUR INITIAL OR ANNUAL RECURRENT TRAINING TODAY:

Florida: On-Site at Piper Headquarters in Vero Beach, FL (KVRB)
772.539.0420

Arizona: Scottsdale, AZ (KSDL)
480.248.8500

LEGACYFLIGHTTRAINING.COM

Piper
— AUTHORIZED —
TRAINING PROVIDER

HALO
SAFETY SYSTEM

COO and Editor

Jenna Reid
E-mail: jreid@pmopa.com

Publishing Office

2779 Aero Park Drive
Traverse City, MI 49686
Phone: (800) 773-7798

Advertising Director

Jenna Reid
PMOPA
E-mail: jenna.reid@vpdcs.com
Phone: (816) 699-8634

**Advertising Administrative
Coordinator & Reprint Sales**

Betsy Beaudoin
2779 Aero Park Drive
Traverse City, MI 49686
Phone: 1-800-773-7798
E-mail: betsy.beaudoin@vpdcs.com

Graphic Designer

Marci Moon

Printer

VP Demand Creation Services

PMOPA Website

www.pmopa.com

PMOPA Magazine (USPS # 22150) is published bi-monthly by the Piper M-Class Owners & Pilots Association, (PMOPA), 2779 Aero Park Dr. PO Box 1810, Traverse City, MI 49685, with design, printing, and mailing services at VP Demand Creation Services, 2779 Aero Park Dr., Traverse City, MI 49686. Periodicals postage paid at

Traverse City, MI. POSTMASTER: Send address changes to PMOPA, PO Box 1810, Traverse City, MI 49685. Copyright 2023. All rights reserved. No part of this publication may be reprinted or duplicated without the written permission of the Executive Director.

PMOPA and Publisher cannot accept responsibility for the correctness or accuracy of the matters printed herein or for any opinions expressed. Opinions of the Editor or contributors do not necessarily represent the position of **PMOPA**. Articles or other materials by and about organizations other than **PMOPA** are printed in **PMOPA Magazine** as a courtesy and member service. Except as expressly stated, their appearance in this magazine does not constitute an endorsement by **PMOPA** of the products, services or events of such organization. Publisher reserves the right to reject any material submitted for publication.



What's in a Name? Welcome to PMOPA!

By Mike Nichols, CAM, CAE



What brings us all together is our collective passion for the Piper PA-46 aircraft fleet. What keeps us together is our shared commitment to the safety of our operations, and the unparalleled community of those who own, fly, operate, build, and service them – and so many others who provide products and services to and for our community.

MMOPA was a rare aircraft type club that did not have the name of the manufacturer in the name of the association (e.g., Cirrus Owners & Pilots Association; Pilatus Owners and Pilots Association; Cessna Flyers Association; Citation Jet Pilots; Honda Jet Owners and Pilots Association; etc.).

Around the time that Malibu/Mirage Owners and Pilots Association was formed, the collective General Aviation industry faced significant headwinds. The General Aviation Revitalization Act had not yet been signed and product liability litigation was crushing manufacturers. Piper was no exception and, in 1991, sought Chapter 11 bankruptcy protection. It's possible that the founders of MMOPA chose not to include Piper's name in the association's name simply because the company's future was uncertain. In 2018, MMOPA was renamed to reflect Piper's re-branding of the PA-46 as the "M-Class" and started doing business under the Malibu M-Class Owners and Pilots Association branding. Since its inception, MMOPA has focused on building a brand that has counted quality as one of its hallmarks.

Attendees at our 2023 Convention were the first to witness the unveiling of our Association's new name: the Piper M-Class Owners & Pilots Association, or PMOPA. Our name is our identity. PMOPA represents the entire membership and welcomes all who are a part of the Piper PA-46 community.

The timing was right to more closely align our brand with Piper, the manufacturer of these beautiful PA-46 aircraft. Piper's brand is historic, known worldwide,

(continued on pg 6)





Contents

Piper M-Class Owners & Pilots Association

September / October 2023
Volume 13 Issue 5

-
- 3 Letter from the CEO**
What's in a Name? Welcome to PMOPA!
by Mike Nichols
- 8 Member Guide**
- 10 Welcome New Members**
PMOPA Lifetime Members
- 12 PMOPA 2023 Convention**
Recap
- 16 Recovering a JetPROP**
from an International Incident
by Valerie Steen
- 28 Connecting a Garmin Flight**
Stream to an iPad
by Hank Gibson
- 31 Who is Really the Pilot-In-Command?**
by Scott Williams
- 36 PMOPA Updates**
PMOPA East Coast Regional Event
- 44 Master Aviator Program**
Quick Reference Guide

Cover: Photo by Jessica Ambats

Table of Contents: Photo by Jack Goras



(continued from pg 3)

and one of quality. They are a leader in general aviation and are recognized for making fun airplanes (think about the ubiquitous Piper Cub), as well as for safety - the M600 was the first aircraft certified with Halo (Garmin's Autoland).

When I joined the Association as CEO last year, I learned quickly that the Board of Directors prioritizes the importance of our association's relationship with Piper Aircraft and the Board challenged me to continue to improve our relationship with Piper and also with their dealers and service centers. That relationship is important to PA-46 owners; we are here, in part, to advocate on your behalf. And sometimes that means engaging with Piper and/or their service center network for what is right for the PA-46 community.

PA-46 owners are some of the most passionate advocates for Piper Aircraft, fanatics of the Piper brand and the quality of the aircraft. Aligning our two brands allows us to be more closely connected, yet we still remain as independent entities. It is symbolic and symbiotic, while enhancing both brands and recognition in the marketplace.

This is an exciting time for PMOPA and our future is strong. We are building on a solid foundation that was laid and reinforced over many years by passionate association leaders who were staunch advocates for the PA-46, and guided by the steady hands of highly professional, hard-working Executive Directors, each of whom brought their A-game and made a sizable and beneficial impact on our community.

Because our foundation is strong, our core values of Safety, Advocacy and Community remain the same. All Piper PA-46 aircraft are at home in PMOPA, from the first PA-46 310P that rolled off of Piper's assembly line to the most recent M600/SLS that just came out of Piper's paint shop in Vero Beach, FL and each and every PA-46 that was built in between.

Welcome to PMOPA!

Mike Nichols



PIPER M-CLASS
OWNERS & PILOTS ASSOCIATION

GET

Your Airplane Built Into an Custom Desktop Replica



ORDER EASILY
866.580.8727
direct: +1.602.635.4646

Beachcraft
Bonanza

FDM

FACTORYDIRECTMODELS.COM

Initial / Recurrent Flight Training

**Malibu – Mirage – Matrix
Meridian – JetPROP**

M350-M500-M600

Garmin G500/600 legacy & Txi

Serving the West Coast Since 2000

Insurance Approved!

RJ Tutt Aviation

Stockton, CA (KSCK)

209-482-7433

rjtuttaviation@comcast.net

www.rjtuttaviation.com

KEEP YOUR CUBS COOL WITH MAXUS AIR



MAXUS *Air*

AIR CONDITIONING &
HEATING STC FOR PA-46

More than 4 times the airflow
4 times the cooling capacity
Outstanding performance
Automatic Dual Zone controllers
Supplemental Aft Heat for winter

**Call Today to
Experience
MaXus Air!**

TRUST YOUR AIRCRAFT MAINTENANCE TO THE PIPER EXPERTS



Cutter Aviation Addison, TX
4500 Claire Chennault Drive
Addison, TX 75001
(469) 518-5779



Cutter Aviation Phoenix, AZ
2802 E. Old Tower Road
Phoenix, AZ 85034
(602) 267-4090



Cutter Aviation San Antonio, TX
10440 John Cape Road
Suite 101
San Antonio, TX 78216
(210) 340-8804



Cutter Aviation Prescott, AZ
2020 Clubhouse Dr
Prescott, AZ 86301
(928) 443-9333

TO LEARN MORE ABOUT OUR SERVICES, VISIT CUTTERAVIATION.COM

>>CUTTER>>
LEADING THE BUSINESS OF AVIATION

PMOPA Member Guide

Piper M-Class Owners & Pilots Association

www.pmopa.com

PMOPA CEO

Mike Nichols mnichols@pmopa.com

PMOPA COO

Jenna Reid jreid@pmopa.com

The Piper M-Class Owners & Pilots Association (PMOPA) is a not-for-profit organization dedicated to the interests and safety of owners and pilots worldwide who fly PA-46 derivative (Malibu, Mirage, Meridian, JetPROP, Matrix, M350, M500 & M600) aircraft. PMOPA was founded in 1988, and now serves more than 1,300 members. PMOPA is not affiliated with the Piper Aircraft, Inc., or any other manufacturer/vendor.

Membership is available to any registered or prospective owner and/or operator of qualified aircraft or any qualifying individual involved with or providing a service for the PA-46 family of aircraft. Dues are \$285 of which \$60 is applied toward your subscription to PMOPA Magazine.

Member-Only Benefits & Services

PMOPA ONLINE FORUMS: One of the most active online forums in general aviation, the PMOPA forums has dozens of messages posted each day. It is the ideal place to discuss ownership, safety, operational and maintenance topics, absorb information or get any question answered.

PMOPA LIBRARY: The PMOPA website has an in-depth library with a variety of maintenance instructions and best practice documents, checklists, POH's and guides.

In addition, there is training and safety content, Service Bulletin information and back issues of PMOPA Magazine. New resources are continually added and updated.

ANNUAL CONVENTION: Each year, PA-46 pilots and enthusiasts gather for a multi-day event featuring seminars, vendor trade show and social activities. The convention is open to PMOPA members and nonmembers.

PMOPA SAFETY & EDUCATION FOUNDATION: A 501(c)(3) charitable entity, the Foundation is an independent entity

that is dedicated to engaging with PMOPA members to help them operate their PA-46 aircraft in the safest possible manner. The foundation's sole purpose is to promote, support and fund safety initiatives, programming, resources and tools. In addition, it may include direct vouchers to PMOPA members who attend qualifying training programs.

GARMIN ONEPAK/PILOT DISCOUNT: A PMOPA-exclusive program. Members receive discounts on OnePak U.S. & Americas Standard + FlightCharts, and Garmin Pilot & Pilot U.S. Premium.

JEPPESSEN SUBSCRIPTION DISCOUNT: Members who own a PA-46 receive a 20% discount off annual data subscription and 50% off Trip Kits for electronic charts outside your standard geographic region for 28 days. Also 10% off training and pilot supplies. To receive the discount, fill in your Jeppesen account number within your PMOPA account profile.

FLOFLIGHT DISCOUNT: PMOPA Members receive 20% discount by using code PMOPA20.

MYGOFLIGHT DISCOUNT: PMOPA Members receive 20% off all MYGOFLIGHT merchandise at mygoflight.com with code PMOPAMEMBER20.

PMOPA Training Directory: PMOPA Vendor Members who have represented that they offer type-specific initial and recurrent PA-46 training with an insurance-approved syllabus.

MARKETPLACE: Members and vendors can list aircraft, parts, services and other aviation related items for sale in this online listing service.

PMOPA HOTLINE: Members have access to experts to answer questions regarding airframe/engine, avionics, legal issues and general membership.

- 1 – Jenna Reid, PMOPA COO – General Messages
- 2 – Mike Nichols, PMOPA CEO – General Messages
- 3 – Kevin Mead – Engine & Airframe Questions
- 4 – AME Dr. Tom Rosenthal – Medical Questions
- 5 – John Farrish – Legal Issues Regarding Aircraft Transactions
- 6 – Jerry H Trachtman – All Other Legal Issues



877.662.5428

www.malibuaerospace.com

Meridian
PERFORMANCE, SAFETY, EFFICIENCY

TURBINE COMPRESSOR WASH KIT

Featured in May/June 2018
MMOPA magazine.

Our single and dual tank
options offer various
capacities for portability
and convenience.
Systems starting at \$1795.



PA46 STC UPGRADES

- L46 Ultra High Intensity LED Taxi Lighting
- Malibu & Mirage M-1 Cooling Modification
- Malibu M-5 STC (TSIO 550 engine, prop, cooling mod)
- Cockpit Seat Extension (Pre-2004 Aircraft Only)
- Cracked Wing Rib Repair Design & Approval

2180 Oklahoma Ave. NE
Minneapolis, MN 55449
Anoka County Airport (KANE)
info@malibuaerospace.com

Welcome New PMOPA Members

Michael Angiulo	Regan Eubanks	Gary Jones	William Mayfield	Michael Staaf
Craig Bahner	Skip Farr	Sean Kendrick	Randy neufeld	Greg Stowell
Jared Boles	David Fernandez	Nick Kuklenski	Michael O'Leary	Daniel Torgerson
Eric Brown	Nick Galyon	Craig Lechene	Jay Page	Deon Van Dyk
Paul Caswell	Jeff Gilles	Jason Ledlow	Chuck Piluso	Maarten van Leeuwen
Chad Cohoon	Todd Grant	David Lowe	Stephen Pitts	Juha Varelius
Judson Colley	Kate Harbosin	Jeffrey Lowe	Kevin Reed	Brandon Wheeler
Christopher DeSouza	Brad Hertz	Jon Lund	Ken Reiter	Tyler Williams
Ross Ditlove	Aaron Hoffman	Tyler Manegold	Markus Riedel	Beau Wissing
Chad Dubbs	Steven Hostetter	Douglas Martin	Cory Sims	Michael Wood

**As of Oct 1, 2023*

Lifetime Members

*Thank you for your support of **PMOPA** and its mission of safety, advocacy & community.*

Craig Adams	Manuel David	Paul Himes	Edmund (Ned) Markey III	Jeff Schweitzer
Edward Angel	Malcolm Davison	John Huss	Jeff McAllister	Brian Scott
Max Applegarth	Ranferi Denova	Wes Irish	Scott McKeever	Derek Shires
Jay Asdell	Philip DiTrollo	David Irvine	Carl McQuillen	Dean Shults
Steve Austin	Mark Donnelly	Larry Jackson	David McVinnie	Tammie Jo Shults
Clipper Aviation	Mark Douth	Christopher Jagggers	Michael Megler	John Siner
Tom Ball	Todd Duellman	Kevin Jennings	Kenneth Meyers	Scott Smith
Terrell Barden	Ronen Elefant	Charles Jones	Peter Milnes	Andreas Sokhegyi
Brock Benjamin	Antonio Elias	Jim Kelly	Angel Mulkay	Jeffrey Storey
Dave Bennett	Allan Filgueiras	Chase Key	Mark Nielsen	Russ Stromberg
Brian Bird	Jack Finch	Dr. Soeren Klein	Keith Nord	Bill Sutherland
Benedikt Blomberg	Andrew Fleming	Friedrich Koester	Ryan Oltman	Barry Taft
Stephen Bobko-Hillenaar	Roger Florkiewicz	Edouard Kohler	Tony Overfield	Dennis Thakor
Michael Boyer	Joseph Fluet	Chris Krein	Fernando PAEZ	Terry Theken
Jon Bradford	John Foster	Sigi Kromer	Jeffrey Plotka	Nicholas Theyer
Tony Bright	Eugene Fraser	Donald Kukla	Frederick Poage	Carl Thompson
Mike Brubaker	Dr. Klaus Gerecht	Lester J. Kyle Jr	Todd Raabe	Ed Trautman
Rick Bryan	Paul Goracke	Ben Lakin	David Randall	Mark van Berkel
Heather Cannon	S. John Granmayeh	John Lankenau	Tim Ray	Matt Vitale
Joe Casey	Larry Grant	Greg LaPoint	Paul Rekieta	Dan Vivoli
Manuel Casiano	Carl Griffith	William (Bill) Laxson	P. N. Risser	David Ward
Robert Chester	Bradley Grimsley	Robert Lee	Victor Rivas	Fred Weibel
Jeff Collins	Darwin Haines	Brandon Lewis	Karl Rogers	Johannes Weis
Richard Columbia	Brandon Hansen	Neal Lintecum	Richard Rogers	Dianne White
Robert Conboy	John Hendrickson	Jack Lohmann	Joey Sager	Joseph Witt
Rick Converse	Shea Hensley	Bob Luhrs	Sam Scheef	Jim Yankaskas
Ed Cooper	Christopher Hess	Kevin MacDonald	Douglas Scheid	Chris Zhang
Kimberly Coryat	Jason Hills	Miro Majorek	Herbert Schiffer	

SALES AND SERVICE WITH THE TEAM YOU TRUST

Columbia Air Services boasts over 230 combined years of aircraft maintenance experience. We are very proud of the stellar reputation our shop has established for our high standards of excellence in providing factory authorized service.

*Purveyors of New and Select Preowned Aircraft
Exclusive Distributor Mid-Atlantic, New England and Eastern Canada*

    www.columbiaairservices.com

Columbia Aircraft Sales proudly represents new Daher TBM sales as well as quality preowned aircraft for resale. Whether you are looking for your first turboprop or upgrading to your next TBM, our TBM specialists are here to partner with you for every step of your ownership journey.

860-449-1400

TBM

AUTHORIZED DISTRIBUTOR

 **COLUMBIA[®]**
AIRCRAFT SALES & SERVICE



Chris Bergman,
Director of Avionics



Andrew Benoff,
Service Manager



Adam Stino,
Director of Maintenance



Clay Hammond,
TBM Sales Specialist



Chris Riley,
TBM Sales Specialist

MEET OUR SALES AND SERVICE TEAM

PMOPA 2023 Convention R E C A P



The 2023 Convention welcomed nearly 300 PMOPA members to the Broadmoor in Colorado Springs, Colo. The opportunity to reunite with old friends, make new friends, learn from the industry experts, and contribute to the overall passion for increased safety of the M-Class family was instrumental for the organization.

Cutter Aviation at the Colorado Springs Airport (KCOS) served as home base for more than 100 PA-46 aircraft.



The 2023 Malibu M-Class Owners & Pilots Association Convention & Fly-Out was full of surprises and excitement as it was announced by John Granmayeh, Board President, and Ron Gunnarson, Piper Aircraft Vice President of Sales and Marketing, that MMOPA is now PMOPA, the Piper M-Class Owners & Pilots Association.

The Master Aviator Awards were presented to 23 members in recognition of their training and passion to be safer PA-46 pilots. The 2024 Master Aviator Award Application is due August 15, 2024. Visit the Master Aviator Program on the PMOPA website to learn what is required and schedule your trainings now.

The 2023 Presidents Award was given to Ryan Oltman for his leadership as President of the Board from 2019 to 2022, in navigating MMOPA through the hardships of Covid.

One of the new programs on the agenda for 2023 was a CFI Class. Two of the PA-46 instructors joined PMOPA CEO Mike Nichols on stage for an in-depth discussion on best practices to implement to get the most out of aviation training, no matter the instructor.

The PMOPA Safety & Education Gala and Auction concluded the multi-day event. In thanks to the generosity of the donors and bidders, the PMOPA SEF raised more than \$100,000 towards its programs, initiatives and scholarships.  **PMOPA**



John Granmayeh, Board President

*The 2023 Master
Aviator Award recipients*



*Mike Nichols with
David McVinnie
and Joe Casey
for the PA-46
CFI Class*



*The 2023
Presidents
Award recipient,
Ryan Oltman*



*More than
\$17,000 raised in
the Silent Auction*



More than \$100,000 raised in total





THANK YOU FOR YOUR AUCTION DONATIONS!

Mark Spitzer
Kendra Scott
Malibu Aerospace
Cool Travel Stuff
Legacy Flight Training

Texas Top Aviation
The Aviator's Academy
Aircraft Widgets
Beringer
Concorde Battery

Angel Flight West
Chuck and Jana Olsen
B-29 Doc
Garmin
Manny Casiano

Piper Aircraft
Marlin Kling
Chris Krein

THANK YOU TO OUR SPONSORS!

Platinum Presenting Sponsor



Gold Sponsors



Silver Sponsors



Bronze Sponsors



Bronze Sponsors



Collins Aerospace

Goodrich® De-Icing



Plan now to attend the 2024 PMOPA Convention in Austin, Texas at the J.W. Marriott, November 1st through 3rd, 2024.

 Crafted in Switzerland

PC-12 NGX



 **PILATUS** 

2,000 PC-12S – 1 PROVEN LEADER!

What makes the PC-12 the most popular single-engine business aircraft? Experience. With a rapidly growing global fleet of more than 2,000 aircraft, the “World’s Greatest Single” has solidified its reputation for superior value retention, low operating costs and safe operation. With an aircraft this proven, the numbers really do speak for themselves.

pilatus-aircraft.com

Recovering a JetPROP from an International Incident

by Valerie Steen



The wind and waves had been strong the last few days but had finally calmed down somewhat. This was our last full day in the Bahamas before heading back home to Texas. I had checked the weather as best I could with the predict wind app that I use for sailing. I was in the left seat and Doug was right seat for this flight. My only instructions in the pattern were for him to take a lot of pictures of the spectacular scenery as we came in to land. No AWOS on the field, but UNICOM advised me to switch runways as the wind was favoring runway 35. On short final, the last glance I made at the ASI was 78 knots over the fence, there was a pretty strong crosswind from the right – nothing I had not dealt with many times before. Then, in the flare, right

before touch down, the wind sheared, and we instantaneously lost 8 to 9 knots airspeed. The mains clunked down heavily and then the nose came down. It was the kind of clunk that a student pilot would make in a Cessna 172. I had no idea what was to happen next.

At first, all seemed well, and this was just a landing that I was not proud of and hoped nobody saw, but then the steering started to get very vague. It was obvious that I had lost nosewheel steering and was keeping the aircraft straight solely with the rudder. The nose then kept coming down and I could see the tips of the propeller start to curl. Disbelief; game over at this point. The nose kept coming down and the prop slowed to a stop. Engine still running, I pulled the condition lever back and shut off the fuel pumps.

I turned off the firewall fuel valve and shut off the master.

We never felt anything from the prop striking the pavement. The aircraft came to rest on the runway not far from the ramp. Doug and I got out of the plane, greeted by locals wanting to know if we were hurt. Only my pride, my self-worth as a pilot for almost 25 years with an ATP and a CFI were hurt. I heard a plane on final, a twin and watched it go around.

A commotion of activity followed, everyone wanted to help, and a forklift was brought over to pull the tail down. Doug and I didn't want the forklift near the airplane. Instead, ropes were used to tie it to the tail and move the aircraft off the active runway. This was very nerve-wracking as the forks of the forklift came very close to hitting the tail. Eventually, we gave up on



the forklift and found we had enough people to pull down on the tail and push on the wings and stab to move the airplane. Manpower got the airplane to the ramp where it would sit for the next five months. The people of Staniel Cay were very helpful and essential to getting the aircraft to a safe spot.

Throughout all this, Doug was calm and understanding. I was still in shock and distraught.

We were soon greeted by a local police officer that took down our personal information. I wondered if we would hear more from the Bahamas

authorities. Our beautiful JetPROP lay in disgrace with its nose stuck in the asphalt. Looking up in the nose gear well, it was easy to see what had happened. The nose gear actuator shaft was bent at almost a 90-degree angle and was jammed up against the engine mount structure. The engine mount had prevented the nose wheel from completely collapsing. Amazingly enough, the gear doors and bottom cowl were undamaged. The aircraft had

continued to roll on the collapsed gear throughout the incident.

We were now without a way home or a way back to Long Island where we had left all of our luggage and the couple that came with us on the trip. We had bathing suits, snorkels, and masks and that was about it. I called Steffani, whom we had left on Long Island, and explained what had happened. They now had to charter back to Nassau, and then airline back to the U.S. An expensive and time-consuming process. I would hear that word “process” many times over the coming months.

Everything is a process – meaning multiple steps and takes a long time.

After a quick call to Kevin Mead, we did a visual inspection of the airplane to see what the extent of the damage was. We could find no wrinkles in the wings, no damage to the main or aft spars, nothing remarkable or out of place on the main gear. That was good. The only damage to the lower cowl was a knife cut made by a propeller blade under the air inlet area. Yes, you never want to see a propeller blade bent so much it hits the underside of your cowl.

Before locking the plane, I turned on the avionics and downloaded all the logs out of our Avidyne IFD 550. Later, at home, I was able to reconstruct the flight in detail with the Avidyne data and Cloud Ahoy software.

The day after we got home, I made a call to Joe Casey to “fess up” about what had happened and ask his advice. He suggested I call the FAA and let them know about the incident. My first call was to the local FSDO (flight standards district office) where they told me that I should call the Miami Ops office which had jurisdiction over the area where the flight occurred. I called the Miami office and left a message. Soon I received a call back from a gentleman to whom I explained that I



Successful Gear swing

had a prop strike and partial nose gear collapse in the Bahamas. He thanked me for reporting the incident as they would not be “behind the curve” when the Bahamian aviation authorities called. After discussing the incident in detail, the FAA decided that I did not need a 709 ride and this incident would only be logged internally by the FAA. The 709 check ride is triggered by an accident or incident in which the FAA has reason to suspect the pilots competency. The FAA was also concerned that this was not a manufacturer’s defect that would necessitate a service bulletin or AD. All the FAA’s concerns were cleared up with one phone call. I was never requested to submit anything in writing.

Next, I got a call from the NTSB where I explained the incident again. They were comfortable with my story. I was brutally honest and described the events factually to the best of my ability. I wondered if I would hear from the Bahamian authorities next. I did not have to wait long, the Bahamian Civil Aviation authority called and asked me to provide a written report, with photos, of the incident. The NTSB also wanted a copy of the report I wrote for

the Bahamian authorities. Thus, my international incident was documented.

Two weeks later, Doug and I traveled back to the island to do a thorough assessment of the damage and get the plane back on its gear. We had authorization from our insurance company to begin repairs and our initial plan was to replace the nose gear actuator, put a new prop on and fly it back home on a ferry permit. We brought two Pelican cases of tools and parts with us as there were no facilities on the island. We also brought a lot of rope, tow straps and empty sandbags in the hopes of MacGyvering together some sort of tail stand.

We found stacks of pallets at the dock and borrowed a sturdy looking one to which we wrapped heavy duty ratchet straps around and through the tail tie down. Weighting down the pallet was accomplished by foraging rock (thanks Doug!) and filling the sandbags we had brought. Typically, about 400 pounds is needed on the tail stand and we erred on the cautious side. One of us would pull down on the tail while the other tightened the ratchet straps. It was a slow process, and we had help

from local pilots to add their pull on the straps once they saw what we were doing. The operation was reminiscent of something from “The Flight of the Phoenix.”

With the airplane now at a level attitude we proceeded to remove the cowlings so we could thoroughly inspect the motor mount structure and look for damage to the engine. The only damage found was the bent NLG actuator. Everything else looked good on visual inspection. All work had to be done on the ramp under the Bahamian sun. We were blessed with good weather and mild temps. The only feasible way to remove the NLG actuator was to saw through it. We had brought a hacksaw but the steel shaft that bent like butter on landing seemed a lot harder when trying to saw through it. One of the local pilots had a sawzall and let us use it. Even with the sawzall, it took hours of taking turns to finally make it all the way through the actuator. As soon as the shaft was cut, the nose gear came down fully and we saw that the rod end on the actuator was bent as well.

So ended our first trip back to the island. The JetPROP was now on its

gear, cowl off, bent prop still on since we had brought the wrong rods for the beta ring puller and tail stand still attached since the new nose gear actuator was not fully in place.

We began rethinking our plan to put a new prop on the engine and fly out as it was causing me to have problems sleeping. "What if we ran the engine with the new prop and during ground testing the engine came apart? Would insurance cover that? What if I was over the ocean and the engine developed a vibration? Do I keep it running and possibly have the engine rip itself loose – certain death, or shut it down and prepare to ditch and go swimming?" None of these sounded like good options, and in fact would not be in compliance with Pratt & Whitney prop strike/ sudden stop Service Bulletins.

A new plan, briefly considered, was to get a loaner RGB (reduction gear box) but none were available. Even though the engine on our plane is super common on King Airs, there are many parts that are unique to single engine applications. Sigh, the MOR lever. But then, wouldn't it be crazy to split the engine open on the ramp with the sand and salt air. So, with that, we contacted Prime Turbines and began our next chapter.

Prime Turbines is a Pratt & Whitney MRO specializing in PT6A repairs and overhauls that I initially called because they are in Dallas near to our home base. After explaining the problem, they agreed that yes, if the aircraft was a twin, it would be okay to put a new prop on and fly home while monitoring the engine and shutting down in flight if necessary. However, with single engine turboprop options being limited (to put it mildly), a plan was made to remove the engine from the airplane and ship it to Prime Turbines where repairs could be made, and the engine run would be in a test cell to verify performance.

We contacted our insurance adjuster who had been assigned after the initial claim was made and sent them

a written plan of how we would proceed with the repairs. This plan was then approved by the insurance underwriter. The underwriter wanted estimates or actual costs when available for the job before signing off on the plan. Prime Turbines would be responsible for removing the engine from the aircraft, performing necessary repairs, and then reinstalling the engine on the aircraft. We, my husband and I, would do all the airframe repairs and assist with engine R&R. I should explain that my husband is an A&P with inspection authorization, and I run an FAA repair station that specializes in avionics. So, we both have experience in maintaining our PA-46.

The most time-consuming part of the job for me was the logistics. I took responsibility for shipping which involved trucking, air freight and oceangoing freight as well as import and export issues. Our company also made all the arrangements for lodging for ourselves and the Prime Turbines personnel. Parts finding was assisted by Kevin Mead and Mead Aircraft crew who were an invaluable resource throughout this ordeal.

We were unable to locate a Hartzell scimitar prop like was originally on N4372L, and the only other props allowed by the STC were a Hartzell paddle prop (like on a Meridian) or the MT propeller. The MT had a lead time of months, so that was out; we were lucky to get a paddle prop through Mead and Intercontinental Jet Service out of Tulsa. The paddle prop (in my mind) is ugly and not "cool" like the scimitar, but we had to get the JetPROP off the island. So, for \$4000 we got ourselves a time in service prop with spinner and back plate. It was an additional \$1000 for them to build the crate.

With measurements and weight of the prop, I was able to confirm that we could get the prop onto the Cessna Caravan for transport to the island. What arrived at Makers Air was much larger and heavier than I had been told – there was no way to get it on the Caravan. The crate with

FINANCING A TURBINE AIRCRAFT?

-  Over \$1B in financing requests and over 750 fundings last year.
-  Competitive rates.
-  Most comprehensive options.
-  Up to 85% LTV and up to 20-year terms.
-  Everything from piston to large cabin aircraft.
-  Credit & asset based loans, fixed rates, floating rates, and hybrids.
-  We get "Out of the box" deals done!



Our dedicated team of aviation experts is committed to providing you with exceptional service and flexible financing solutions.

Call for a quote today!

1.844.440.6472

AOPAFinance.org/Turbine



prop weighed 600 pounds, while the prop itself was only 200 pounds. Many phone calls later, we found that Bimini Shipping made weekly runs to Staniel Cay.

Bimini Shipping gave us the names of both a U.S. customs broker and a Bahamian customs broker, as we would need both. Bimini picked up the prop from Makers Air and the prop was scheduled to go out on the next ship. We timed the shipment so that, hopefully, the prop would arrive on the island at the same time as me and the tech from Prime Turbines. We were relieved to find that it was, in fact, under the wing of our airplane when we arrived.

We arrived on Staniel Cay on Saturday, Jan. 15, 2023, ahead of the Prime Turbines tech who would arrive on Monday. The first order of business was to find the propeller. It was on the government dock, and I paid a local guy \$50 to use the forklift to drive the prop about a mile down the street to the airport. The propane powered

forklift ran out of fuel about halfway there, so I ran back in a golf cart to get another cylinder while the prop and forklift sat in the middle of the road. Island life is different!

John Chamberlin, the owner of Chamberlin Cottages where we were staying, graciously let us use his hangar as a staging and storage area. There are only about three hangars on the island. Saturday evening was spent assembling the aircraft jacks that had to be broken down for shipment. Most of the tools went with me on American Airlines – two seahorse cases (like Pelican) and a long bag on rollers (for baseball stuff) that held the jacks themselves. After our last experience working on the tarmac directly, I brought several yoga Mats to lay on. The only thing I couldn't bring on the airline was the bases for the jacks – they would not fit in any normal luggage and the airlines do not allow cargo in cardboard boxes. The bases were sent ahead via FedEx ground to Makers Air where I picked them up and brought them on

the Caravan with all the other tools and parts.

Progress: by Sunday afternoon, the replacement nose gear actuator was in place, hydraulic lines connected, and we performed a gear swing. All seemed well except we did not get a green light for the nose being locked down. There was no way I was going to fly this plane without getting three green down and locked. That night we puzzled over the maintenance manuals, and it didn't appear that anything was adjustable. The manual clearly stated that the gear down switch (which was lock wired in place) was factory adjusted and not field adjustable. On Monday morning I called Kevin Mead and was told "Oh yeah, those switches are always out of adjustment from the accessory ship, just break the lock-wire and bend the tab." A few tweaks later, we had the gear going up and down and reliably got three green down and locked. Relief! The battle had been won and we could now move the airplane and be confident that we had gear that was down and locked.



Engine in box being moved to dock as I'm leaving in Caravan.



Engine nearing completion, getting ready for test cell at Prime Turbines

I had brought 300 feet of extension cord on this trip so I could run power out to the JetPROP and get the batteries charging. Turned out, I needed to scrounge up additional 150 feet, but I did get the batteries charging. Without a charged battery, I would have no hope of getting the JetPROP off the island. There was no GPU available, nor Jet A. One of our batteries was new and the other had been recently reconditioned. Apparently, the Concorde RG-46 battery is only used by JetPROP and Concorde only makes one batch each year. There were no more batteries available until September 2023 (remember, this is January 2023). Lead acid batteries lose charge as they sit and are best kept on a maintainer. At the time, I had no idea how long the airplane would be sitting without an engine.

On Monday afternoon, the Prime Turbines tech arrived and we got a start on removing the engine. We were still working out on the ramp, as we had no better spot for the plane to sit once the engine was removed. With no engine

or prop, the airplane would be very tail heavy and unstable. Matt, from Prime Turbines, made a tail stand from some scrap lumber and we bolted it to the tail tiedown. Working together, Matt and I had the engine off the plane by Tuesday and had placed all of the miscellaneous removed parts in and around the prop box in John's hangar. The engine removal process went smoothly and with our airframe work complete, it was time to get a ride back to Fort Lauderdale on the Caravan.

The plan that had been arranged was for several seats to be removed from the Caravan so the engine skid could be loaded and flown back to the U.S. We were assured the weight would be no problem and Matt would help load the engine. Easy peasy; what could go wrong. Well, I got a call from Makers Air, and they apologized but they could not put the engine on the Caravan after all. It seems that a PT6A-21 engine would not fit in the baggage scanner at Fort Lauderdale Exec. In disbelief, I called customs at

KFXE and got a terse reply – “No, you cannot bring freight through Exec!” How this was not known beforehand I do not know. Then I thought, just bring the engine through KFL which has freight. Nope, Makers Air 135 certificate did not allow that.

So, it was decided to use Bimini Shipping and lash the PT6 in the cardboard box onto the deck of the little freighter for an ocean voyage to Miami. Our insurance adjuster for the claim wanted the PT6 insured for the trip back to the U.S. Bimini did not offer insurance against loss of cargo and suggested I call a third-party insurer. I was able to get the engine insured for its full value but only in case the ship was to sink or catch fire – damage due to mishandling, saltwater ingress, etc. were not covered. And I was only able to get this limited coverage after the insurer checked the weather and sea state for the coming week.

The engine made it safely to Miami where it was picked up by truck for the trip to Prime Turbines in Dallas.

On to the engine repairs. On Feb. 10th, I received notice that Prime received the engine and it would take a couple of weeks to tear down and assess it. On March 1st, I received the engineering report. Optimistically, I thought maybe we could get the engine out to the island by the end of the month, but that was not to happen. The engineering report showed that the Prop Shaft, number six bearing, and number five bearing had to be replaced due to Sudden Stoppage Service Bulletin requirements. I don't think they spend much time looking at these parts as they must be chucked in the trash.

The bearings are not like those on your roller skates, they are more than \$10,000 a piece. Prime also wanted to replace the number four bearing due to skidding. The prop governor and overspeed governor were also sent out for overhaul or exchange, again a requirement of the Sudden Stoppage Service Bulletin. There were also some seals and the PT (power turbine) shaft that needed to be replaced due to condition. I believe that there was not any damage to the PT shaft but that it is common to replace that shaft after a teardown.

The engineering report went to the insurance company along with an estimate for parts and labor. Thus began a back and forth with the underwriter "redlining" parts that they did not want to pay for. The underwriter is constantly on the lookout for their customer attempting "betterment" – meaning to improve the aircraft beyond that state it was in immediately before the incident. Examples of betterment would include putting a more expensive prop on or overhauling items that were not affected during the incident.



Engine nearing completion, getting ready for test cell at Prime Turbines

Eventually, the insurance company did agree to pay for some of the non-service bulletin items that Prime wanted to replace including the number four bearing and damaged air seals. Many of the other wear and tear items, we paid for ourselves including a new inlet screen and ignition harness. At this time, our service adviser, Jason, noted that our fuel control unit (FCU) had never been overhauled and was now 17 years old. The accessory shop had refused to do a midlife overhaul and wanted to do a full overhaul which normally occurs every six years. I had been warned about the availability, or lack of, of the FCU but Jason had talked to the accessory shop, and they assured him that the supply chain issues were over, and they had plenty of rebuild kits. He thought there was a 98 percent chance that we would have no problem getting the FCU overhauled so we authorized them to proceed. It just made sense to do it while the engine was off the airplane and would be run in the test cell.

Several weeks later we got a call from Prime that our FCU had been completely disassembled and they had found "hard" part wear. The overhaul

price was now up over \$12,000, oh and by the way, there were no rebuild kits available and they didn't know when they were going to ship. Now, our FCU was on the shelf with 70 other units waiting for kits. I felt like such a sucker. Apparently, the day Jason talked to the accessory shop they had just gotten kits in; however, they used those up and no more were forthcoming. So much for "supply chain woes are over."

We went through the five stages of grief over the FCU. Pulling my hair out trying to think of any cockamamie way to get an FCU on our engine, if only to just long enough to get it off that salt exposure test chamber known as the Bahamas. We found out that we can't use an FCU off a King Air C-90 because there is no MOR lever and other differences. In fact, the FCU used on our PT6A-21 JetPROP turned out to be quite rare. Single engine turboprops are the minority in the turbine world.

Now, we were in April, and the engine was nearing completion, just waiting on the FCU issue. I had exhausted any leads I had to try and find an overhaul kit or an FCU, when I got a call from Jason. He had found

an FCU with the correct part number for our engine on the shelf and available for exchange. At this point, we snapped it up without hesitation and the completion of our engine was in process again. The price had gone up to over \$15,000, but by this time it seemed like a bargain.

By the third week in April the engine had been run successfully in the test cell and we were pleased to hear that it had met overhaul specs, which is apparently not always the case. Now began the logistics problem of getting the engine and personnel to the island and having lodging available.

The engine had been imported (to the U.S.) on a temporary basis for repairs. This was done to avoid paying duty on the \$400,000 engine. As it was, the duty fees amounted to less than \$2000. This time, the engine would be fully crated and put on a truck to Miami where it would be delivered to Bimini Shipping. There was no assurance as to what day the engine would arrive on the island, but we had to make lodging reservations early as the island's busy season was coming up in May and June.

We waited as long as possible and then made reservations at Chamberlin Cottages for the first week in May. We were lucky and the engine arrived at the island at about the same time as me. There was much confusion as to where the engine was. I was told it had been taken to the yacht club (everything on Staniel Cay) seems to involve the yacht club. But no, wasn't there. Chamberlin found the crate sitting out on the dock and was able to get a forklift driver to deliver it out to the airplane on the ramp. Relief, the engine was safe with the plane.

The next order of business was to run hundreds of feet of extension cord out to the plane to get the batteries charging. They had been sitting for several months and we needed them in the best shape possible for the engine start.

On Monday, the Prime techs arrived. It takes much longer to put the

engine on, even with two techs, than it does to remove the engine. By Tuesday, we had the engine back on its mounts and we moved the plane up in front of John's hangar.

On Wednesday afternoon we reconnected the batteries and tried motoring the engine which was successful after an unexplained glitch where the engine didn't want to spool up.

On Thursday, we worked hard putting the cowl back on and it began to look like we might be able to fly the airplane out. The entire week had been allocated to the job, but the guys were hoping to get out a day early.

For the performance check, we pulled the airplane with ropes and manpower over to what we had deemed the cleanest part of the ramp that was also out of the way. There was some gravel which we tried to clean off but still it was not where you would

like to do a full power run up. It had now been about five months since I had last flown the JetPROP and I must admit, there was considerable adrenaline as I pulled out the checklist and ran through the before start sequence. The batteries held and I got a 15 percent Ng, pushed forward the condition lever, and she lit off. The start was very nice, spooling up in a well-behaved manner with essentially no overshoot of the ITT. It seems that the new FCU was a good thing as the start was nicer than I was used to.

I held the brakes and pushed up the power to the torque that Matt had said we needed for the performance check. The numbers were good! I had an airplane. The only issues noted were a low Ng, about 48 percent at idle and at higher power the prop was going over 2200. We pulled the top cowl off, and the guys made an adjustment to the prop governor and then decided

Mini Ground Power Units for 14V & 28V Airframes



"White Lightning products easily get the nod."

Portable Ground Power: Audio Authority Excels
by Phil Lightstone, The Aviation Consumer. January, 2023.

The Aviation Consumer

800-322-8346

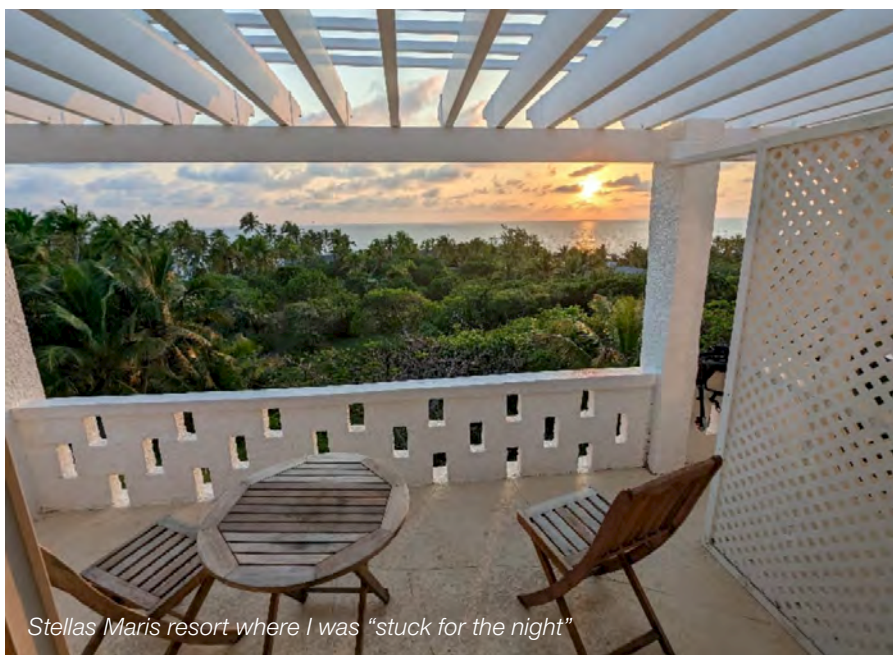
www.WhiteLightningGPU.com

WHITE LIGHTNING
AVIATION GROUND POWER

that adjusting the Ng would require pulling the starter/gen off since they didn't have the special tool for that. I later found out that the special tool was an Allen wrench taped to a pencil to lengthen it! So, the plane was flyable with those minor issues plus the nose strut was low, which was a concern.

It did look like the Prime Turbines guys would make it out on the last Makers Air flight and would watch me take off.

With an air of excitement, I taxied out for departure, did a careful run through the checklists, and took my time to set up the flight plan on both the IFD550 and the iPad. The takeoff was uneventful, and with gear and flaps up I headed out to Long Island, Stella Maris Airport, about 70 miles



Stella Maris resort where I was "stuck for the night"



Dick Rutan and Valerie with Tailwind

away. Glancing down at the map on ForeFlight, as the land disappeared behind me, the words on the map said "North Atlantic Ocean" – just you want to see after performing heavy maintenance on your aircraft.

It was almost surreal to be flying N4372L after so many trips to the island to work on it while it sat in one spot on the ramp. I tuned in Stella Maris UNICOM and planned a long straight in approach, which was

coordinated with other aircraft waiting to take off. On short final, as I pulled the power back, the aircraft developed a large amount of drag and felt like it wanted to drop like a set of keys. The low Ng caused a low prop rpm and increased flatness of the blades at idle. I had to leave power on for the approach, take my time, let it float and use up a bit extra runway. Touchdown was smooth, no problems with the gear and I taxied back as my adrenaline was still

flowing. After parking, the first thing I did was call my husband and let him know I was safe and the plane was fine.

The plan now was to get our luggage, which had been left at Cape Santa Maria Beach Resort for the past five months, and then fly back to Fort Lauderdale. I was ready to be back in the U.S. with the airplane and filed EAPIS and an IFR flight plan while at Cape Santa Maria. When I told Doug I was going to fly back this evening he had a fit and said, "there is no reason to fly tonight, you already told me you were tired." I pushed back and argued that I felt fine, but ultimately, I didn't have a good argument for flying back that afternoon. After all, what was one more day after all these months. So, reluctantly I stayed a night at the Stella Maris resort since it was close to the airport and made plans to fly out in the morning.

As soon as I laid in the bed, I knew I was tired and sank deeply into slumber. In the morning, I filed the trip back to Fort Lauderdale at FL220 and found that at altitude when I tried to turn on the heat, I couldn't physically pull out the knob. Later, my brother and I pulled the top cowl off in Clear Water, Florida where he lives and found that the linkages were so

corroded that they would not budge. Spraying WD40 (that's all we had) helped and I was able to get the heat on for the rest of the trip home.

Over the next several flights we noticed that our cruise speed was consistently 5 knots higher before hitting the ITT limit in the flight levels. Also, the starts were cooler and more orderly with a nice gradual spool up. We can only attribute the increase in cruise speed to the change of propeller. We began to appreciate the "not cool looking" prop.

As of August 2023, N4372L was at Mead Aircraft for a thorough annual. Corrosion was found on just about every exposed linkage, the gear had to be removed to clean, bead blast and repaint, the conductive paint aft of the boots was chipped and aluminum was starting to corrode underneath. Sitting on the ramp outdoors on a tiny salty island was hard on the airframe. One of the main reasons my husband and I got involved in the repairs was to push along the process and get the aircraft off the island as soon as possible (with reasonable safety).

Lessons learned. This was a short flight; I was excited to be flying in the Bahamas and distracted by the beautiful scenery. I forgot to set the altimeter to field elevation (sea level), a minor point but with no weather available there was no way to correct in the air. My landing technique was a slightly steeper approach with lower power setting and required more precise timing in the flare. A flatter approach with more power would have made it easier to avoid the hard landing. My airspeed at 50 feet was about 78 knots which I thought was OK for a lighter airplane (my husband and I and enough fuel to get back to Long Island) and a shorter runway (3000 feet). The Malibu POH listed 77 knots as the short field approach speed with full flaps. Stall at gross weight is listed as 58 knots so V_{ref} ($1.3 V_{so}$) would calculate to 75 knots. I had landed many times at these speeds, with no problem, and had been able to turn off the runway in 1500 feet



Valerie and Doug with the JP

or less. However, this field wasn't really that short and complacency came into my thinking to accept 78 knots as okay.

Anytime there is significant wind, which there was, there is always the possibility that the wind will shift or shear. With no weather reporting available, I should have been at the normal approach speed of 85 knots which would have given me enough airspeed margin in the flare to avoid the hard landing. I believe that due to terrain effects, the wind sheared from a right crosswind to a tail wind as I pulled the nose up into the flare. With the JetPROP there are so many tools available to get stopped – beta, reverse, and brakes that there should never be a need to use the short field approach airspeed unless you are in an extreme situation.

Over the past several years the amount of flying I had been doing had fallen off. In the past I was flying two or three hundred hours a year. Now, due to demands of my business that number had fallen to 70 or 80 hours. I do believe that this makes a difference. PMOPA recommends we fly a minimum of 100 hours per year to maintain proficiency. This makes sense and keeps your muscle mem-

ory fresh for faster reaction times to evolving situations.

While the JetPROP was unavailable, I began to fly our little plane, a Wittman Tailwind, more often and used it to keep instrument proficiency, do my BFR and generally make flights that I would have done in the JetPROP. The little plane does 180 knots on 10 gallons/ hour so it is a pretty inexpensive way to fly and keeps my tailwheel skills sharpened. My belief is if you can't fly 100 hours in a PA-46, then flying more in almost anything is going to keep you sharper than not flying at all.

I've talked to many of the Caravan pilots who fly regularly to Staniel Cay and every one of them said that they add 10 knots to their approach speed for the shifting winds. Local knowledge is invaluable and when going to a remote place with no weather it is worthwhile to seek out.

The last day of our vacation in the Bahamas turned into the beginning of a five-month journey. It was an interesting, time-consuming, and expensive adventure. We met wonderful people along the way, received much help and learned more about the people and culture of the Bahamas than we would have otherwise.  **PMOPA**

NEW CHOICE BEST CHOICE

I mproved reliability
D esign enhancements
E xceptional value
A fter-sale factory support
S licker than Slick!
...THAT FLY



Family Owned, Family Built, Family Backed.



Give us a call: +1 (334) 286-8551
Learn more by visiting us online at:

KellyAero.com

Made in Montgomery, Alabama U.S.A.
Available from your local Kelly Aero distributor.

M600/SLS

HALO
SAFETY SYSTEM



An office with altitude.

Piper
FREEDOM OF FLIGHT

You've always been all business—now it's time to show it. Step into your new office, which raises the bar when it comes to safety, luxury, and support. The M600/SLS comes fully equipped with the groundbreaking HALO™ Safety System with Garmin® Autoland at its center, a beautifully appointed customizable interior, and a pressurized cabin so you can conduct business where and when you need to. Exceeding industry expectations for performance when it comes to speed and range, the M600/SLS is an entrepreneur's dream made reality.



Learn more at
Piper.com



Connecting a Garmin Flight Stream to an iPad

by Hank Gibson



It's time to pick up your airplane with its new modern avionics package. The plane has been at the avionics shop for three months getting upgraded from all the old steam gauges, the trusty Garmin 530W, and the ancient autopilot that didn't fly a glideslope well for the last 10 years. You've seen pictures of the new panel in your airplane with all the pretty colors on all the screens. Your pilot

brain says "Wow, I'm going to be so much safer now!" Then the tech side of your brain says "Wow, how do I use all that stuff?"

Today, we are going to tackle only one item in that new panel, the Garmin Flight Stream. Almost without exception, all Garmin panel upgrades and all airplanes with a Garmin G1000NXi panel are equipped with the Garmin Flight Stream. What is

the Garmin Flight Stream? It provides the pilot the ability to send and receive flight plans from whatever iPad app they are using (ForeFlight, Garmin Pilot, etc.), receive ADS-B or XM weather (depending on which app you are using), and receive ADS-B traffic.

Many pilots don't even realize their panel has this capability. Sadly, a lot of avionics shops call the owner of the airplane to tell them the plane is ready,

hand them the keys and send them on their way without showing them how to use the new equipment.

The clue that tells me that the pilot doesn't know about the Garmin Flight Stream is the presence of a Stratus or a Sentry. Although both are very good ADS-B receivers, when a Garmin Flight Stream is installed, they are no longer necessary since the pilot's iPad can Bluetooth to the panel.

How to connect to the Garmin Flight Stream? It depends on what avionics panel you have.

Garmin G1000 or G1000NXi:

- This can be done either with the engine off or on, but ensure that the Avionics master is on as the Garmin Flight Stream is typically tied to the Avionics master.
- On the MFD, go to the AUX Chapter.
- Scroll down to the Bluetooth Management Page.
- On your iPad, go to the iPad Settings (not ForeFlight or Garmin Pilot Settings) and tap Bluetooth.
- Under Other Devices at the bottom of the page, a new Bluetooth Connection labeled Flight Stream 210 or Flight Stream 510 should pop up (or some variation thereof, but it should always say Flight Stream).
- Tap that and your iPad will connect to the Garmin Flight Stream.
- Now, on Foreflight or Garmin Pilot, all the ADS-B data should be coming through the Flight Stream and you'll have the ability to send and receive flight plans (on Foreflight on the Maps page, look for the small airplane with two semi circles around it at the bottom of the Flight Plan section).
- When a flight plan is sent to the Garmin G1000 from an EFB, a

little message will pop up in the lower right corner of the MFD that says "1 Pending Flight Plan". Press Enter and follow the instructions on the screen to Activate the flight plan.

Garmin GTN 750/650

- This can be done either with the engine off or on, but ensure that the Avionics master is on as the Garmin Flight Stream is typically tied to the Avionics master.
 - On the Home Screen, Tap the System button.
 - Tap the Connex Setup button on the lower right portion of the screen.
 - Under Bluetooth Setup (see picture page 30), tap Manage Paired Devices.
 - On your iPad, go to the iPad Settings (not ForeFlight or
- Garmin Pilot Settings) and tap Bluetooth.
 - Under Other Devices at the bottom of the page, a new Bluetooth Connection labeled Flight Stream 210 or Flight Stream 510 should pop up (or some variation thereof, but it should always say Flight Stream).
 - Tap that and your iPad will connect to the Garmin Flight Stream.
 - Now, on Foreflight or Garmin Pilot, all the ADS-B data should be coming through the Flight Stream and you'll have the ability to send and receive flight plans (on Foreflight on the Maps page, look for the small airplane with two semi circles around it at the bottom of the Flight Plan section).
 - When a flight plan is sent to the GTN from an EFB, the Message button at the bottom of the Map





The only proven, all-digital fuel senders available.

“Zero regrets. Get ready for a new level of fuel assurance.
- John H. (Verified Purchaser)**”**

Reliable, accurate information yields better pilot decisions. Fly safer.

FUEL SENDERS
70,000+
INSTALLED

FAA APPROVED
697+
AIRCRAFT MODELS

MEAN TIME TO FAILURE
60,000
HOURS

CIES Inc.
info@ciescorp.com
www.ciescorp.net

Starting at \$455/sender.
FAA & EASA* Approved - All Garmin EIS/JPI/AL/Dynon/EI Approved
*EASA approval through our partnership with Aerospace Logic.

AIRCRAFT FINANCING

A BETTER APPROACH

AIRFLEET
CAPITAL INC

800.390.4324
airfleetcapital.com

page will start flashing. Tap that, then it will say “1 New Flight Plan” in the upper left corner. Tap that and follow the instructions on screen to Activate the flight plan.

A few notes

- If your Garmin Flight Stream is a 510, that unit includes Wi-Fi capability that allows database updates through the Garmin Pilot App.
- Also, if the plane is equipped with a GTX 345 transponder as well as either the Garmin Flight Stream 210 or Garmin Flight Stream 510, the Bluetooth of the Garmin GTX 345 transponder is supposed to be turned off and all ADS-B information should be flowing through the Garmin Flight Stream.
- If your airplane only has a Garmin GTX 345 transponder and no

Garmin Flight Stream, following the above steps will allow you to connect to the GTX 345. This will allow the ADS-B weather and traffic to display on your EFB. The only thing you’ll lose will be the ability to send and receive the flight plan from the panel.

- Now you have the ability to send that complicated clearance straight from your EFB to your panel without all the button pushing and knob twisting.  PMOPA

Hank Gibson, owner of Texas Top Aviation and The Aviator’s Academy, is a PA-46 Training Provider. He has been teaching in the PA-46 since 2016. His passion and knowledge of avionics led the the development of The Aviator’s Academy to teach pilot’s glass panel proficiency. He lives with his wife and four kids in New Braunfels, TX.



Garmin GTN 750/650 setup. Under Bluetooth Setup, tap Manage Paired Devices.



888.386.3596 | WWW.SKYTECHINC.COM

Serving the Aviation Community Since 1976



Piper®



Tony Sammartino
CT, DE, MA, MD, ME, NH,
NJ, NY, PA, RI, VT
TSammartino@skytechinc.com
888.386.3596 x1214

Skytech has been a world leader in PA-46 sales and service since the model's introduction in 1984. With nearly 50 years in the aviation industry – our team is equipped with the knowledge and experience to provide personalized support from Maine to South Carolina.



Cole McKibbin
DC, NC, SC, VA, WV
CMckibbin@skytechinc.com
888.386.3596 x1216

Scan to view our Authorized
Piper Sales & Service Center
Locations





Who is Really the Pilot-In-Command?

by Scott Williams



If you are flying alone, or with only non-pilots in the aircraft, you already know that the Pilot-In-Command (PIC) is you. However, what if there are two rated pilots in crew seats? Does it matter if one pilot is the aircraft owner, has more experience, higher ratings, or is giving flight instruction? The answer might be clear as... low IFR.

Liability vs Logbook Time

To clarify, the purpose of this article is to discuss who will likely be held responsible by the FAA, the NTSB and the civil courts in the event of a mishap. The more esoteric discussion about who is eligible to actually log PIC time is

for another day. 14 C.F.R. § 1.1 states that the PIC means the person who:

- (1) Has final authority and responsibility for the operation and safety of the flight;
- (2) Has been designated as PIC before or during the flight; and
- (3) Holds the appropriate category, class, and type rating, if appropriate, for the conduct of the flight.

Further, FAR §91.3(a) states: The pilot in command of an aircraft is directly responsible for, and is the final authority as to, the operation of that aircraft.

In Part 135 (air taxi) and Part 121 (airlines), the PIC is predetermined by those who schedule the pilots. If there are two pilots on a professional crew, one is designated the Captain (PIC) and the other is the First Officer (SIC). However, for us Part 91 pilots, several factors will determine who is PIC, and who can be held responsible for the flight.

The most common two-pilot situation in a Part 91 operation is flight instruction. In the case of a student pilot taking primary instruction, the instructor will always be deemed PIC by virtue of the student pilot's lack of qualifications to carry passengers. Now, what about a private pilot who is taking instrument lessons? If the flight is operated IFR (even in severe clear), the instructor must be PIC, since a non-instrument rated pilot cannot operate IFR, period. To make things more interesting, how about a private pilot under the "hood" in VFR conditions with an instructor? Again, since the pilot receiving instruction is not rated to operate solely by reference to the instruments, the instructor has to be the PIC. In all examples so far, a mishap would almost certainly fall 100 percent on the instructor, and none on the airman receiving instruction.

Similarly, if one pilot does not possess a current medical certificate (or BasicMed), and the only other pilot does, the only medically qualified pilot will be deemed the PIC. Interestingly enough, some pilots ask a buddy to be their "safety pilot" to build some hood time, but forget to verify that their buddy has a current medical. In this case, who would be PIC? Answer: nobody! No pilot was independently qualified to operate the aircraft, the entire flight would be illegal, and we would expect some certificates to be pulled.

Now, let's spice it up a bit. A private pilot who is properly rated and current in all respects is getting a BFR from an instructor (i.e., their BFR has not expired). Clearly, since the pilot receiving instruction could be PIC even without the instructor, does the instruction matter? Established NTSB precedent says: YES. "[r]egardless of who is manipulating the controls of the aircraft during an instructional flight, or what degree of proficiency the student has attained, the flight instructor is always deemed to be the PIC." Admin. v. Hamre, 3 NTSB 28 (1977). This principle was reaffirmed in Admin. v. Walkup, 6 NTSB 36 (1988). Flight instructors, time to review your personal insurance coverage.

Who is PIC during a check ride? The examiner is required to hold a current flight instructor certificate, so common wisdom would suggest they would be presumed to be PIC as well. With the exception of a private check ride given to a student pilot, FAR §61.47(b) expressly states that examiners are not the PIC; hence the end of that discussion.

Another common situation is two pilots, both rated and current, but neither is a flight instructor. They share stick and radio time interchangeably, so which one is PIC? First, let's be smart here and ask: "is one of them not covered by




PA-46 Initial*/Recurrent/Mentor Training




Flexible Ground Training Options

FAA Wings/Insurance Accepted
Initial Instrument
Pre-Purchase Systems Ground Training

David McVinnie MCFI DPE
Master Flight Instructor 25 -Years
 djm@McVinnieAviation.com 505 328-9032
 *Malibu/Matrix/Mirage



TO ADVERTISE IN PMOPA
MAGAZINE CONTACT:
JENNA REID,
ADVERTISING DIRECTOR
JENNA.REID@VPDCS.COM
816-699-8634



that aircraft's insurance?" If not, it is strongly recommended that only the covered pilot perform any operations near the ground from which the covered pilot could not safely correct. There should also be a clear understanding before the flight that PIC is the covered pilot. An email exchange to put this on the record before takeoff isn't a bad idea (email is preferable to text as both phones could be damaged in a crash). The last thing any aircraft owner needs is a prop strike where the carrier won't pay. If a non-covered pilot was at the controls, it does not matter what the qualifications of the covered pilot were. Insurance coverage aside, what would the FAA or NTSB say?

Assuming no insurance issues, and the usual circumstances where neither pilot make any express indication of PIC before flight, the determination of which pilot is PIC will rest on the facts and circumstances of the situation. For example, if there is a TFR incursion, the FAA will likely find the PIC to be the one who had the controls (or the last one to engage the auto pilot). However, what if the PIC had delegate the pre-flight briefing or in-flight navigation functions to his buddy, who then claims they were not PIC? The answer is: regardless of who is determined to be PIC, both pilots face liability. In *Admin v. Thomas*, NTSB Order No. EA-4309 (1994), the FAA held

responsible the non-PIC pilot for a near gear-up landing: "an aircraft requires only one pilot does not support a conclusion that a second pilot (or even a non-pilot) participating in the in-flight operations is not accountable for his own actions."

Reading the *Thomas* case carefully, it further narrows the affirmative defense doctrine that a pilot might rely on called "reasonable reliance". An example of reasonable reliance would be a non-owner pilot dry-leasing an M600, but the aircraft has an Airworthiness Directive that has not been complied with. Even the heavy-handed FAA would not expect a lessee (aka, a renter pilot) to research the maintenance logbooks for AD compliance before every flight. However, if two rated pilots are participating in any aspect of the flight, and if a mishap occurs, expect the FAA to hold both pilots responsible for the adverse consequences.

Further complicating this discussion, most civil courts allow for comparative negligence determinations. For liability purposes, one pilot could be held 90 percent liable, and the other 10 percent liable, regardless of the FAA's determination as to who is (or is not) PIC. If you are the 10 percent pilot with deeper pockets (or insurance), expect to become the recovery target. In some jurisdictions, there are limitations on recovering non-economic damages (i.e., pain and suffering) from a defendant in a greater proportion



Piper

2022 Piper M600/SLS
Standard HALO Safety System Featuring Garmin Autoland
5 Year Ultimate Care Program

FLIGHTLINE
GROUP INC.

Safety | Luxury | Support

Contact us to learn more about the M600/SLS and to schedule a demonstration flight.
877.359.7473 | www.flightlinegroup.com | sales@flightlinegroup.com

than their percentage of fault, but that is not reassuring as to economic damages (lost wages).

Final recommendations: whenever possible, establish who is PIC before the door closes. If both will share PIC duties, verbalize "I am now PIC" to the other pilot to reduce the likelihood of confusion, and to further promote good crew resource management. In the event of a real emergency, having two pilots both yell out "my airplane" in stereo could result in chaos, confusion, and a loss of control.  **PMOPA**

Scott Williams, Esq. is the founder of The General Aviation Law Firm, which represents buyers and sellers in aircraft transactions, and provides FAA certificate enforcement defense to pilots and mechanics. He is a panel attorney for AOPA's Pilot Protection Services, and is the Immediate Past President of the Cirrus Owners and Pilots Association.



Had Enough \$100 Hamburgers? Fly to help land, water and wildlife



Unique flight opportunities available for 1000+ hour pilots.



Volunteer your flying to help endangered species and more.

LIGHT HAWK
CONSERVATION FLYING

Learn more at
www.lighthawk.org/volunteer

Left: Chris Crisman/TNC/LightHawk; Right: Lincoln Athas/WCC/LightHawk

R.C. AVIONICS

EXCEEDING THE STANDARDS

"A Reputation for Excellence!"



R. C. Avionics is an innovative employee owned company and proud to be recognized by GARMIN International for our Customer Care, Outstanding Support, and Sales Performance.

GARMIN

PA46 PANEL UPGRADE SPECIALISTS

Features our very popular One Piece panel design.

AVIONICS UPGRADES

Full or partial panel, designs use the latest technology.

AUTOPILOT SYSTEMS

Repairs, Installations and Upgrades.

FLIGHT PROFICIENCY TRAINING

Provided with every major upgrade.

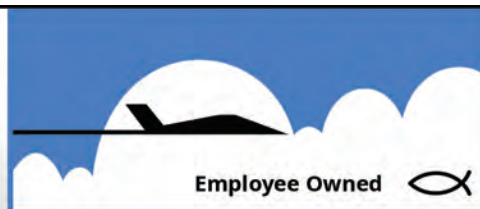


"A Smarter Way To Fly."

(763) 398-3920

Contact Alan at alana@rcavionics.com

rcavionics.com



PMOPA East Coast

Regional Event

November 10-12, 2023

The Greenbrier | White Sulphur Springs, WV

PMOPA is excited to host its first East Coast Regional Event at The Greenbrier in White Sulphur Springs, West Virginia from Friday, November 10th through Sunday, November 12th, 2023. Join fellow PMOPA members for educational sessions and all things PA-46 from industry experts, as well as enjoying the autumnal activities The Greenbrier has to offer.

In previous years, PMOPA has promoted member-hosted safety meetups throughout the country. In 2023, we are taking those events to the next level by hosting two PMOPA Regional Events, which will complement the PMOPA Convention & Fly-in in Colorado Springs August 31-September 3. We have selected destination locations on each coast to bring safety programs and community fellowship to our members.

Friday, November 10

Start Time	End Time	Description
12:00 PM	2:00 PM	Meet & Greet at Piper Service Centers - <i>Skytech</i>
2:00 PM	5:00 PM	Aircraft Arrivals in West Virginia
6:00 PM	7:00 PM	Welcome Reception
7:00 PM	–	Dinner on Own at The Greenbrier (recommend make reservations in advance)

Saturday, November 11

Start Time	End Time	Description
8:00 AM	8:30 AM	Breakfast
8:30 AM	8:45 AM	Welcome & Introductory Comments, <i>Bob Luhrs, Event Chair</i>
8:45 AM	9:45 AM	WTH Just Happened, <i>Zac Armstrong</i>
9:45 AM	10:15 AM	Morning Break

Saturday, November 11 (continued)

Start Time	End Time	Description
10:15 AM	11:00 AM	PA-46 Maintenance Tips & Recommendations, <i>Skytech</i>
11:00 AM	12:00 PM	Human Factors & Aeronautical Decision Making, <i>Ed Trautman</i>
12:00 PM	12:45 PM	Boxed Lunch
1:00 PM	4:00 PM	Afternoon Adventures <i>Booked through The Greenbrier's activities department</i> Skeet Shooting - <i>additional fee applies; arranged through The Greenbrier</i> Jeep Off-roading - <i>additional fee applies; arranged through The Greenbrier</i> Hiking - <i>no additional fee; moderate paced hike, led by PMOPA leadership</i>
5:00 PM	5:15 PM	Transportation to "Offsite" Dinner
5:15 PM	8:15 PM	Reception + Dinner
8:15 PM	8:30 PM	Transportation to The Greenbrier North Entrance

Sunday, November 12

Start Time	End Time	Description
7:30 AM	8:00 AM	Breakfast
8:00 AM	8:30 AM	Welcome & Favorite Fly-Out Destinations, <i>Bob Luhrs, Event Chair</i>
8:30 AM	9:30 AM	The Cold Truth About Icing, <i>Hank Gibson</i>
9:30 AM	10:00 AM	Morning Break
10:00 AM	11:00 AM	Engine Out Symposium, <i>Joe Casey</i>
11:00 AM	12:00 PM	Benefits of Flight Data Monitoring, <i>Kim Coryat</i>
12:15 PM	1:00 PM	Boxed Lunch
1:00 PM	–	Departures (or more Afternoon Adventures on your own, arranged through the Greenbrier)



FBO

Fly LWB - Greenbrier Valley Airport - KLWB

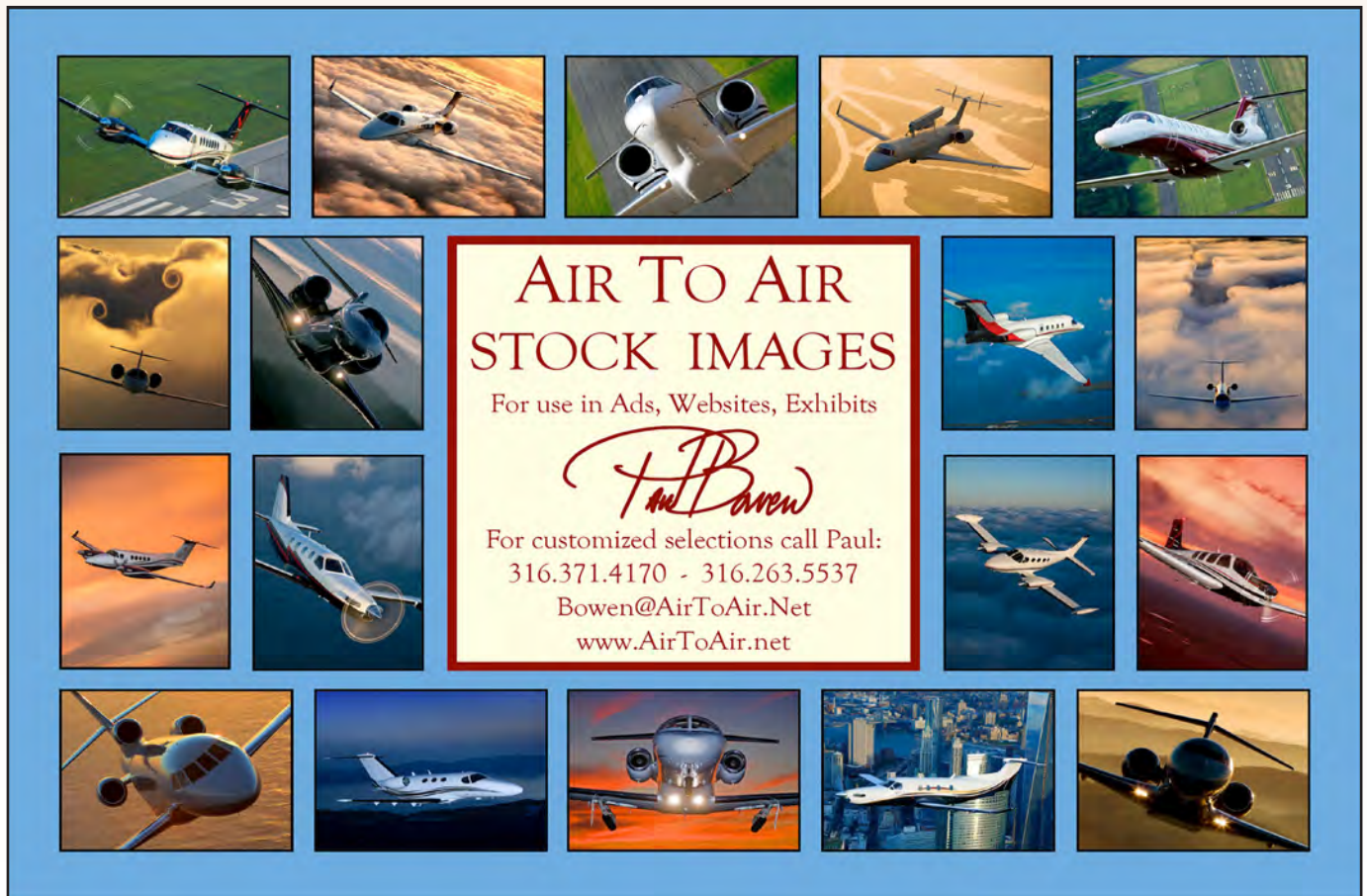
FBO Services | 584 Airport Road | Lewisburg, WV 24901

Hotel

The Greenbrier | 101 Main Street West | White Sulphur Springs, WV 24986
(855) 453-4858

Located amid the breathtaking mountains of West Virginia, The Greenbrier is a National Historic Landmark and world-class resort that has been welcoming guests from around the world since 1778. The natural mineral springs that drew our first guests nearly 250 years ago continue to lure visitors to our 11,000-acre luxury retreat today. With a guest list that includes 28 U.S. Presidents, America's Resort has long been a favorite destination of royalty, celebrities and business leaders. The Greenbrier is widely regarded as one of the finest luxury resorts in the world. Surrounded by the wondrous Allegheny Mountains, The Greenbrier offers exclusive services and amenities such as championship golf, fine dining, more than 55 activities, designer boutiques, our world-renowned mineral spa and a 103,000-square-foot gaming and entertainment venue, recognized as America's only private casino.

For more information, visit pmopa.com



AIR TO AIR STOCK IMAGES

For use in Ads, Websites, Exhibits

Paul Bowen

For customized selections call Paul:
316.371.4170 - 316.263.5537
Bowen@AirToAir.Net
www.AirToAir.net



DO-NOTHING DATABASE UPDATES

Forget juggling update cycles and data cards. With new PlaneSync™ technology, your databases are updated automatically via LTE or Wi-Fi® links. Learn more at Garmin.com/PlaneSync

GARMIN.



PIPER M-CLASS
OWNERS & PILOTS ASSOCIATION

Visit our online store for the latest PMOPA apparel!

*production time runs 2 - 3 weeks

Mens Apparel Options




Nike Dri-FIT Micro Pique 2.0 Polo NKDC1963
Nike | NKDC1963_mmpopa
\$45.00




Nike Dri-FIT Micro Pique 2.0 Long Sleeve Polo NKDC2104
Nike | NKDC2104_mmpopa
\$55.00




Nike Golf Dri-FIT 1/2-Zip Cover-Up
Nike Golf | 578673_mmpopa
\$85.00




Eddie Bauer Stretch Soft Shell Jacket EB544
Eddie Bauer | EB544_mmpopa
\$85.00




TravisMathew Oceanside Solid Polo
TRAVISMATHEW | TM1MU411_mmpopa
\$78.00




TravisMathew Oceanside Heather Pocket Polo TM1MY404
TRAVISMATHEW | TM1MY404_mmpopa
\$80.00




Eddie Bauer Full-Zip Heather Stretch Fleece Jacket
Eddie Bauer | EB238_mmpopa
\$75.00




The North Face Skyline Full-Zip Fleece Jacket NFOA7V64
The North Face | NFOA7V64_mmpopa
\$125.00

Ladies Apparel Options




Nike Ladies Dri-FIT Micro Pique 2.0 Polo NKDC1991
Nike | NKDC1991_mmpopa
\$45.00




Nike Golf Ladies Dri-FIT 1/2-Zip Cover-Up
Nike Golf | 578674_mmpopa
\$85.00




Sport-Tek Ladies Sport-Wick Stretch 1/2-Zip Pullover
Sport-Tek | LST850_mmpopa
\$45.00




The North Face Ladies Sweater Fleece Jacket
The North Face | NFOA3LH1_mmpopa
\$110.00




Ladies Sport Hooded Full-Zip Fleece Jacket
Eddie Bauer | EB245_mmpopa
\$65.00




Eddie Bauer Ladies Stretch Soft Shell Jacket EBS45
Eddie Bauer | EBS45_mmpopa
\$75.00




The North Face Ladies Ridgeline Soft Shell Vest
The North Face | NFOA3LH1_mmpopa
\$110.00




Port Authority Cotton Canvas Duffel
Port Authority | BG803_mmpopa
\$40.00

<https://stores.inksoft.com/pmopa/shop/home>



Ice Shield® Wing De-Ice Boots Will Help You Break The Ice this Winter Season



Emphasizing quality, value, service and selection, Ice Shield has become the preferred brand for aircraft de-icers. Owner / operators are switching from the OEM replacement to Ice Shield deicing products because of the durability, reliability, and availability of products. Ice Shield Wing Boots are offered in standard glue application, and pressure sensitive adhesive (PSA) application.

**Visit [Ice Shield.com](http://IceShield.com) or contact an
Authorized Distributor today for more information.**

Ice Shield & Ice Shield PSA products are available for sale worldwide!

IceShield.com • 800-767-6899 • info@iceshield.com



Cancer Patients Fly Free

Can You Spare a Seat?

Corporate Angel Network (CAN) is a 501(c)(3) nonprofit organization whose mission is to provide cancer patients with free transportation to treatment centers throughout the United States.

CAN works closely with over 500 of America's top corporations, including half of the Fortune 100, to match empty seats with patient flights. Thanks to the generous support of these companies, CAN has coordinated more than 67,000 flights since its founding in 1981.

Contact CAN to learn more about registering a cancer patient or to donate an empty seat on an aircraft.

corpangelnetwork.org



It's wonderful that organizations like the Corporate Angel Network are able to help connect those most in need of flights to those who are flying.

-Henry Maier, President and CEO, FedEx Ground

TOP PROP PERFORMANCE CONVERSION PROGRAM

PERFORMANCE TAKES OFF WITH PIPER AND HARTZELL

**Special pricing is available
on the 5-blade Raptor TC
package custom-built for
the Meridian, M500
and M600**



- Increasing TBO and creating a smoother ride for the Mirage/Matrix and M350
- Producing faster, quieter performance and stunning ramp appeal with the Meridian, M500 and M600

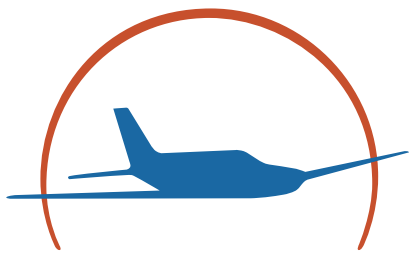
Hartzell Propeller has been an integral part of Piper's legacy and that winning partnership of top performance continues today. Aviators will be challenged to find better performance or reliability. Hartzell Props – American-made, great looks and crafted with passion.

Built on Honor for over 100 years, Hartzell propellers are backed by our industry-leading warranty through first overhaul up to 6 years/4,000 hrs.



800-942-7767
HartzellProp.com/TopProp





Master Aviator Program Quick Reference Guide

Ending PA-46 Accidents

The Master Aviator Program is a safety initiative that addresses key areas of flight operation that directly contribute to increased safety of the PA-46 pilot. It provides a path forward for training beyond the insurance-required annual recurrent event.

Developed through accident analysis and collaboration of the PMOPA Safety Committee, the program honors those pilots who elect to participate and rewards those who progress through the three levels: Aviator, Senior Aviator and Master Aviator.

Members will be awarded their "Wings" during ceremonies of the PMOPA Convention. They'll be presented on Day 2 after the Annual Membership Meeting.

Areas of Emphasis

1. Pilot Flight Experience – Many pilots in the PA-46 community are not flying often enough. Those pilots that average more than 100 hours in the previous year tend to perform well at training events. There appears to be an exponential decrease in piloting performance for those pilots that average less than 100 hours per year, and a minimal increase in performance for those pilots that fly more than 100 hours per year. PMOPA encourages pilots to fly more than 100 hours per year.

2. Awareness and understanding of the stall/spin accident – A stall/spin accident in a PA-46 always results in a fatality. Oftentimes the stall/spin accident is precipitated by other factors in flight (engine loss of power, autopilot mishandling, icing conditions, skidding turn, etc.), but the end

result is always a fatal stall/spin if the pilot mishandles the situation, especially from low altitude. The instructors seek to increase the understanding of the stall/spin accident and also provide a greater understanding of the proper recovery from a stall/spin situation.

3. Flight operations in the runway environment – There are far too many accidents in and around the runway, oftentimes during the takeoff or landing phase of flight. These accidents are rarely fatal, often costly, and entirely preventable. They include nose gear collapses, brake failures, crosswind landing mishaps, tire failures, and poor flight technique (improper/poor rudder control and/or drift from centerline) near the runway.

For more information on the Master Aviator Program, go to:
<https://www.pmopa.com/master-aviator-program>

Deadline for 2024 Applications:
 August 15, 2024

Master Aviator Requirements

	Aviator	Senior Aviator	Master Aviator	Master Aviator Retention
Insurance-Approved Training	Complete initial training program	At least one recurrent event	At least 2 recurrent events in the last 2 years.	Continued annual recurrent
PA-46 Flight Experience	100 hours	200 hours	300 hours	100/hours per year
*Mid-Year Supplemental Training	Mid-Year Training Event	Upset/Recovery (Stall-spin) Training	Tailwheel Endorsement	Additional training event (new rating, license, course, etc.)
Progression		Completed Aviator requirements	Completed Senior Aviator requirements	
Convention Attendance	PMOPA Convention attendance required within the last 3 years			Attendance encouraged
Accident/Incident History	No accidents/incidents or infractions within the last 3 years.			

** Mid-Year Supplemental Training will greatly increase the knowledge and skills of PA-46 pilots, especially pilots new to the PA-46. PMOPA strongly encourages pilots to attend Mid-year training provided by approved vendors. Ideally this training will occur within 4-8 months after initial or annual recurrent training. A Mid-Year training event must be approved by the Safety Committee.*



Ad Index

Airfleet Capital.....	30	Kelly Aero LLC.....	26
AOPA Finance.....	19	Legacy Flight Training.....	Inside Front Cover
Audio Authority.....	23	Lighthawk.....	35
CIES Corporation.....	29	Malibu Aerospace.....	9
Columbia Air Services Inc.	11	McVinnie Aviation.....	33
Corporate Angel Network.....	42	Paul Bowen Photography.....	38
Cutter Aviation.....	7	Pilatus.....	15
Des Moines Flying Services.....	47	Pilots N Paws.....	46
Epic Aircraft.....	Inside Back Cover	Piper Aircraft Inc.....	27
Factory Direct Models.....	6	Pratt & Whitney.....	Back Cover
Flightline Group Inc.	34	R.C. Avionics.....	35
Garmin.....	39	RJ Tutt Aviation.....	6
Hartzell Propeller Inc.....	43	Skytech Inc.....	31
Ice Shield/SMR Technologies.....	41	Veterans Airlift Command.....	50

ADVERTISING DIRECTOR • JENNA REID

Phone: 816-699-8634 • Jenna.Reid@vpdcs.com



Pilots N Paws®

is an online meeting place for pilots and other volunteers who help to transport rescue animals by air. The mission of the site is to provide a user-friendly communication venue between those that rescue, shelter, and foster animals; and pilots and plane owners willing to assist with the transportation of these animals.

A general aviation transport requires just one pilot volunteer and is far more efficient and dependable than time-consuming ground transportation for these animals who are often in danger of euthanization. Volunteer pilots retain complete authority of their planning and flights, and can give as much or as little time as they like.

SIMPLE AS 1-2-3

No bothersome paperwork required! If you love to fly, and you love animals, please join us now! It's easy, it's fun, and it's extremely rewarding. Joining is easy and takes just a minute of your time.

1. Go to www.pilotsnpaws.org and register
2. Post your information and read other posts
3. Wait for contacts / make contact with others

WHY JOIN THE PILOTS N PAWS NETWORK?

- Enjoy flying while helping a worthwhile non-profit organization
- Flights are tax-deductible 501c3
- Expand your network of pilot/aviation contacts and other professionals
- Gain flight experience and log more hours
- Explore new geographical areas
- An extremely rewarding experience every time



Pilots N Paws®
www.pilotsnpaws.org

DES MOINES FLYING SERVICE
YOUR EXCLUSIVE AUTHORIZED PIPER SALES,
SERVICE & PARTS IN THE UPPER MIDWEST
SERVING PIPER OWNERS SINCE 1939



Meet our Team

- ✓ *Josh Boyd- President*
jboyd@dmfs.com | (515) 256-5733
- ✓ *Todd Theulen- Technical Sales Advisor*
ttheulen@dmfs.com | (515) 256-5303
- ✓ *Chris Siberz- Sales Representative*
csiberz@dmfs.com | (515) 256-5306
- ✓ *John Textor- Sales Representative*
jtextor@dmfs.com | (515) 256-5368

Our Services

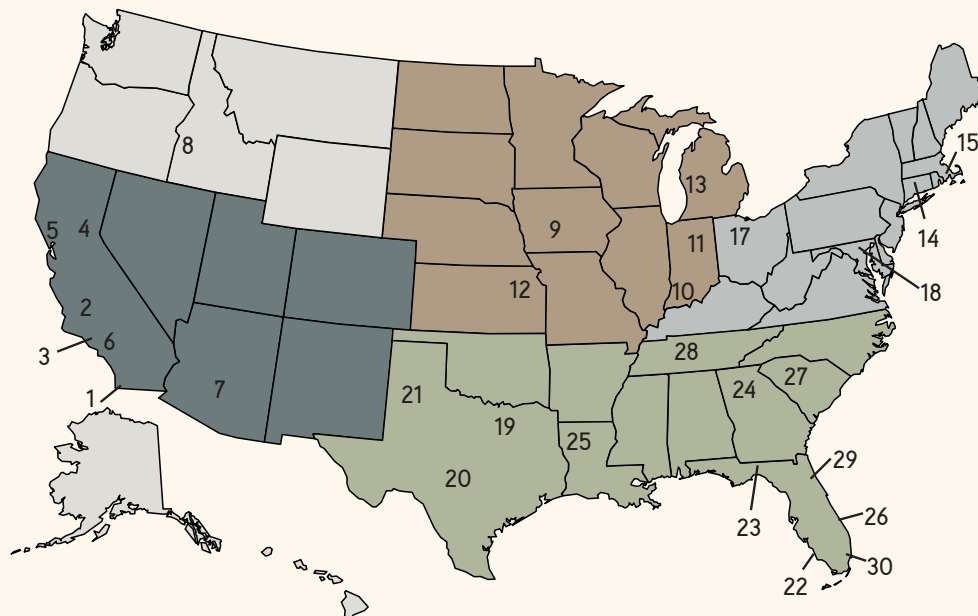
- ✓ Sales, Brokerages, Trade-Ins
- ✓ On-Site Parts Inventory
- ✓ Piper Parts Professionals
- ✓ Annuals, Pre-Buys, Condition Reports
- ✓ Hot Section Inspections
- ✓ ADS-B
- ✓ STC's/Upgrades
- ✓ Non Destructive Testing



800.622.8311

DMFS.com

Domestic Service Centers



Southwest

1. Coast Aircraft Services
San Deigo, CA
Tel: 858-436-4556

2. Loyd's Aircraft Maintenance, Inc.
Bakersfield, CA
Tel: 661-393-1588

3. Mather Aviation
Van Nuys, CA
Tel: 818-782-7473

4. Mather Aviation
Rancho Cordova, CA
Tel: 916-364-4711

5. Mangon Aircraft, Inc.
Petaluma, CA
Tel: 707-765-1848

6. Martin Aviation
Santa Ana, CA
Tel: 714-210-2945

7. Cutter Piper Sales - PHX
802 E. Old Tower Road
Phoenix, AZ 85034-6000

Northwest

8. Western Aircraft Inc.
Boise, ID
Tel: 208-338-1800

Midwest

9. Des Moines Flying Service, Inc.
Des Moines, IA
Tel: 515-256-5300

10. Tri-State Aero, Inc.
Evansville, IN
Tel: 812-426-1221

11. Muncie Aviation Company
Muncie, IN
Tel: 800-289-7141

12. Kansas City Aviation Center
Olathe, KS
Tel :800-720-5222

13. Executive Air Transport, Inc.
Muskeson, MI
Tel: 888-844-2359

Northeast

14. Three Wing Aviation Group, LLC
Stratford, CT
Tel: 203-375-5796

15. Shoreline Aviation, Inc.
Marshfield, MA
Tel: 781-834-4928

17. Tiffin Aire
Tiffin, OH
Tel: 419-447-4263

18. Skytech, Inc.
Westminster, MD
Tel: 410-574-4144

Southeast

19. Texas Piper North, Inc.
Addison, TX
Tel: 800-288-8375

20. Texas Piper South, Inc.
San Antonio, TX
Tel: 210-340-6780

21. Abilene Aero, Inc.
Lubbock, TX
Tel: 806-747-5101

22. Naples Air Center
Naples, FL
Tel: 800-226-4000

23. Flightline Group, Inc.
Tallahassee, FL
Tel: 850-574-4444

24. DLK Aviation
Kennesaw, GA
Tel: 770-427-4954

25. JPS Aviation LLC
Monroe, LA
Tel: 318-387-0222

26. Sun Aviation, Inc.
Vero Beach, FL
Tel: 772-562-9257

27. Skytech, Inc.
Rock Hill, SC
Tel: 803-366-5108

28. JetRight Aviation Maint., LLC
Nashville, TN
Tel: 615-360-2592

29. Daytona Aircraft Services, Inc
Daytona Beach, FL
Tel: 386-255-2049

30. Advanced Aircraft Center
Miami, FL
Tel: 305-259-8291

International Service Centers

Aviation Unlimited

Toronto Buttonville Airport
2833 16th Avenue, Box 101
Markham, Ontario L3R0P8
Tel: 905-477-4655

Mustang Maintenance & Repair

216 Avro Lane
Calgary, Alberta, T3Z3S5
Tel: 403-286-1129

Prairie Flying Service, Ltd.

Suite 200-3035 Tutor Drive
Regina, Saskatchewan S4W 1B5
Tel: 306-569-3700

Handfield Aviation, Inc.

4920 Route De L'Aéroport
St. Hubert, QC J3Y8Y9
Tel: 450-676-6299

J.P.Martins Aviação Ltda.

Av. Olavo Fontoura, 780
Campo de Marte
CEP 02012-021
Sao Paulo-SP-Brazil
Tel: +55-11-3538-2555

Hangar Uno, S.A.

Aeropuerto Internacional San Fernando
1646 San Fernando
Buenos Aires, Argentina
Tel: +54-11-4714-8100

Durandal International S.A.

Luis De La Torre 1004
Montevideo
11300 Uruguay
Tel: +598-2709-7267

Aeroneed/Nimbus

Av. Alcalde Fernando Castillo
Velasco 7941, La Reina
Region Metropolitana, Santiago
Chile
Tel: +56-9-8828-1994

Seijiro Yazawa Iwai Aviation S.A.

Edificio No. 126
Pan America Corporate Center
Edificio Aggreko, Planta Baja
Panama Pacifico
Republica de Panama
Tel: +1 (305) 458-1671

Talento Technico En Aviacion

Juan Salvador Agraz
65 Colonia Santa Fe Cuajimalpa
Piso 12
Mexico D.F.
5348
Tel: 555-662-3100

International Aviation Support B.V.

De Zanden 113
7395 PG
Tegue, The Netherlands
Tel: +31 (0) 55-323-1967

IAE Ltd.

Hangar 2
Cranfield Airfield
Bedford MK43 0JR
United Kingdom
Tel: +44-123-4750661

MCA Aviation Ltd.

Business Aviation Centre
Hangar 603, Aviation Park
North East
Bournemouth International Airport
Dorset, BH23 6NE
England - United Kingdom
Tel: +44 (1202) 571711

British European Aviation Limited

Wycombe Air Park
Marlow
Buckinghamshire SL7 3DP
United Kingdom
Tel: +44-1789-470476

RGV Aviation Ltd.

Gloucester Airport
Hangar SE40
Cheltenham GL51 6SP
United Kingdom
Tel: +44-145-2855501

Piper Generalvertretung Deutsch-land AG

Flughafen Kassel
Calden D 34379
Germany
Tel: +49-5674-70452

ARLT Aircraft Services

Flugplatz, Halle 4
Worms, DE-67547
Germany
Tel: +49-624-1-23373

Piloten Service, Robert Rieger GmbH

Flugplatz Wallmuehle
Atting D-94348
Germany
Tel: +49-942-9716

Piloten Service, Robert Rieger GmbH

94474 Vilshofen,
Flugplatz 2
Germany
Tel: +49-854-18974

Piper Maintenance GmbH

Flughafen Kassel
Calden 34379
Germany
Tel: +49-567-470480

Röder Präzision

Am Flugplatz
Egelsbach, D 63329
Germany
Tel: +49-610-34002670

Spessart Air Service Center

Flugplatz Aschaffenburg
Großostheim D-63672
Germany
Tel: +49-602-66066

Wilhelm Tank GmbH

Flugplatz Mariensiel-
Wilhelmshaven
Sande D-26452
Germany
Tel: +49-442-1201010

JB Investments Ltd

U1. Redutowa 10
Warszawa 01-103
Poland
Tel: +48-227-369919

OK Aviation Sales, s.r.o.

Airport Příbram
Drasov 201
261 01 Příbram
Czech Republic
Tel: +42-31-8690644

Sim-Aviation

2nd Otdelenie s/za
"Solnechniy" 16
350012, Krasnodar, Russia
Tel: +78-61-2222200

Cirrus d.o.o.

Tragovina, Prozdvodnja
Tkaiska 12
SLO-3000 Celje
Slovenia
Tel: +38-63-4286230

UNI-FLY

Odense Airport
Hangar 37
Odense DK-5270
Denmark
Tel: +45-6595-55044

European Aircraft Sales ApS

Gl. Skolevej 26
5642 Morud
Denmark
Tel: +45-4016-5401

Air Service Vamdrup

Flyplassveien 25
N-3514 Honefoss
Norway (Norge)
Tel: +47-21-999-708

Fanmei Aviation Ind. Group Ltd.

5 Wang Chong Street
Yongchang Township
Beichuan Qiang
Sinchuan, China
Tel: +86-138-8028-3396

Porta Air Service GmbH & Co. KG

Flughafen 9
Porta Westfalica D 32457
Germany
Tel: +49-573-176730

Wings Over Asia

66 Seletar Aerospace View
WOA Aviation Hangar-66, #03-01
Singapore 797509
Tel: +65-6659-6225

Aero Facility Co., LTD

Shimbashi Plaza Bldg. 15F
4-9-1 Shimbashi, Minato-ku
Tokyo 105-0004
Japan
Tel: +81-3-5402-6884

RUAG Schweiz AG

Aeroporto Cantonale di Locarno
Gordola CH-6596
Switzerland
Tel: +41-91-7453388

RUAG Schweiz AG

RUAG Aviation via Aeropuerto 12
CH-6596 Gordola
Switzerland
Tel: +41-91-735-2940

AAC Austrian Aircraft Corp.

Flugplatz Vosleau
Osterreichische-A-2540
Austria
Tel: +43-225-2790894

AAC Austrian Aircraft Corp.

Flughafen Graz
A-8073 Feldkirchen
Austria
Tel: +43-316-296149

AAC Austrian Aircraft Corp.

Flughafen Linz, Hoerschling
Osterreich A-4063
Austria
Tel: +43-722-164532

Airflite

26 Newton Road
Perth Airport
Western Australia 6105
Tel: +61-8-9478-9088

National Airways Corporation

Gate C, Hangar No. 104C
Lanseria Airport, Lanseria, 1748
South Africa
Tel: +27-11-267-5000

Global Aviation SA

Civil Aviation Airport of
Pachi, Megara
Megara, 19100
Greece
Tel: +30-22960-81154

COMBAT WOUNDED THEY'VE GOT HE^{RT}, THEY NEED WINGS

Imagine returning home from combat facing devastating injuries
and long-term hospitalization-- in a facility hundreds of miles away from your family.

Imagine somebody brings you together.



The VAC provides free air transportation to wounded veterans and their families for medical and other compassionate purposes through a national network of volunteer aircraft owners and pilots.

FIND OUT HOW YOU CAN MAKE A DIFFERENCE.

VeteransAirlift.org

952-582-2911

E1000

GX

UNPARALLELED PERFORMANCE.

4,000 fpm Climb Rate | 34,000 ft Ceiling | 2,860 lb Useful Load | 1,100 lb Max Full Fuel Payload



 EPIC
epicaircraft.com



GO BEYOND

KNOW MY PT6 APP

THE INFORMATION YOU NEED
TO KEEP YOU AHEAD

Pratt & Whitney's Know My PT6 app can help you optimize the performance and availability of your turboprop engine with valuable maintenance and power management recommendations. Access key PT6A engine booklet content and excerpts of new Service Information Letters, contact our Customer First Centre directly, find authorized service centers, parts distributors, and more.

DOWNLOAD THE APP TODAY

