2018 Convention & Fly-In
Speaker Preview & Event Highlights
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As I write this, I have just completed updating my logbook after returning home from a week at Oshkosh AirVenture. Of the 23 or so trips I’ve made to OSH, this was one of the most enjoyable in recent memory, thanks to great weather, record numbers of aircraft and a number of fascinating airshow performances and display aircraft.

One of the features that I like about the LogTen Pro logbook app is the ability to include a few pictures of a flight, along with plenty of room to write comments or details I wish to capture about the flight. The photo above is a screenshot of the crush of aircraft attempting to reach KOSH on Sunday, July 22, the day before the show opened.

As you may have heard, the mass migration of aircraft into Oshkosh on Sunday was somewhat messy. Two days of bad weather preceded what is already a busy arrival day. That, combined with MVFR conditions and pre-planned group arrivals of Mooneys, Bonanzas and RVs, resulting in a swarm of aircraft attempting to reach KOSH at the same time. I heard from a few MMOPA members who were caught up in the craziness, in which aircraft of widely disparate performance profiles were attempting to hold over Ripon, the initial rendezvous point that feeds into the Fisk Arrival. I was

Piper welcomed MMOPA for a daily member meet-up at their exhibit.

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Cover Photo: Courtesy of Paul Bowen Photography
Table of Contents Photo: Courtesy of Chad Menne, Malibu Aerospace
Malibu M-Class Owners & Pilots Association (MMOPA) is a not-for-profit organization dedicated to the interests and safety of owners and pilots worldwide who fly PA46 derivative (Malibu, Mirage, Meridian, JetPROP, Matrix and M-Class) aircraft. MMOPA was founded in 1988, and now serves nearly 1,000 members. MMOPA is not affiliated with the Piper Aircraft, Inc., of any other manufacturer/vendor.

Membership is available to any registered or prospective owner and/or operator of qualified aircraft or any qualifying individual or organization involved with or providing a service for the PA46 family of aircraft. Dues are $250 annually and includes a subscription to MMOPA Magazine, access to the MMOPA members website and forums, Jeppesen subscription discounts, and eligibility to attend MMOPA events and activities (additional fees may apply to some events).

**MMOPA ONLINE FORUMS:** One of the most active online forums in general aviation, the MMOPA 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.

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

**MMOPA LIBRARY:** The MMOPA website has an in-depth library with a variety of maintenance instructions and best practice documents, checklists, POH's and guides. In addition, there are training and safety content, Service Bulletin information and back issues of MMOPA Magazine. New resources are continually added and updated.

**ANNUAL CONVENTION:** Each year, PA46 pilots and enthusiasts gather for a four-day event featuring seminars, vendor trade show and social activities. The convention is open to MMOPA members and nonmembers.

**JEPPesen Subscription Discount:** Members receive a 15-month subscription for the price of a 12-month subscription. The savings alone more than cover the cost of MMOPA's annual membership dues.

**MMOPA Training Directory:** MMOPA Vendor Members who have represented that they offer type-specific initial and recurrent PA46 training with an insurance-approved syllabus.

**Race Initiative:** MMOPA and Piper Aircraft have developed a means for members to submit input to the Piper RACE Team (Reliability of Aircraft & the Customer Experience). This is a streamlined mechanism for real-world user experience from members to be provided to decision makers at Piper, for the purpose of making product design changes that benefit the PA46 fleet.

**Marketplace:** Members and vendors can list aircraft, parts, services and other aviation related items for sale in this online listing service.
fortunate to secure an IFR slot into Appleton (KATW), which made our arrival a non-event. Over the years, my husband and I routinely landed at ATW due to the ease of access, an excellent FBO, and the lack of high-blood-pressure-inducing stress during the arrival sequence.

There were a good number of MMOPA members at OSH and it was great to meet many of you during the week. Piper was a great host to MMOPA, graciously providing cold drinks and snacks each day during a daily meet-up at their exhibit.

Piper held its press conference Monday with lots of good news for the company. Year-to-date revenues are up 37 percent through the second quarter compared to 2017, due in big part to some big orders for training aircraft. Traditional market indicators are highly encouraging and the looming pilot shortage is driving the demand for training aircraft. President Simon Caldecott said demand for M-Class aircraft “continues to be strong.” He indicated product development endeavors are happening across the entire product line but did not go into details regarding M-Class.

The Steak & Ale Party was a huge success with more than 50 members in attendance. Much thanks for Jerry Trachtman for cooking up more than 50 steaks and burgers. We gave away a few nice bottles of wine for those who traveled the farthest and had been attending OSH the longest. Thanks again to all who came!

On Tuesday, Board Member Joe Casey and I attended the Type Club Coalition meeting, where we participated in a great discussion on safety programs and ways we can share best practices. Then on Wednesday, I was given the opportunity to speak to approximately 400 aviation professionals at the WAI Connect Breakfast.

Among the aircraft highlights at OSH were: B-29 “Doc” fly-bys, B-1 bomber on display, RAF 100th anniversary, tours of Air Force C-5M Super Galaxy, KC-10, a wide assortment of rare historic military aircraft, and - my favorite - a surprise fly-by of the U.S. Navy Blue Angels on their way to an airshow in North Dakota. Our own Kirby Chambliss displayed his aerobatic prowess in his Extra 540 during several afternoon airshows, including flying rolls around his M600.

It’s Convention Time!

I hope you have made plans to attend this year’s MMOPA Convention & Fly-In. As you will see within these pages, we have put together an outstanding agenda of educational sessions, social events and opportunities for you to interact with companies that support our community with their products and services. It would be difficult to put on an event of this caliber without the support of our sponsors, including Piper, Garmin, Pratt & Whitney Canada, Simcom, Midwest Malibu, Mead Aircraft Services and many more. If you get the chance, please thank the people who represent these companies for supporting MMOPA.

I look forward to seeing you all in Colorado Springs!
By the time you read this column, I hope you have made plans to attend this year’s convention at the beautiful Colorado Springs Broadmoor Hotel. According to our former president and convention planner, Bill Alberts, this convention has set records for early sign-ups. Board Member Mary Bryant along with Bill Alberts and our executive director have planned a spectacular convention with information for all our specific PA46 airframes and aviation information to enhance safe operation of our aircraft. I hope to see all of you and your guests at what promises to be one of the best MMOPA conventions ever.

**MMOPA Member Meeting**

Our member meeting will be conducted during the Convention at which time we will nominate and elect new Board members and take questions from the floor about any and all aspects of MMOPA’s operation while also entertaining any questions, comments or criticisms. BUT don’t necessarily wait until our convention. Please let me, any Board member or our executive director know of any concerns you, as our most valued MMOPA member, may have about MMOPA.

**First Annual MMOPA Golf tournament**

Hurricane Irene washed out last year’s Charleston MMOPA Convention including the First Annual Golf Tournament at Kiawah. While Kiawah is an outstanding coastal golf venue, the Broadmoor compares favorably having most recently hosted the 2018 U.S. Senior Open (East course), the 2011 Women’s Open, among others. It is included on the list of top 100 greatest courses and a 5-star rating for golf resorts, one of only 12 in the United States. More information will have been transmitted by the time this column is received, but the plan is to play on Wednesday before the start of the convention. Last year I had commitments from vendors to award prizes to the first and second place teams and expect I will again.

**Safety Committee**

MMOPA’s Safety Committee is off and running under the co-direction of Bart Bartlett and Joe Casey and members Dave Bennett, Hank Gibson, David Purvis, David McVinnie, Charlie Precourt, and Bill Inglis. As your president I am a member by operation of our MMOPA’s bylaws. This group of talented aviators/instructors and an astronaut have decades of aviation training and experience which will be brought to bear on implementing training programs designed to make us all safer and therefore better pilots. While I maintain my status as the best “Okayest” pilot of our august, more experienced aviator Board members, I welcome the opportunity to begin the training regimen our Safety Committee is developing.

**MMOPA Safety & Education Foundation**

As I’ve stated before, MMOPA’s north star has been and continues to be safety. A key purpose of this organization is to develop and provide tools, programming, events and resources that promotes the safe, efficient, and enjoyable operation of the PA46. The result of embracing a culture of safety will result in fewer accidents/incidents, lower insurance rates, a vibrant market for the aircraft and continue support by the entire aviation community.

Over the past year, your Board has carefully considered the best and most effective way to ensure funds invested in safety programming directly reaches you, the members of MMOPA. We examined the best practices of other type organizations, such as COPA (Cirrus Owners & Pilots Association). In February 2017, COPA’s Rick Beach provided us a detailed presentation and Insight on that organization’s safety programming activities and its success in moving the accident/incident needle in a positive direction. Finally, we analyzed what funding strategy would have the broadest and most profound impact on safety for our community.
IT’S TIME TO GIVE HALF A WHOLE LOT OF THOUGHT.

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The establishment of a foundation will provide a path for our organization to invest in growth of our safety initiatives.

A historical examination of expenditures with MMSTF and its business model showed that MMOPA was contributing a disproportionate amount because MMSTF has not been drawing the attendance to make each seminar cost-effective.

The Board’s analysis of prior contributions concluded that more MMOPA members would receive a larger per-member benefit if funds are distributed directly to members, rather than to MMSTF or M-Class training. As a result, MMOPA has formed a separate, new non-profit foundation called MMOPA Safety & Education Foundation. Modeled on the organizational structure of the COPA Safety and Education Foundation, the new entity is a tax-deductible 501(c)(3).

The new organization will provide the flexibility for members to directly access safety programs, training and other important tools in a variety of existing and new channels and formats. The establishment of a foundation will provide a path for our organization to invest in growth of our safety initiatives.

I do want to make clear that MMOPA does not want to see MMSTF to discontinue its work, but instead it must design and market its programs to members to attract attendees at a reasonable cost.

This year’s auction proceeds will go to the MMOPA Foundation. In addition, we hope that this organization through its good work in supporting and promoting safety programs, will develop new funding channels, including but not limited to annual member contributions, donations from family and private foundations, and estate gifts.

We look forward to sharing more on the Foundation at the Member Meeting during the upcoming convention. See everyone in Colorado Springs!
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Meet New MMOPA Member
John Brewer

About 8 years ago I was approached by a friend who had a Lance and was looking for a partner. I hadn’t flown anything with one engine since college, so I wasn’t interested and figured my wife Lori wasn’t either. (I’m a former military pilot – KC-135R, C-9A and E-6B JStar – and have flown for FedEx for the past 13 years.) After some further nudging I went on a flight with him, and it was great. This all-original Lance with steam gauges and mustard velour won my heart. Lori loved it too, as our 12-hour drive to her folks turned into 3.5 hours. That Lance was sold (I never owned a share), so we “needed” to have a plane. I found a great 1977 Lance and bought it.

Over time Lori mentioned wanting something that goes faster; plus air conditioning wouldn’t hurt. I don’t plan to fly much in the weather or at night (I do enough of that for work), so a twin wasn’t in my search. We have three kids, so six seats are a must.

I’ve always thought the Malibu was a great-looking plane. The more I looked around, the more I kept coming back to the Malibu. The first I considered was a 1987 model, but that deal fell through at the 11th hour. I almost gave up,
but I had a buyer for my Lance so I kept looking. A 1997 Mirage N117BM was on the higher end of what I wanted to spend, but it was well taken care of, had ADS-B, and really needed nothing in the way of improvements.

Having the “vast” experience of owning one previous aircraft – the Lance – this buying process was much more involved. The big challenges were scheduling the pre-buy inspection and finding an insurance-approved instructor who was flexible. Things started out well for the pre-buy inspection, until that person had to back out and couldn’t reschedule for almost a month. I was also having trouble finding an instructor who was flexible and willing to fly out to the plane, then fly it back with me and do some training on the flight.

The instructor search led me to Brian Smith in Atlanta. Being in Macon, GA, just south of Atlanta, finding someone in my general area was desirable. Brian is extremely flexible, and he had someone he has used for pre-buys who was also flexible and was actually able to get out to the plane a week earlier than the previous pre-buy person.

After a successful pre-buy, Brian and I flew out to get the plane in Texas. We did extensive walk-around, system checks and study that day. On Wednesday we flew it to Atlanta during which we dropped into a few airports and completed a bunch of great training. Brian did an excellent job talking at “my level” and has a great amount of deep system knowledge. Without Brian’s flexible schedule, it would be a few more weeks before I’d have an instructor to work with and I’d miss flying the family on yet another trip.

Thus far, the Mirage has certainly met my expectations. My initial impression of the plane handling is that it is twitchier than the Lance, both on the ground and in the air. The drawbacks are the aircraft’s lower useful load and slow climb, but getting into the flight levels and flying faster is nice. It also has about the same fuel burn as the Lance, and the pressurization and air conditioning are crowd-pleasers.

And air stair is just plain cool.
There's been lots of talk in the last few years in the PA46 world about “Standardized Operating Procedures” (SOPs). Many who know me know that I'm not a fan of "standardized operating procedures" in a PA46, at least not as that phrase is presently interpreted in the aviation community.

Now, before you stop reading and place me on the shelf as "one of those guys on the other side," be sure to hear me all the way through. I bet you’ll find that we are on the same sheet of music, or at least pretty close to it. While I’m against Standardized Operating Procedures (SOPs) in the PA46 community, I’m a huge advocate of each PA46 pilot having “Operating Practices” (OPs) to be used while flying his/her PA46. Let’s dissect the differences between the two.

Why OPs, rather than standardized operating procedures, are what the PA46 community needs.

by Joe Casey
The airlines, military, and some larger corporate flight departments use SOPs, and it is entirely appropriate for them to do so. They all have multi-crew aircraft with personnel interchanging regularly and have aircraft that are nearly identical in every way. It’s important that everyone operate from the same exact rule book, and that rule book is called an SOP. The key words are “standard” (something everyone uses) and “procedure” (a mandatory action). The exemplary safety record of the military, airline and corporate aviation industries shows that SOPs work. Let no one accuse me of being against SOPs in the right setting. But, is the PA46 the correct setting for an SOP? I think not, and here’s why.

In the PA46 world, we don’t work alongside any other crew member and we never share cockpits professionally (beyond training events with flight instructors). It is not important that a pilot in Texas (for example) manage a flight exactly like another pilot in Oregon (or any other state). There’s no need for a “one size fits all” approach, for we all work independently and in drastically different environments.

And, the PA46 fleet is one of the most diverse fleets in existence. All of the airplanes in our fleet are categorized as a PA46, yet there are at least six distinctly different airplanes, at least eight different engines (all with different power settings used in the various phases of flight), a myriad of avionics installations, different V-speeds, and the equipment bolted onto the airplanes is completely random. For example, at the last M-Class KJSO event there were seven JetPROPs in attendance, and every JetPROP was completely different. In those seven JetPROPs were three different engines (-21, -34, -35), four different GPSs (G750, G530W, IFD 540, Garmin 480), three different presentations of flight instruments (steam gauges, G500, Aspen), three different autopilots (KFC150, KFC225, STEC 55X), two different hydraulic systems, three different engine-instrument clusters, and all had knobs and switches in different locations. Any one of those pilots would have felt completely uncomfortable in any other JetPROP.

A harsh example? Nope…I see a gob of randomness in all of the PA46 fleet. Even within seemingly exact airframes (G1000 Mirage and M350, or the G1000 Meridian and M500, for example) there are differences – significant differences. To standardize procedures in the PA46 fleet, or even to try to standardize procedures within a certain type of PA46 within our fleet, would be futile effort. There is simply nothing standardized within the PA46!

Why “SOP” Doesn’t Apply

I considered using the acronym “SOP” for both “Standardized Operating Procedures” and “Suggested Operating Practices.” But, the term “SOP” would get completely mixed up in the jargon. However, the term “suggested” is an appropriate term for what I want in the PA46 world, for MMOPA cannot mandate any “standardized” procedure for our fleet (nor any other entity aside from the FAA). I also don’t like the word “procedure” since it gives off the connotation that it is a “required” action that must be followed. My intent is for each pilot to have Operating Practices (OPs) that will habitually lead to safety and flight success, not a rulebook that must be followed to the letter of the law. Why? Quite simply, there is no law. No one can mandate how you fly your PA46.

We have every hope of attracting the best and brightest in aviation to our instructor community, and those who come in the future will find these OPs helpful as they develop their syllabi for training.

But, (and this the part of the discussion that I hope gathers everyone inward) this does not mean that a pilot should not have Operating Practices (OPs) for managing the cockpit. I’m a huge advocate of a pilot having a normal “manner in which they do business” for certain regimes of flight, and these Operating Practices needed to be known, flown, and practiced rigorously. A PA46 pilot can legally “do as he pleases” to manage the cockpit, but any pilot who is random in approach to cockpit management would be a fool, destined for an eventual incident/accident.

Why do I like OPs? Every pilot should have “a way of doing business” in a particular airplane, for when a pilot “does business” the same way every time, anything weird is easy to see. Or, said another way, it’s easy to see a “deviation from normal” when “normal” is known.

For discussion, let’s consider an instrument approach sequence in a Lycoming-powered PA46 (Mirage or Matrix). While flying an ILS approach, the pilot believes the airplane is fully configured for the approach (gear down, flaps set appropriately, power set to 23 inches MP, and on the glide slope). This pilot uses OPs and knows this configuration has proven in the past to achieve 115 KIAS
WELCOME NEW MMOPA MEMBERS

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Benjamin Benson, Sisters, OR
James Bradley, Parker, AZ
Robert Brown, Paradise Valley, AZ
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Larry Crowl, Floyds Knobs, IN
James Daniels, Modesto, CA
Baudouin Daumeries, Las Vegas, NV
Brett Divine, Winston, GA
Eduardo Fleury, Paulinia, Brazil
Dean Garritson, Campobello, SC
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Arturo Rodriguez, Wixom, MI
Henning Schlueter, Koeln, Germany
Mike Shepherd, Amarillo, TX
Mike Sturgeon, Albuquerque, NM
Christopher Thurin, Laguna Beach, CA
Chad Van Ness, Raleigh, NC
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on every “normal” approach (which is a highly desirable approach speed in my opinion for most PA46s). But, on the approach being flown today the pilot observes a steady 127 KIAS. Does a problem exist? Definitely. The fact that a problem exists is discovered quickly because “normal” (115 KIAS) was not observed. In this instance maybe the landing gear didn’t extend properly, or maybe the flaps didn’t deploy, or maybe there’s a huge tailwind. The pilot could troubleshoot the problem from there, and the fact that “weird” was revealed would probably save the day.

Let’s take another example: The same pilot in the same situation as described above (Mirage configured for landing) observes 100 KIAS on approach. Problem exist? You bet! In this case, knowing “normal” (115 KIAS) and not seeing it (15 KIAS too slow) would alert that pilot to a possible incorrect flap position, possibly the speed brakes were inadvertently deployed, or maybe some unnoticed airframe icing existed. Whatever the problem, the pilot used an OP that he was VERY familiar with that didn’t produce a “normal” result, and the pilot was armed to diagnose and fix the problem because he was first able recognize that a problem existed. For sure, one major duty of a pilot is to notice things that “don’t seem normal,” and OPs allow the pilot to know what normal looks like on every flight.

Every PA46 pilot needs to have OPs for critical phases of flight that lead to success and safety. You’ve probably noticed that your POH, while extremely helpful with providing a plethora of info about your PA46, offers little help in the manner in which to fly an instrument approach, perform a takeoff, or conduct a traffic pattern. It doesn’t advise when you should accomplish the items. It gives you a checklist that you should use to ensure all items are accomplished. This is where OPs are helpful.

Your instructor probably taught you a “flow” that you use during critical phases of flight. This flow is certainly akin to an OP, and I suspect this flow has helped your flying safety. If done correctly, you’ve refined your flow to be something that covers all the bases and is specific to your airplane. If you’ve got a flow and it is working for you, great! If you don’t, you should work closely with your instructor to develop one for your airplane. And, if you or your instructor need help articulating a good OP, help is on the way…

Your MMOPA Board of Directors recently created a Safety & Training Committee filled with some of the best instructors in our community, along with a few non-instructor members that are committed to training excellence. Among a long list of important training objectives, this committee is tasked with creating suggested Operational Practices for the Takeoff, Traffic Pattern, and Instrument Approach phases of flight for airframes in the PA46 fleet.

The OPs will be generally grouped into three different airframe types: piston PA46, turbine PA46, and M600. Why does the M600 get its own category? The M600 is the latest addition to the PA46 fleet, and with the completely different wing and flaps structure, it has different operating practices than the other PA46 turbines.

These OPs are going to be generic in nature, but specific enough to provide solid guidance. For instance, the power setting for takeoff will most likely state “set takeoff power” for the turbine versions, and the specific pilot will need to know the specific power settings for their airplane. Correspondingly, it will probably advise the pilot during a missed approach to, “Pitch up, power up, and clean up” the airplane, as there’s simply no way for any one document to articulate the numerous ways to use the numerous autopilots during a missed approach. It will give a general framework that you and your instructor can use to create OPs that are most useful for your specific airplane with its specific nuances.

Not only will these generic OPs help individual pilots create specific OPs for their airplane, but it will also be a windfall of help for future PA46 instructors. We have every hope of attracting the best and brightest in aviation to our instructor community, and those who come in the future will find these OPs helpful as they develop their syllabi for training.

These Operating Practices (OPs) will be made public soon. I look forward to refining them with those who are on the Training Committee. Hopefully, these OPs will help current and future PA46 pilots operate their PA46s more efficiently, safely, and with more ease.
It always makes me feel good when I can help MMOPA owners on the hotline. I get calls from owners on both the ground and in the air. A number of the calls will come from the shop doing maintenance on a PA46. Most shops have some general knowledge where others don’t. It’s nice to be able to help out and reduce the costs charged by shops that don’t have a good working knowledge of the airplane.

Good training is not that available today particularly for the older ships. Passing on my past experiences is part of what I can offer to the ownership and their shops over the phone. Here is a small sample of the questions with easy answers that I get from maintenance and avionics shops.

1. **A horn keeps sounding on this Meridian while it is on jacks with the power on. No difference with the gear up or down.**

   Many shops have trouble determining what system is activating that annoying warning horn. Most likely it will be just the stall warning horn that is sounding. It’s connected to the squat switch and designed to come to life with the aircraft weight off wheels. Just pull the circuit breaker labeled “stall warning” to silence it while the aircraft is on jacks. The PA46-310P does not have this issue because the stall warning system is not tied to squat switch. Another problem causing a horn to sound is the flap position horn if...
the flap handle is not positioned above 20 degrees when the gear is up. The horn will sound and not stop until the flaps are raised. On the Avidyne or GI1000-equipped ships, you will also need to select the gear warning mute switch after you bring the flaps up to silence the warning.

It's not always easy to see a pulled circuit breaker. Many people thought they had a new problem. If the shop did leave the stall warning circuit breaker pulled, the stall warning fail annunciator would illuminate. Just push the breaker back in to extinguish the light.

2. **There’s a large puddle of fuel on the floor surrounding the nose gear on this Mirage.**

Selecting the fuel off before going into the shop is a good idea to prevent any issues. Many shops don’t know that the fuel boost pumps are actually running when the fuel selector is placed the left or right positions and the master switch on. The only down side to selecting fuel off is that it has confused many shops. Let them know it’s off before they start looking for a problem later on.

3. **The nose gear slams down hard when we do normal and emergency gear extensions on a Malibu with Gar Kenyon hydraulics.**

Don’t let this happen, please. It shakes the aircraft unnecessarily while it’s on jacks and it can do damage to the nose steering bell crank and rollers. This can also increase the important clearance on the nose steering rollers.

To prevent this, someone needs to be on the outside catch and lower the nose gear as it clears the nose gear doors. Particularly during the normal and emergency extensions. This is not a problem on the Parker Hannifin and Triumph hydraulic systems. They have a reducer fitting in the down side of the hydraulic system to lower the gear slowly. No special action is required during shop extension on these systems.

4. **The nose gear doors closed before the gear was fully retracted crushing both doors while performing gear retractions in the shop.**

There is no reason for this problem to continue to happen. There should always be someone in the shop observing the nose gear doors during retraction. It’s easy to stop the retraction cycle if a GPU is attached. Just pull the GPU plug if you see any movement of the nose gear doors before the nose gear has travelled full up. This is caused by a malfunctioning nose door sequence valve and can happen on any of the PA46 aircraft regardless of the system – if let your guard down. This problem was found and damage prevented on two aircraft on the same day in my shop because someone was watching.

In flight it’s a little different situation. The relative wind and engine cooling air flow is helping pull the doors, reducing the chance of extensive damage to the nose gear doors. A good indicator that this has occurred during flight is to find damage on the lower side of the left nose gear door. If you find this, please have the gear checked before further flight.

5. **The Gar Kenyon hydraulic pump stops working during gear retractions in the shop.**

Many shops don’t know that there is a control system that includes a hydraulic annunciator light that removes the pump power and stops the hydraulic pump if its controller senses too many cycles on and off or if the pump runs too long. The shop will tell me the pump stops working for no reason.

This protection was a system that was installed on all but a few of the early ‘84, ’85 and early ’86 Malibus under a Piper SL.984. Its operations are poorly understood by both pilots and shops. The misunderstood system has been falsely blamed for many different hydraulic system malfunctions when it was only doing its job. Normally the controller is just doing its job and responding to a
So many mechanics are retiring or moving into a different field of work today. This leaves a number of shops that are performing maintenance on our fleet with very little working knowledge of the product.

6. The nose gear drops down onto the gear doors during normal and emergency extensions in the shop.

This is a normal operation while on the jacks. Without airflow forcing the doors open during extensions in flight it is normal for the nose wheel tire will lay on the nose gear doors as the nose starts down during normal and emergency operations. It always appears that the nose tire is forcing the doors open. This is normal and it is not causing the rotational wear that you will see on the inside of the nose gear doors. This rubbing occurs near the end of the gear-up cycle.

7. The Meridian Triumph hydraulic pump won’t bring the gear up and cycles excessively after doing an emergency extension.

Chances are that the internal o-ring liners have been displaced inside of the emergency release valve. I see a lot of logbook entries for replacement of this valve. There have been no field repair kits available for a long time except for one that I still have. The liners that are part of the kit are very hard if not impossible to install in the field. Exchange emergency release valves are only available through Piper.

8. The oxygen light is illuminated since the plane left the shop.

In most cases this is caused by one of the three oxygen generator switches has slipped out of position above the fire cartridge hammer. It’s not always a tripped or spent cartridge. This is often caused by simply moving the co-pilot seat or cabin O2 drawer. There are three generators in the aircraft. The crew seat generator is the hardest to see with the seat in place.

Resetting any of the three switch actuators is very simple. Just pick it up and place the actuator tab on top of the firing hammer. There is also the chance that the light is telling the truth and the oxygen generator has been inadvertently fired and the generator is spent. In this case all that’s needed is a new generator and resetting the switch and hammer. I have seen so much time wasted on this system problem.

9. The static instruments stop working during climb-out after the aircraft left the shop.

There is a static system leak within the cabin. The pressurization air is now driving the static instruments. This will always cause airspeed and altimeters to read much lower than actual, eventually reading zero. Many times it’s something as simple as the static system drain near the floor is caught under the plastic trim panel and open to the cabin air normally occurs after an annual inspection. The source of the static leak is often difficult to locate without attaching test equipment. I ask the caller if there has been any maintenance done on the autopilot first. Often it’s the static hose to the computer that is the problem. It always helps reduce troubleshooting time to focus on what part of the system was just worked on.

I use the vent defog/cabin vent blower to do a simple quick check of the static system. You should first close the cabin door and vent window. Do not start the engine. Turn the master switch and the vent blower on. The cabin will then begin to pressurize. While the blower is running there should be no movement of any static instruments.
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10. The vacuum continues to drop off as we climb.

The vacuum indication should stay steady all of the way to altitude. Any vacuum leaks inside of the cabin will respond to the pressurized air pressure. The higher the cabin pressure the lower the vacuum indication.

The vacuum system is set up different from most aircraft leading to many problems after the aircraft has been through an instrument panel modification. It seems like I’ve had a number of calls recently. The loss of vacuum can also affect other systems like pressurization, pressure safety valve ground operations, and the pneumatic de-ice system. The first question that I ask is what has been done prior to this problem showing up. If nothing has been done to the airplane, it’s often a leaking vacuum instrument glass gasket or an open surface de-ice hose. One all-to-common problem is that the safety valve vacuum is often eliminated under the instrument panel. Several owners experienced an explosive opening of the upper cabin door because the aircraft was still pressurized after shut down.

The number of qualified mechanics and shops are decreasing in the aviation field. So many mechanics are retiring or moving into a different field of work today. This leaves a number of shops that are performing maintenance on our fleet with very little working knowledge of the product. I hope that I can help make a difference in the quality of maintenance in our group. Please encourage your shop to call or e-mail me with any questions that they might have.

Kevin developed his love for aircraft maintenance and learned to fly while working alongside his father at Mead Flying Service in Lyons, Kansas. He has worked on a wide variety of aircraft over the course of his 34-year career, but has specialized in the PA46 since 1984. After stints as director of maintenance for shops on both coasts, Kevin founded Mead Aircraft Services, Inc., in 1998. He has been the technical adviser for the MMOPA, an advocacy group for PA46 owners, since 1990, and has lectured widely in the United States and Europe on PA46 maintenance topics. He is a regular contributor to MMOPA Magazine.
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We’ve reviewed a couple topics over the last two issues including the Harrisburg, Oregon fatal accident in April 2017 (N123SB) and in the last issue, the repercussions of convective activity. By chance, the two merged a few days ago with the release of the final NTSB report on N123SB.

**NTSB Report: WPR17FA085**

We reviewed many of the risk factors, including the pilot’s experience, potential aircraft factors, the environmental issues and lastly, the external pressure. There was overwhelming evidence to support weather problems, including possible icing. The final report unmasked a different albeit familiar player.

The aircraft’s flight deck had been updated with two Garmin G430W navigators but did not have a multifunction display. It did have an Appareo Stratus 2, an iPad Mini and an Area 796, a fairly familiar suite in non-radar ships.

The weather at the time included some rapidly moving rain showers, which included mostly green/dark green returns. There were some yellow/light orange returns well north of the accident location. Both XM and ADS-B/FIS-B use composite radar images. In my experience, the XM color shades tend to be a bit pessimistic and most of us have flown thru the first two shades of green wondering where the moisture was. ADS-B/FIS-B precipitation returns are not as pretty and can be a bit stingy. Precipitation is usually where ADS-B/FIS-B says it is; assuming the cell is not moving.
The winds at altitude that day were out of the south 188 at 48 knots. Obviously the faster a storm is moving, the worse the latency issue is, which complicates things if the pilot uses the data for tactical avoidance.

If you listen to the ATC audio you hear a composed pilot working with a helpful controller. The aircraft is descending at a groundspeed of between 120 to 180 knots on a north/northwest course for vectors to the ILS.

- 1729: Cascade Approach advised N123SB of observed weather in the northeast quadrant and to expect a right downwind for the ILS Runway 16L. N123SB acknowledged.
- 1740: Cascade Approach reported moderate to heavy precipitation observed 11 to 2 o’clock, 10 miles, 30 miles in diameter northbound tops unknown, expect left downwind for ILS Runway 16L. N123SB acknowledged.
- 1742: N123SB reported heavy precipitation. Cascade Approach asked if N123SB wanted vectors. N123SB requested vector to the localizer, Cascade Approach advised expect a left base in eight miles. N123SB acknowledged and requested descent to 2,000.
- 1745: Cascade Approach advised N123SB of heavy to extreme precipitation observed 10 to 1 o’clock, 3 miles, 10 miles in diameter, northbound, tops unknown. N123SB acknowledged.

Cascade Approach makes two more transmissions to N123SB, no response. The NTSB recovered attitude/heading data from the Stratus. (The last 39 seconds.)

- At 10:47:41 PDT, the recorded pitch angle began to increase as the aircraft began to turn left at a GPS altitude of 1,923 feet.
- By 10:47:49 PDT, the recorded left bank angle was 42 degrees and the recorded pitch up angle was 13.6 degrees, as the aircraft’s course turned through 205 degrees.
- At 10:47:56 PDT, the recorded left bank angle reached a local maximum of 95 degrees, with a recorded pitch attitude of 35 degrees nose down.
- The recorded right bank continued to increase until 10:48:06 PDT, to a maximum of 173 degrees and a recorded nose down pitch angle of 66 degrees, after which time the Stratus 2S began to record a left bank of 148 degrees.
- At 10:48:12 PDT, the groundspeed decreased to 0, consistent with ground impact.

The pilot reported being in heavy precipitation and remarked it seemed to be letting up and might be better ahead. Unfortunately, it was not the case and the NTSB believes the accident is related to a possible microburst encounter. Blown down matted grass at the accident site supports the microburst scenario.

It’s important we value all the available information. There was an active convective forecast for the area, along with icing/turbulence AIRMETs etc. The controller reported the extreme precipitation ahead based on his live radar. A preceding pilot suggested the airport crank up the lights because of poor visibility. The decaying ADS-B/FIS display may have shown a clear area ahead, leading the pilot to believe it was better ahead. One can only cringe at the moments that followed.

This is the third convective-related fatal accident in the past couple years. All the aircraft were relying on datalink weather, which is a mesmerizing lure that empowers us towards our ultimate objective (flight completion).

Weather forecasting is still a science and our approach needs to be tempered with experience, and in many cases, conservatism. Personally, I always assume the winds will be stronger, from an increasing angle and pick up earlier than forecast. The ceilings will be lower, the cloud tops higher, the freezing level lower and the storms more numerous. I plan for the worse and use my evaluation to create a plan B. If the weather experts are right, then I and my passengers enjoy the beauty of flight!

Dave McVinnie is a 20-year Master Flight Instructor, FAAST Representative and a Designated Pilot Examiner with over 11,000 hours and 33-years of instructional experience. He was selected as CFI of the Year in 1995, 2009 & 2014. Dave currently serves on the MMOPA Safety Committee and has specialized in the PA-46 for the past 17-years. McVinnie Aviation offers insurance accepted initial and recurrent training, including initial instrument training. For more info, go to McVinnieAviation.com
By the time you receive this, the MMOPA Convention & Fly-in will be a month away. Hopefully, you have registered, booked your hotel reservation and have signed up for your pre-convention and companion tours.

The convention planning team has an engaging, informative and entertaining schedule of speakers and topics planned for you. You are guaranteed to walk away with deeper knowledge, understanding and appreciation of how to operate your PA46 professionally, safely and enjoyably.

**Convention Educational Highlights**

**Thursday, Oct. 4**

**Piper Update**
Presented by Piper Aircraft CEO Simon Caldecott

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**Colorado Springs Municipal Airport (KCOS)**

- **Elevation:** 6,187 ft
- **Time zone:** UTC -6
- **Class C Airspace**
  - Rwy 17L/35R: 13,500 x 150 ft.
  - Rwy 17R/35L: 11,022 x 150 ft.
  - Rwy 13/31: 8,270 x 150 ft.

- **Sunrise (Oct. 3):** 6:57 a.m. local
- **Sunset (Oct. 3):** 6:38 p.m. local

**Convention FBO:** Cutter Aviation (719) 591-2065

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**Fred Hyman Memorial Lecture:**
The Fallout from the Colgan 3407 Accident – What are we doing about Loss of Control?

Presented by Roger Cox, NTSB senior air safety investigator, 18,000-hour former airline pilot, and graduate of Stanford University.

The crash of Colgan flight 3407, a Bombardier DHC-8-400 (Q400), into a neighborhood near Buffalo, New York on February 12, 2009 triggered a massive investigation and many changes to FAA and air carrier practices. The investigation revealed the crew’s ineffective training and poor airmanship, which resulted in a fatal loss of control.
The fallout from that accident continues to date. One of the major changes made was making airline pilots perform realistic stall training on a regular basis. Recently, the NTSB made preventing loss of control in flight in general aviation part of its most wanted list. This presentation addresses what we are doing and what we still need to do to reduce the rate of LOC accidents.

**Flying Hierarchy of Needs**

Presented by David Purvis, president of VisionAir, corporate flight department manager, instructor and mentor.

David will address complex mountain approach procedures, challenging IMC conditions, severe emergencies and a simple stabilized approach. The session will review a variety of scenarios and how the “Flying Hierarchy of Needs” ties into them, based on Abraham Maslow’s Hierarchy of Needs. Please bring a pen, paper, and your iPad to reference instrument procedures during the discussion.
Surviving an Engine Out – Twice!
Presented by Greg Wroclawski, PA46 owner, and Dr. Pamela Alberto, flying companion.

Greg has flown a PA46 for almost two decades. However, Greg experienced his first engine out as a relatively new PA46 pilot. Training paid off and he successfully landed safely with his family. By the time it happened again 15 years later, he’d trained for it repeatedly and once again landed safely and relatively uneventfully. Both times involved mechanical issues.

Hear about Greg’s experiences, how the situations arose, how he managed them and his key take-aways and recommendations for risk mitigation.

As an added bonus, Dr. Pamela Alberto, Greg’s wife and successful maxillofacial surgeon, will discuss the experiences from a companion’s perspective. Although Pam isn’t a certified pilot, she has almost as much time as a passenger in the aircraft, has taken companion flight training, and proved to be a great asset during the emergencies. Pam will share important tips for being a good flight team member during emergencies and in everyday flying.

Garmin Update
Presented by Chris Bauer, aviation OEM sales & marketing manager.

The always popular and well attended Garmin update will discuss current products, updates and interfaces, and perhaps provide a glimpse of what’s to come from the ever innovative company.

Piston Maintenance Issues
Presented by Kevin Mead, MMOPA technical adviser, hotline expert & founder of Mead Aircraft Services, Inc.

Friday October 5
MMOPA Safety Program & Initiatives

The safety committee will unveil a new program and tools to enhance the culture of safety within the PA46 community.

Care & Maintenance of Pneumatic De-ice Boots

Scott will discuss how to maintain your de-ice boots for maximum service life, and what’s involved when it comes time to repair or replace them.

Weather Analysis for Flight Planning
Presented by Capt. Bill Panarello, 23-year airline captain, check airman and PA46 and TBM training expert.

Bill will look at the new Graphical Guidance capabilities for
identifying clear air turbulence, icing, and air instability using the lifted index charts to identify key inputs for flying in the altitudes and using radar to avoid hazards and make go/no-go decisions.

**Avionics Developments for the PA46 Fleet**
Presented by Al Rice, avionics manager, Sun Aviation, & MMOPA avionics hotline expert.

The session will discuss the status of the new retrofit autopilot, options for ADS-B compliance, upgrade trends and will provide an opportunity for questions and answers to you avionics issues.

**Flying a Meridian to Cuba, Guatemala and the Bahamas**
Presented by Paul Himes, Meridian owner & MMOPA board member.

Paul has been flying the Caribbean for decades and his 4,400 PA46 hours includes trips to more than 10 countries, Puerto Rico, and mission trips to Haiti. Paul is an active scuba diver, photo enthusiast and Angel Flight pilot. Paul will share experiences, suggestions for places to fly in your PA46, and the ins and outs of safe and hassle-free international adventures.

**Owner’s Breakout Sessions/Roundtable Discussion**
Breakout sessions by aircraft group will provide an opportunity to discuss current issues, solutions, problems and plans in an informal informational exchange.

**Saturday, Oct. 6**
**ForeFlight Update**
Presented by ForeFlight

ForeFlight continues as one of the most useful and innovative pilot resources around. It can be hard to keep up with all the recent developments and increased capabilities of this indispensable tool. ForeFlight representatives will help by providing an update on new features and tricks and tips for utilizing the many capabilities of this flight planning tool and in-cockpit resource. Bring your iPads.

**High Performance Airplanes Require High Performance Pilots**
Presented by Capt. John Cox, 40-year professional pilot (airline, corporate, instructor, test pilot), and aviation analyst for NBC, MSNBC, CNBC and the Weather Channel. He also write a weekly column “Ask the Captain” for USA Today website.

What’s different when flying the PA46 at high altitude? What risks increase and what are recommended avoidance and recovery techniques? Capt. Cox provides an in-depth discussion of these factors and provides examples and analysis of scenarios encountered by high performance aircraft and those operating at high altitude. Topics include high altitude stalls, skidding turns and high-altitude wake turbulence.

**Remembering Mankind’s Greatest Adventure - The Apollo Lunar Landings**
Presented by Jerry Trachtman, Meridian owner, board certified aviation attorney, and former member of the Apollo Space Program.

This presentation chronicles the story of the Apollo missions from Jerry’s behind-the-scenes personal perspective as an Apollo Spacecraft Operations Engineer and includes video, photos, and Apollo artifacts. Accomplishing the goal set by President Kennedy in less than 10 years, the six Apollo lunar leap in scientific and technological achievement – an accomplishment of a magnitude the
world had never seen before. Jerry worked with Apollo 7, the first manned Apollo mission, through the last Apollo 17 mission. As a member of the launch team, he provided support with the Kennedy Space Center to the ill-fated Apollo 13 mission which ended with the crew’s safe return.

**PT6A Overview, Maintenance & Technical Updates**
Presented by Pratt & Whitney Canada.

**2018 PA46 Accident and Safety Review**
Presented by Manny Cassiano, long-time JetPROP owner and former MMOPA president.

Manny’s always well received summary of accidents and incidents since the last safety review will analyze specific events as well as discuss issues and trends for the PA46 fleet.

**Mountain Flying**
Presented by Joe Lechtanski, former Meridian and Malibu owner and long-time resident from the Denver area.

Joe will share what he has learned from years of flying in and around the Rocky Mountains and throughout the United States. He’ll talk about what to look for when planning a flight, what to avoid and how to manage flying safely in one of the most volatile and challenging environments in the country.

**MMOPA Membership Meeting**
Presented by MMOPA President Randy James, Executive Director Dianne White, and the MMOPA Board of Directors.

The state of the MMOPA association will be reviewed, future plans and programs will be discussed and new officers elected.
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Calling All MMOPA Companions: Learn, Explore, Relax

As always, the MMOPA convention team has put together a number of fun and engaging activities for member-companions. In addition to all that the Broadmoor Hotel has to offer (spa, golf, tennis and fitness center), here are some highlights of the special companion events you won’t want to miss.

Wednesday, Oct. 3
Pre-Convention Tour of the Royal Gorge Route railroad including first class lunch served in the elegant Vista Dome. All guests have access to the open-air cars to get an up-close experience of the 1,000-foot deep canyon.

Thursday, Oct. 4
- Welcome Remarks with MMOPA President Randy James
- Companions introductory ground school
- Companions get-acquainted lunch
- Cheyenne Canyon hiking tour

Friday, Oct. 5
- Companions advanced ground school
- Flying to Cuba, Guatemala & the Bahamas session
- Broadmoor historical tour

Saturday, Oct. 6
- Of course, companions are always welcome to enjoy daily breakfast and lunch with vendors, as well as the many evening social events.

See you Colorado Springs!

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Typically, the early-October weather in Colorado Springs is spectacular. Expect highs to be in the high 60s to low 70s and lows in mid-40s with mostly to partly sunny days.

Early October is typically dry; historically the area has a 11 percent chance of precipitation during the first week of October. Expect humidity to be very low.

**What to Wear**

For outdoor day activities, it’s a good idea to wear layers that can include a light jacket. If you are taking part in the hikes, a pair of sturdy hiking shoes or boots are a good idea, along with breathable, comfortable clothes. If you forget an item, don’t worry: the Broadmoor shops have a wide selection of apparel, shoes, and sundries such as sunglasses and sunscreen.

In the evening, the falling temperatures combined with the low humidity will make it chilly without a jacket or wrap.

For the Thursday night, western attire is encouraged for the country hoe down-themed dinner at the Cheyenne Mountain Lodge. Don’t forget your cowboy boots!

For the Friday Auction Dinner, though it’s not required, many men will either wear a jacket or a suit. Women will prefer cocktail dresses.

All other events are country-club casual.
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- JPI Digital Engine Monitor
- Cockpit Seat Extension
- Cracked Wing Rib Repair Design & Approval

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info@malibuaerospace.com
Bill Archer captured this rare sight: the Grand Canyon partially covered in fog.

Oliver Pollock shared this view of the Alps on initial approach to Annecy Mont-Blanc airport (LFLP) for the Geneva motor show 2017 in G-DNOP. Oliver flies a 2000 Mirage based at Denham (EGLO) near London, UK.
Our PA46s provide us with a unique vantage point to take in dramatic and awe-inspiring sights. While the majority of people are stuck on terra firma, we are the lucky ones who get to enjoy amazing cloudscapes, sunsets and topography that can look like a painted canvass. Thanks to the handy photo feature on smart phones and tablets, it's easy to capture those beautiful shots.

Matt Dominici took this beauty of Lake Tahoe shortly after departing Reno.
Joseph Kabara photographed the sun rising over Hurricane Matthew.
For the next issue, show us your Hangar Cave. For many of us, the hangar is much more than a storage spot for our aircraft; it is a refuge, entertainment spot, and the ultimate escape from the mundane hours we spend away from our planes. Show us how you’ve tricked out and decorated your favorite PA46 “living space.” Send to dwhite@mmopa.com.

Lance Boxer shot this stunning cloudscape over North Carolina while flying from New Jersey to Florida in last May.

On a trip to Exuma, Bahamas, Lance says it never gets old seeing the clear blue waters and the many islands that look like paintings.
Introducing

Garmin’s inReach Mini:
A Compact, Convenient Two-Way Messaging Device

Ever wish you could send a quick text message to someone on the ground? Now you can using Garmin’s latest compact communications device. Last May, Garmin announced the inReach Mini, a smaller and more compact satellite communicator with two-way texting/messaging and a 24/7 SOS function.

The inReach Mini can be used on its own or paired with a compatible device. The Earthmate app easily pairs with the device via Bluetooth to a compatible smartphone for access to unlimited maps, aerial imagery and U.S. NOAA charts. The app will seamlessly allow the user to access their smartphone’s contact list for quick access without manual entry.

It is also compatible with the Garmin Pilot app, allowing the inReach Mini’s GPS positioning to drive a georeferenced aircraft position symbol on a tablet’s moving map display. The device has the ability to provide tracking for those wanting to follow the flight, using the web-based MapShare page created for each inReach account.

In case of emergency, users can hit the SOS button that sends a distress signal to GEOS, a 24/7 International Emergency Response Coordination Center. GEOS will track the device which triggered the SOS, notify the proper contacts, and send the necessary emergency responders to the exact location. GEOS will deliver a confirmation that help is on the way and also continually update the user on the status of the response team. GEOS will also reach out to the user’s emergency contact and alert them of the situation.

To access the Iridium network and communicate with an inReach Mini device, an active satellite subscription is required. Depending on the frequency of use, a variety of airtime plans that range from flexible month-to-month options to an annual contract package are available.

Impact and water resistant, the inReach Mini includes an internal, rechargeable lithium battery for up to 50 hours of use at the default 10-minute tracking mode and up to 20 days at the 30-minute interval extended tracking mode. 3 The inReach Mini has a suggested retail price of $349.99. To learn more, visit www.garmin.com/inreach.
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LoPresti BoomBeam HID lighting systems are best for both daytime and night operations. Having an 85w HID BoomBeam as a recognition light during the day helps traffic more easily identify you. During night operations you will not only be seen from 50 miles out, but you will also be able to light up 2,000 to 4,000 feet of the runway. The ability to light up this extended distance at a poorly lit airfield allows the pilot to see otherwise hidden wildlife and other obstacles before landing. The extended range also gives pilots extra time to execute a successful go-around if need be.

So why HID’s over LED’s? While LED’s have come a long way over the years, they still fall short and do not come close to the HID. The human eye makes the LED appear bright because of the color temperature of the light. LoPresti HID’s closely approximates the color of natural daylight versus an LED blue hue. Another factor to consider about LED’s is their very poor reach regarding light output. An LED reaches on average 300 to 500 feet then drops off, in comparison to LoPresti HID’s reach 2,000 to 4,000 feet of range.

Further, we engaged an independent lab to test both our product and a competitor product. The test performed on a PA46 was on the nose gear landing light. The test results showed that the LoPresti HID emits 583,179 candelas, stock LED emits 26,531. Not only do the numbers show the difference but the before and after pictures attest to the data.

LoPresti has two systems available for the PA46 fleet: The nose gear kit and the wing light kit. These two systems were explicitly engineered for the PA46 with model-specific bracketry. LoPresti finishes these systems in white mil-spec powder coat on the nose gear, and black mil-spec paint on the wing lights. Our newest system features a LoPresti patented, dual-powered, 85-watt ballast. This patented ballast design starts in the recognition mode, allowing for a more dramatic white/blue light allowing you to be seen at further distances. Once the ballast is steady state around 20 to 23 seconds, it will switch to landing mode, changing the color temperature to a subtler daylight temperature, allowing the human eye to see better while adding more amperage to the output.

This is especially effective when through the clouds or operating on wet surfaces. The same power supply that is used on the PA46 is used on all our corporate aircraft lighting systems up to our Boeing kits. If you are lucky enough to have a fleet of aircraft with our lights, the ballasts and lamps are interchangeable on all planes with our latest HID system, minimizing your stocking items.

Each LoPresti HID lighting system is STC and PMA-approved by the FAA along with several multinational approvals and comes with a 5-year/5,000-hour warranty. If you have an aircraft with incandescent or LEDs, upgrading to the LoPresti BoomBeam lighting will make your bird much brighter and is the most cost-effective safety enhancement you can purchase. Fly safe, see and be seen.
Fund an Angel Cocktail Reception

Wednesday, October 17th | 6-8 P.M. | Hilton Orlando

The Fund an Angel Cocktail Reception, formerly the NBAA/CAN Soiree, will be an invaluable networking event at the NBAA Business Aviation Convention & Exhibition. The reception will feature cocktails, passed hors d’oeuvres, and live and silent auctions. Proceeds will benefit Corporate Angel Network, which organizes flights for cancer patients to treatment centers that help bring them closer to a cure.

“Corporate Angel Network has helped to open up trials and treatments for Ava that we otherwise could not afford. We are so blessed to have them on her team. They help to make sure that she gets the medical care that she needs.”

-Ava’s Parents

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When “Lucky” Lindy made his transatlantic crossing, he didn’t have to deal with an ocean of congressional wrangling (maybe that’s why they called him “Lucky”). The prevailing winds blew in his favor. But today, those winds have changed. Flying for business is more scrutinized than ever. Luckily, there’s NBAA. We’ve made a home on the Hill, so that our members can make a living in the sky. Because business aviation enables economic growth. And at NBAA, we enable business aviation.

Join us at nbaa.org/join.