

Piper M-Class Owners & Pilots Association

MARCH / APRIL 2024

PMOPA™

MAGAZINE

Volume 14 Issue 2



M700 FURY

Piper Unleashes New
PA-46 Excitement

Galveston Island:

A Quick and Historic Weekend Trip

Icy Confessions

ADS-B vs XM Weather:

Is There a Clear Winner?

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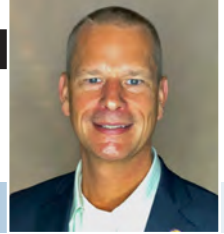
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www.pmopa.com

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Celebrating Community

By Mike Nichols, CAM, CAE

PMOPA offers many things for owners and operators of Piper PA-46 aircraft: safety and training resources and education, events to share best practices and connect pilots with key industry partners, and advocacy for PA-46 owners, just to list a few of the key reasons members join. Consistently, we hear (and experience) that one of the best and most important aspects of PMOPA is our community – PMOPA’s members. People like you, who are fanatical about flying, and love their M-Class airplanes. Whether flying for business or pleasure, the passion shared by members of this community is a hallmark of PMOPA membership.

The more engaged you are as a member, the more connected you become to the PMOPA community, and the more rewarding your aviation life (and M-Class ownership experience) will be. I thought I would use this issue’s column to highlight several items that celebrate and build community within PMOPA.



PMOPA at EAA’s AirVenture!

Make plans to connect with PMOPA at this year’s EAA AirVenture in Oshkosh, WI July 22 – July 28, 2024. PMOPA members from around the globe attend AirVenture each year and there are numerous opportunities to connect. If you have not been to AirVenture, perhaps 2024 can be your year to experience it!

Daily Gatherings in the Piper Booth

Monday through Friday, PMOPA members and guests will gather from 3:00-4:00pm in the Piper Aircraft booth to enjoy camaraderie and refreshments (and some free air conditioning as you walk through their tent to the side patio where we will gather). PMOPA appreciates Piper’s hospitality and their providing a space for our members to gather.

Brats & Beers Member Dinner

PMOPA will host a member dinner on Wednesday at 5:30pm. The afternoon receptions are drop-by with no RSVP required. We request that members register for the dinner so that we have an accurate count for Brats & Beer. Register on the PMOPA website at: www.pmopa.com/2024AirVenture

Favorite Part of AirVenture?

What are you looking forward to most if you’re attending AirVenture for the first time? Or if you return year after year, what brings you back to AirVenture? Is it the airshow performances? Educational content? Exhibits? EAA Museum? Airplanes on display - and if so, which ones? Homebuilts, vintage, warbirds, military, ultralights, other? Something else? Send us a short paragraph - via email to editor@pmopa.com - describing what you love about AirVenture. Feel free to attach some photos!

(continued on pg 6)





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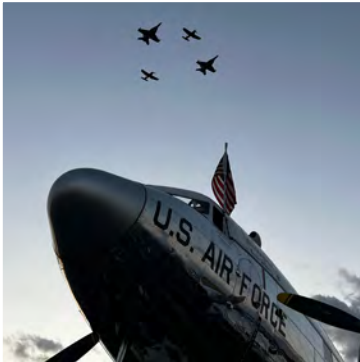
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Courtesy of Piper Aircraft, Inc.

2023 Highlights in Pictures

If you have not been to AirVenture, you're missing out on an incredible experience. Here are some of my highlights from the 2023 AirVenture, in photos.



Thank You, Dianne White!

PMOPA has been fortunate to have had talented, engaged leaders - both professional staff and volunteers - serve its members. We stand on the shoulders of these giants in everything we are doing today and are striving to create in the future.

One of these giants is Dianne White, who many of you know well. She served as Executive Director of the Association from early 2018 through mid-2022, and as our Magazine Editor prior to that. Recently, Dianne stepped in to serve PMOPA's members once again, editing the November-December 2023 issue of PMOPA Magazine on very short notice after Jenna Reid left as Chief Operating Officer late last year. Dianne jumped into action, brought her passion for and deep knowledge of the PA-46 and our community, to bring to life our annual Safety edition, one of the most valued issues of the magazine annually.

I greatly appreciate Dianne's significant contributions and accomplishments that made our Association stronger and better during her tenure as Executive Director, and also her willingness to help out again on incredibly short notice. Dianne is a Lifetime Member of PMOPA and her continued passion for the PA-46 and this community is remarkable.

Introducing Rob Finrock, PMOPA Magazine Editor

I am pleased to introduce one of the newest members of the PMOPA community, Rob Finrock. Rob is no stranger to aviation journalism as he has been writing and editing for close to two decades, including key stories for Aviation International News, FLYING Magazine, the Citation Jet Pilots Association and the National Business Aviation Association (NBAA.) Starting with this issue, Rob will add another feather to his cap, serving you as Editor of PMOPA Magazine. Rob is a sport pilot and is based in Albuquerque, NM. About flying, Rob says, "I love low-and-slow flying over the Land of Enchantment."

Rob is working closely with PMOPA's Editorial Committee to plan and produce high-quality, engaging issues of the magazine, covering the topics most relevant to PMOPA's members. Rob also has responsibility for PMOPA Direct email newsletters and will be assisting with website content and webinars. Your story ideas are most welcome. Rob can be reached via email at editor@pmopa.com.



Contact us to learn more about the M700 Fury and to schedule a demonstration flight.
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Helping Others in the Community

One of the most enjoyable aspects of working for PMOPA has been meeting members at events, including AirVenture, the PMOPA Convention and PMOPA's Regional Events. At every event, I have met members who not only love flying their planes (that's expected) but who also love making a difference with their planes by supporting any one of a variety of charities. We are very fortunate to have these capable aircraft for our use, and it is a rewarding experience to use them to make a difference in others' lives. Pilots and aircraft owners often are first on the scene to provide humanitarian support following a natural disaster, such as a hurricane or earthquake.

Flying charitable missions is also an excellent way to build time and proficiency. If you have not yet considered flying to support a charitable organization, you might consider looking into this. Below is a partial listing of organizations I recall hearing PMOPA members talk with me about how they use their PA-46 for the benefit of others. Do you have a special story to share from a humanitarian flight and/or an addition to this list you would encourage our community to support? Please let me know: mnichols@pmopa.com.

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Angel Flight

Focus: Arranges medical and compassion flights for people in need. There are several Angel Flight organizations across the U.S. Find the one in your area using the Angel Flight locator tool.

<https://www.angelflight.com/locator/>

Challenge Air

Focus: Inspires confidence in children with special needs through "Fly Days" where kids get to participate in aviation activities and fly as co-pilot.

<https://www.challengeair.com/>

Corporate Angel Network

Focus: Helps cancer patients access the best treatment centers in the United States by arranging free travel on corporate aircraft.

<https://www.corpangelnetwork.org/>

Patient Airlift Services (PALS)

Focus: Free medical and compassion flights for patients and veterans.

<https://palservices.org/>

Pilots N Paws

Focus: Arranges rescue flights, overnight foster care or shelter, and related activities for the rehoming of animals using air transportation.

<https://www.pilotsnpaws.org/>

Pilots to the Rescue

Focus: Moves endangered animals at risk of being euthanized through volunteer pilot network.

<https://www.pilotstotherescue.org/>

Veterans Airlift Command

Focus: Provides transportation for wounded veterans and their families. Flights are offered across the United States for both medical and compassionate purposes.

<https://veteransairlift.org/>

Interested in public benefit flying, but not sure which group is right for you? The Air Care Alliance represents a nationwide network of volunteer pilot groups that deliver impactful and inspiring service through aviation. ACA encourages volunteerism among pilots, helps patients access the free air transportation they need, and ensures that charitable aviation remains a viable resource to those who need it most. With over 60 public flying organizations in their membership, it's a great place to find one that would be a good fit for your interests, allowing you to make a difference in your community.

<https://www.aircarealliance.org/getting-assistance/directory-of-groups/>

Welcome New PMOPA Members

Jim Anseth	David Campbell	Jim Joyce	David Patrick	Keith Stephens
Ken Ansin	Bryant Ferguson	Jordan Kirshenbaum	Ned Piccinini	John Tapper
Daniel Archer	Rob Finrock	Erich Knausenberger	Jessica Power	David Todd
Paul Bagley	Edwin Foo	Mark Little	William Ritter	Billy Vaughn
Jorgen Behrens	Andrew Foster	Gerhard Mayr	Bernhard Schropp	Jay Visconti
Israel Benedek	David Gallagher	Troy Myers	Ray Schuler	David Wallace
Michael Benedetti	Rick Golicki	Kris Olsson	Roger Shaw	Eric Wilke
Peter Bethke	Galen Hunt	Ronnie Parker	Bernd Sontheimer	Keegan Wilson

**As of Feb 29, 2024*

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 Jagers	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	Doug & Valerie Steen
Dave Bennett	Allan Filgueiras	Chase Key	Mark Nielsen	Jeffrey Storey
Brian Bird	Jack Finch	Dr. Soeren Klein	Keith Nord	Russ Stromberg
Benedikt Blomberg	Andrew Fleming	Friedrich Koester	Ryan Oltman	Bill Sutherland
Stephen Bobko-Hillenaar	Roger Florkiewicz	Edouard Kohler	Tony Overfield	Barry Taft
Michael Boyer	Joseph Fluet	Chris Krein	Fernando PAEZ	Dennis Thakor
Jon Bradford	John Foster	Sigi Kromer	Jeffrey Plotka	Terry Theken
Tony Bright	Eugene Fraser	Donald Kukla	Frederick Poage	Nicholas Theyer
Mike Brubaker	Dr. Klaus Gerecht	Lester J. Kyle Jr	Todd Raabe	Carl Thompson
Rick Bryan	Paul Goracke	Ben Lakin	David Randall	Ed Trautman
Heather Cannon	S. John Granmayeh	John Lankenau	Tim Ray	Mark van Berkel
Joe Casey	Larry Grant	Greg LaPoint	Paul Rekieta	Matt Vitale
Manuel Casiano	Carl Griffith	William (Bill) Laxson	P. N. Risser	Dan Vivoli
Robert Chester	Bradley Grimsley	Robert Lee	Victor Rivas	David Ward
Jeff Collins	Darwin Haines	Brandon Lewis	Karl Rogers	Fred Weibel
Richard Columbia	Brandon Hansen	Neal Lintecum	Richard Rogers	Johannes Weis
Robert Conboy	John Hendrickson	Jack Lohmann	Joey Sager	Dianne White
Rick Converse	Shea Hensley	Bob Luhrs	Sam Scheef	Joseph Witt
Ed Cooper	Christopher Hess	Kevin MacDonald	Douglas Scheid	Jim Yankaskas
Kimberly Coryat	Jason Hills	Miro Majorek	Herbert Schiffer	Chris Zhang

PMOPA Member Guide

Piper M-Class Owners & Pilots Association

www.pmopa.com

PMOPA CEO

Mike Nichols mnichols@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

NEW: PA-46 QUICK REFERENCE HANDBOOKS: A Quick Reference Handbook (QRH) contains procedures applicable for abnormal and emergency conditions in an easy-to-use format. The downloadable PDF applicable for your PA-46 is designed to be stored on your iPad and contains links to relevant reference locations. The information presented is based on the POH.

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 a 10% discount off of OnePak U.S. & Americas Standard + FlightCharts, and Garmin Pilot & Pilot U.S. Premium.

JEPPESON 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.

NEW HOTLINE TELEPHONE NUMBER:

+1-202-908-4344

Extension numbers:

1 – PMOPA Member Services

2 – Mike Nichols, Chief Executive Officer

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

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AVAILABLE INVENTORY:



Turboprop:

N9010A, 2020 Piper M600 SLS
N600SL, 2020 Piper M600 SLS
N26EM, 2019 Piper M600
N64AA, 2016 Piper M500



Piston:

N2529X, 2012 Piper Mirage
N355C, 2018 Piper M350
N996C, 2021 Piper M350
N268RP, 2011 Piper Mirage



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Piper Unleashes New 'Fury' for PA-46 Line

by Rob Finrock



Piper Aircraft kicked off 2024 with unveiling the ultimate expression so far of the storied PA-46 family: the M700 Fury, a name that belies the new model's most significant change over the previous M600.

Powered by a 700-shaft horsepower Pratt & Whitney PT6A-52 engine, the M700 Fury boasts a maximum cruise speed of 301 KTAS, placing it as the second-fastest Piper airplane of all time behind the twin-turboprop Cheyenne 400LS. The Fury has a max range

of 1,149 nautical miles at max cruise; at more typical speeds, the Fury can fly as far as 1,424 nm.

The new, more powerful PT6 also improves takeoff performance, with max gross takeoff field length over a 50' obstacle at sea level on a standard day reduced by 641' over the M600 SLS, a 24 percent improvement. "That TOFL performance is also 1,198 ft. (38 percent) shorter than a competing single-engine jet," Piper notes, in a not-so-subtle jab at the Cirrus SF50.

According to Piper, the M700 Fury also outclimbs its immediate predecessor, reaching FL250 in just under 14 minutes, or 34 percent faster than the M600 SLS manages. It will also burn 25 percent less fuel doing so than an M600 (and nearly half the fuel needed by the SF50.) On arrival, the M700's landing distance over a 50 ft. obstacle is 26 percent less than the M600 and nearly half that needed by competing aircraft.

"The M700 Fury is a beautifully efficient, cross-country thoroughbred that


gives our customers a performance-based flight experience with economics never seen before,” said Piper President and CEO John Calcagno during the model’s Feb. 9 unveiling. “We listened, and we delivered. The M700 Fury encompasses power, performance and the most advanced safety measures available today and an overall value proposition that is extremely compelling to individuals and corporate flight departments alike.”

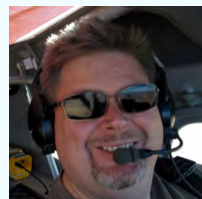
Airframe changes are relatively minor for the performance gains, with a redesigned, more efficient intake plenum, new engine mount assemblies and an improved exhaust stack design to maximize residual thrust. Piper maintained the M600’s maximum gross weight rating of 6,000 lbs, ensuring the new M700 Fury stays within the limits for pilots flying under BasicMed.

The M700 Fury also retains the Garmin G3000 touchscreen avionics platform from the M600/SLS, along with the HALO Safety System with Garmin’s Autoland. The M700 Fury also comes with Garmin PlaneSync, enabling automatic downloads of updated flight charts and databases and allowing owners to sync their flight plan and performance data wirelessly, and remotely check fuel quantity, aircraft location, oil temperature, battery voltage, current weather at the aircraft’s location and more through the Garmin Pilot app.

Piper also took an updated approach to aesthetics, with six new interior schemes featuring new leathers and what the Vero Beach, FL manufacturer terms “aesthetically styled seats.”

FAA certification for the M700 was announced in early March, with deliveries starting immedi-

ately afterward. Approvals in Canada, Europe, the United Kingdom and Brazil are expected by summertime, with customer deliveries in those regions before the end of the year. Prices start at \$4.1 million with a typically equipped example estimated at \$4.3MM. 



Rob Finfrock is editor of PMOPA Magazine and a freelance aviation writer and podcaster. With close to 20 years

of experience reporting on the issues important to general aviation pilots, Rob works with clients including Aviation International News, FLYING Magazine and the National Business Aviation Association (NBAA) in addition to PMOPA. Rob is a sport pilot and lives near Albuquerque, NM. He may be reached at editor@pmopa.com.

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Galveston Island: A Quick and Historic Weekend Trip

by Valerie Steen



Twenty-five years ago, on the day after I passed my private pilot check ride, I carefully planned a cross country trip from Houston to Galveston, TX. The 26 nautical miles seemed much farther back then, and the flight really did feel like a cross country journey. Today, Galveston still holds a special place in my heart and my logbook.

Departing Ellington Field that day with my son in a C152, we flew past the Kemah bridge at Clear Lake, headed over Galveston Bay toward San Leon,

past Texas City with its myriad refineries and then crossed over I-45 to the West Bay. From miles away we saw the gleaming pyramids of Moody Gardens and came in low over the water to land at Scholes Field (GLS.)

The ramp is huge, belying its history of commercial airline service and WWII operations. There is plenty of hangar space available for transient aircraft too. In 1938 the airport was renamed Corrigan Field in honor of Galveston native, Douglas “Wrong Way” Corrigan. (If you have not read

his story, it is really interesting and, in some ways, more amazing than Lindberg’s 1927 transatlantic flight.) By the 1950s the airport was known as Scholes Field after early Texas aviation pioneer Bob Scholes. Today, its official name is Scholes International Airport.

If you would like a crew car or rental it is a good idea to call the airport in advance. Otherwise, Uber/Lyft is readily available. However, there is so much to do within walking distance of the airport that you may decide the only transportation you need is your feet.

For example, it’s only a few blocks to the Schlitterbahn water park, which opens on weekends beginning in mid-April. There’s not much traffic on the roads back in the Moody Gardens district and I always feel safe walking. Schlitterbahn is about three-tenths of a mile from the airport terminal, with the entrance to Moody Gardens a tenth farther. We aren’t talking about major hikes.

Moody Gardens is a nonprofit educational entertainment complex built in the 1980s by the Moody Foundation in their words “to benefit, in perpetuity, present and future generations of Texans.” The twelve-story green pyramid holds more than 10,000 marine animals including fish, sharks, seals and penguins from the world’s oceans. The adjacent rainforest pyramid stands ten stories high, housing more than 1,000 rare and exotic species of plants and animals.

This is as close as you can get to being in an actual rainforest. We enjoy the walk through the pyramid starting at the bottom and slowly winding our



way up to the canopy section where there is an amazing butterfly exhibit. The unique walkways take you close to the free-roaming birds, sloths, white-faced saki monkeys and overlook the endangered giant Amazon River Otter exhibit.

After walking the pyramids, you can take a break and sit down for a meal at the Garden Restaurant overlooking Offats Bayou. It is buffet-style and we have always found the food and service to be good. Moody Gardens is open year-round and a great place to take the family with plenty of activities to fill a long weekend getaway.

Two miles from the airport terminal is Seawall Boulevard, which runs along the beach on top of the seawall giving a great view of the Gulf of Mexico. The seawall was built following the devastating tidal surge from the hurricane of 1900, which caused tremendous loss of life and destruction of property. More than 10,000 people died in the storm, the largest loss of life from a natural disaster in the United States.

Today, the seawall is a favorite spot for tourists and locals alike with its wide promenade filled with walkers, joggers, skaters and the ever-present pedal cars in the summer. Steps are placed at intervals along the seawall to go down to the beach. In years past I would take my dogs out on the beach to run free in the winter when the temps were cool and the people were scarce. The traffic can get very heavy and slow on summer weekends and holidays but you can bail out of the traffic by turning off Seawall into one of the quaint Victorian neighborhoods with its pastel colors and ornate woodwork.

It is hard to overstate the importance of Galveston as a center of commerce and banking for not only Texas, but the entire Southern United States. At one time Galveston had the highest per capita income of any city in the US with a telephone network, electric lighting and street cars in the 1880s. Following the hurricane of 1900, Thomas Edison sent a crew to take some of earliest motion pictures of the carnage of the storm; there were only four movie cameras on Earth in 1900!

The East end of Galveston Island houses the historic downtown district known as the Strand. Many historic buildings from the city's heyday have been preserved, with numerous shops, restaurants and venues to visit. The historic Tremont hotel goes back to 1839, during the Republic of Texas days. Sam Houston gave the final speech of his political career at the hotel, in which he warned Texas not to join the Confederacy. He was voted out shortly after the speech.

The Strand district has two large events each year, beginning with Mardi Gras. I've enjoyed taking my dogs (in costume of course) to take part in the Krewe of Barkus and Meoux Parade. Lots of fun to throw beads and doubloons in the parade. Anyone can sign up and the proceeds benefit the Galveston Humane Society.

Galveston is also known for Dickens on the Strand, which fits perfectly with the Victorian era buildings. The streets will be filled with people in Victorian costume and if you are lucky (like I was one year) it will snow. There are many other events throughout the year, so it is best to check the web to



see what is going on and whether you want a quiet weekend getaway or a boisterous festival.


Also on the East end is the seaport of Galveston where you can visit the tall ship Elissa, an 1877 square-rigged iron barque and floating museum. Since we're in Texas, there is also a museum dedicated to offshore drilling. The Ocean Star is a retired jack

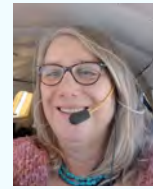
up drilling rig and museum showing the difficulties and complexities of drilling for oil in the Gulf. Next to the historic seaport is the cruise terminal served by the major cruise lines. We've flown the family to Galveston, parked the plane and hopped on to a week-long cruise.

When flying to Galveston there can be low stratus and fog in the

mornings, especially through the fall and into early spring. The fog will normally burn off by lunch time, so you may need to adjust your schedule. In the summer there are typically no weather problems unless there is a tropical storm or hurricane forming in the Gulf.

When touring the island by air, contact the Scholes tower for flight following as there is a lot of traffic following the coastline including banner tows, sightseeing flights and helicopter tours.

Galveston is rich in history and a fun place to visit with lots of activities for people of all ages.  **PMOPA**



Valerie Steen is an ATP rated pilot and CFI with over 500 hours in their -21 Malibu JetProp. She currently runs an avionics shop in the DFW area.




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Icy Confessions

by Joe Casey



Confession is a holy sacrament in the Catholic faith. I remember sitting in the confessional as an 8-year-old confessing boyhood sins that seem laughable today, but at the time they were life-and-death scenarios. I mean, does stealing bubble gum from the five-and-dime store and hitting your sister really require confession?

Confession is also good for aviation soul. When it comes to icing, many could tell quite a story in the confessional, including me. Ice has humbled many and scared many; there are many in the PA-46 community who are icing novices, testing the limits of their first airplane certified for flight into known icing, or FIKI.

Many confuse FIKI-certified with “it can handle any icing situation.” No, your PA-46 cannot handle any icing

situation, and our community sadly proves that time and again.

We have an airplane MINIMALLY certified to fly in icing conditions. Most of the PA-46s flying today were certified when the icing rules were far laxer than what is expected of an airplane today. All piston variants are underpowered in an icing scenario; JetProps have scarily small wing deice boots; and all non-M600 PA-46 versions have the terrible problem of “ice bridging” on the tail surface.

But the PA-46’s weakest link is not the airplane; it’s the person flying it. Most PA-46 pilots are non-professional pilots who fly an average of 100 hours per year, and they see 1-2 icing encounters each year. Most are benign, tempting these pilots to venture farther down the dark wintry road.

I’ll venture into the confessional and tell a pair of stories about when icing

almost took me out of the sky. These stories have the common threads of get-home-it is, overconfidence or plain ole, “not knowing what I didn’t know.” You may see a bit of yourself.

The Lure of Speed

Story number one started in Auburn, IN and ended in Florida. The plan was to visit a business client and then fly down to Orlando and take the kids to Disney World.

Between Indiana and Florida was a wide swath of very stable moist air, with a temperature inversion at about 5,000’ MSL. So, it was clear blue skies above 5,000’ and a soupy, moist and cold overcast layer below. The surface temperature was below freezing all the way to Georgia, and the temperatures above the inversion at 5,000’ MSL were well above freezing.

However, there were also big headwinds from the southeast that gained

strength as I went up in altitude. Going lower to gain speed felt seductive. I started out at 10,000' and then picked up about ten knots of groundspeed when I descended to 8,000'. Dropping down to 6,000ft picked up 10 more knots of groundspeed.

As you can probably see coming, I decided to see how fast I could go at 4,000'. Within seconds of entering that soupy mess, with cruise power set and the additional speed of the descent, the airspeed began to decay as I accumulated ice on the airframe.

I added power and still the airspeed slowed. I ended up at 110KIAS at 4,000' with full power applied. I climbed at what was probably only 100 fpm, begging the ice to fall off the airplane. All of my icing equipment was deployed, but it could not keep the ice from accumulating faster than I could get it off the airplane.

My upbringing reminded me this was probably a good time to pray, as I had exhausted all other options. All I could do is hope I could reach the clear skies less than a thousand feet above. Ambient light brightened as I neared the top of the clouds, but the worst icing was also at the top. I kept climbing, barely. The airspeed was holding at 110KIAS, and the engine was raging at 42"MP and 2500RPM.

Then I hit the inversion layer. The temperature increased by at least 10 degrees Celsius and the ice flew off. The airplane surged in flight; the acceleration was so brisk it pushed us back in our seats. The rate of climb surged too. We were going to be OK.

I remember my hand shaking uncontrollably as I tried to manage the touchscreen Garmin 750. Anxiety had taken over. The freezing temperatures went all the way to the ground. Had I not been able to climb, we'd have experienced a slow descent at full power into the terrain below.

Many PA-46s have crashed in scenarios similar to mine. A soupy temperature inversion and associated advection fog coupled with a pilot's lack of understanding of airframe icing is usually all that is required.

Always remember, the piston PA-46s are seriously underpowered when laden with ice. An ice-laden piston PA-46 will have trouble maintaining the minimum icing speed of 130KIAS unless in a descent. Pilots, beware.

Talking Yourself Into Stupidity

My second story was early in my PA-46 experience, with only about 50 hours in type, but I had thousands of hours otherwise, mostly in Army helicopters and powerful airliners. I was returning to Texas from a four-day January business trip and I looked forward to sleeping in my own bed and seeing my family.

However, a layer of cold air was settled near the surface all over East Texas. I landed in Louisiana to refuel and check weather and discovered freezing rain was forecast over the region. It was about 4 pm, with less

than an hour of sunlight remaining in January at that latitude.

I knew how freezing rain develops, and I understood it was a problem only when flying in the cold air. Plus, I was late returning home, and if I didn't leave now I would probably have wait another 2-3 days because of the persistent wintry weather in East Texas. That was unacceptable.

And so, I began to talk myself into all the reasons the freezing rain probably wasn't that bad, how I was in a FIKI airplane and how I had all the gusto, charisma, and pocketful of aviation credentials to push those nasty rain drops away from my path.

Bottom line, I was blind to my aviation training and ready to get home. I was going to fly that flight whether it made sense or not. I just needed to talk myself into some stupidity. I thought I was bulletproof. I jumped in that Mirage and climbed up to the warm, cloudy air for the short one-hour flight





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to my home airport, Cherokee County Airport (JSO.)

The low setting sun was not visible on this dark evening. It was dark before I crossed the Sabine River into Texas. I could see the lights below over Louisiana, but ground-hugging clouds began to turn the streetlights into hazy glows before disappearing entirely as I flew westward.

It was super-dark and I was an idiot with no alternate plans. There wasn't another airplane in the sky. You know you're an idiot when you're the only airplane on frequency across two states.

I flew the GPS to Runway 14 at JSO and entered the clouds. I could see the rain in strobe effect like I was in a Star Wars movie, but I was not in an X-Wing Fighter. I was in an under-powered Mirage. As I came down, the wings looked really nice and clean, but I decided to blow the boots anyway.

What happened next scared me to death. The boots shattered a layer of clear ice built up on the wings, but they didn't get it off completely. All the icing systems were ON, and I only had a 2,000' thickness of clouds, maybe 90 seconds in the ice until I landed. I blew the boots incessantly and decided to not touch the flaps.

I landed without further trouble, but with about fifteen knots of additional speed. I parked in front of my hangar with the exterior lights illuminating the airplane. Upon shutdown the ice on the airplane was much more prominent.


At least two inches coated the propeller nosecone. All the antennas were covered; in fact, every exposed and unprotected part of the airplane was covered in clear ice, most of it two inches deep. The landing gear was completely iced. The elevator horn was iced. The engine intake was completely covered.

There was so much ice, I had to have been at the edge of the stall upon landing. That's only a guess, because the stall warning will not give an accurate indication of a stall when ice is on the wings. I was a test pilot that night, a foolish and arrogant test pilot.

I realized I had narrowly escaped a truly dangerous situation. I was going to sleep in my bed that night, but I risked it all to get that sleep. Despite being in my own bed, I did not sleep well that night.

I showed photos I'd taken of the ice to a couple of people, who gasped at my stupidity. So, I did what any weak-minded, overly arrogant and foolish pilot would do: I deleted the evidence. Out of sight, out of mind. I wish I had those pictures today because a picture is worth a thousand words.

The moral to the story? Never, and I mean never, fly into freezing precipitation. If there is freezing precipitation forecast at your departure airport or your destination airport, it is a no-fly condition. No airplane, not even the airliners, cargo-haulers, or military airplanes fly into freezing precipitation. No airplanes, none, are certified to fly into freezing precipitation.

When I see the potential for ice in my future, I now tend to make decisions to skirt, avoid or defend myself early and often. I don't play with it. The better pilot is the one who has no harrowing stories to tell, but one who still flies often. It is possible to fly a lot, to use the airplane frequently, and still avoid the dangers that ice presents. Decide today that you will be that pilot.  PMOPA



Joe Casey Joe Casey is a DPE (Designated Pilot Examiner) and CFII who owns Casey Aviation, an insurance-approved trainer of initial and recurrent

training in the PA4 market. Joe has over 18,000 hours of flight time, more than half of that flying and instructing in various PA-46 models. Joe lives in Lufkin, TX and is married to Deanna Casey, also a PA-46 CFI. Joe previously served five years on the PMOPA Board of Directors and was Safety Committee Chairman from 2018-2022. He presently serves PMOPA as a member of the PMOPA Advisory Committee that is planning the MSIP (M-Class Standardization Instructor Program.)

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PMOPA Members Enjoy Cayman Islands Trip



In early February, 18 aircraft flown by PMOPA members gathered in Marathon, FL (MTH) to embark on a three-day getaway to the Cayman Islands. To say “a good time was had by all” is an understatement!


In fact, even ATC was in a good mood. “I would just like to say to your group firstly a warm welcome to the Cayman Islands,” wrote Alastair Bird, ATC manager with the Cayman Islands Airports Authority. “I was

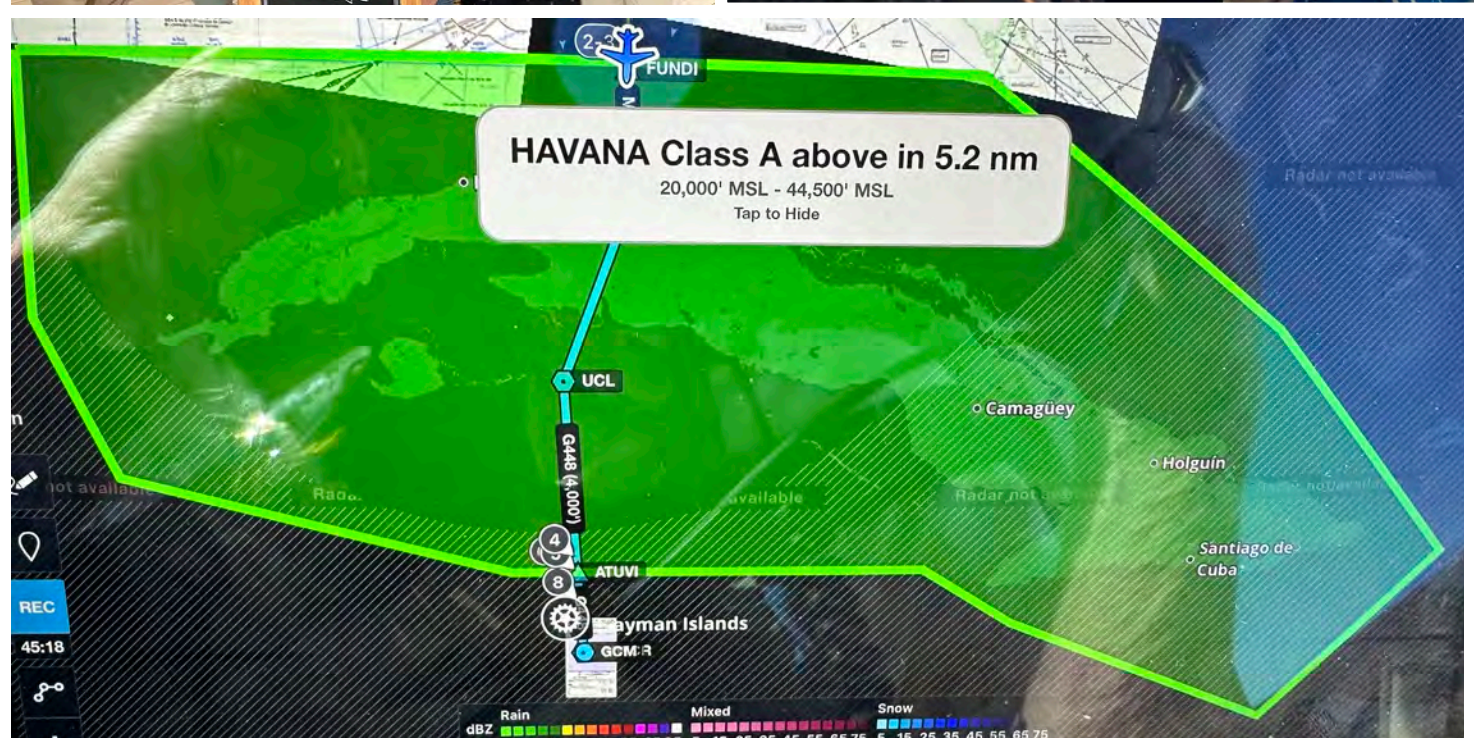
upstairs for the majority of the arrivals and want to just pass on a thank you to those who flew in and made the arrival flow very smooth,” despite a stubborn cloud layer over the VFR arrival route.

The clouds fortunately lifted for the remainder of the trip. Upon the group’s arrival to the Grand Cayman Marriott Resort, “we met for a rum punch reception in the lobby and took two busses to a lovely outdoor dinner at the Seaharvest restaurant, with an excellent mix of seafood and Indian

cuisine,” recounted PMOPA member John Walters.

During their stay, PMOPA members enjoyed activities ranging from exploring Cayman Crystal Caves to swimming with stingrays, along with shopping, good food and great camaraderie.

Here are some scenes from the first PMOPA member gathering of 2024 and check out <https://www.mmopa.com/fly-out-events> for information on upcoming trips and events! 







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ADS-B vs XM Weather: Who is the Clear Winner?

by Monty Chicola

Not just a question guaranteed to start an argument between pilots, the answer has a lot to do with what you fly, where you fly and your wallet.

Does a man with two watches really know what time it is?” That old question does not hold true for a pilot with two available weather displays – ADS-B and XM – which I think gives you a chance for better decision making.

ADS-B (for automatic dependent surveillance-broadcast) includes Flight Information Service Broadcast (FIS-B) weather transmitted to the cockpit by ground-based towers. XM Weather is broadcast by satellite to Sirius receivers like my aircraft’s Garmin GDL-69 receiver and is subscription-based, with several option levels.

As far as pricing, ADS-B requires no subscription; you just need the equipment to be able to receive it in your aircraft. I have a Garmin 375 that I connect to Foreflight, which works great for ADS-B weather. My annual XM subscription is the full deal I believe, and it cost \$719.88 as of 2023’s bill. Once again, you need the hardware (GDL 69 in my case) and a device to display it on (MX200 for me.)

My goal is not to sway your choice of paying for inflight weather or going free. As PIC, we make hundreds of decisions on every flight and all should be with safety and your personal minimums in mind.

Here is an example from a trip to Disney World in my aircraft N363MM. This trip I was trying to make it to Disney World so we could eat supper with my grandkids and Mickey. Every flight, whether for business or pleasure, involves some pressure to arrive on time at your destination, but sometimes mother nature has other plans.

I left my home base of Alexandria, LA (AEX) for our first stop in Pensacola, FL (PNS) to check the weather and take a break before heading on to Kissimmee (ISM). Weather in Pensacola went down to 500 OVC on that approach, which is fun when you are expecting it.

I am not a G1000 guy, but I do have a pair of GI275s with a Garmin 530 and now a GNX375, along with the MX200 for weather and charts.

Here is my instrumentation:





In the above photo, you can see the view on top at 13,000'. Checking the METAR for Pensacola on XM Weather and ADS-B, we could see the forecast for 500' overcast on the approach.

I love the performance you can get on the iPad over the MX200, but it's what I had before ADS-B. Both display the same METAR information (below.)

As you can see in the images to the right, it looked like we should expect 500' with a few buildups like the outside view shows. It gives me the warm fuzzies when our eyes actually sync with the weather equipment.

You can see where the overcast layer ends, with 500' scud over Pensacola.

We shot the ILS and landed uneventfully.

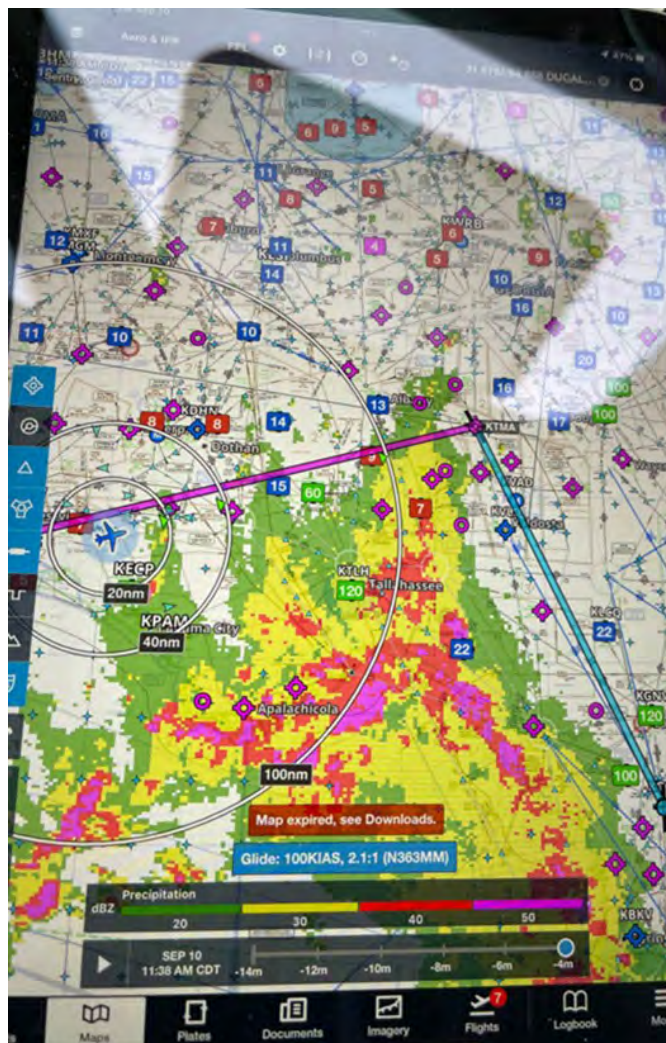


NOW FOR LEG 2.

With a large line of showers displayed off to my right (south), I decided to get full fuel and go around the bad stuff.

This was my flight plan on ADS-B on my iPad (right.) As you can tell, my initial plan was to go around the weather. However, I didn't really think through, that the storm was moving toward my turn to the south.

This is how XM Weather painted the same storms off my right wing.



As you can tell I always see XM painting a stronger storm than ADS-B, probably due to the lightning strikes.

The ride was actually pretty smooth. You can see my attempt to 'cut the corner' a bit to avoid the buildup coming ahead, to go to the right of it.

Following the turn toward Ocala, I opted to go through the light rain and around the storms, which were now to my left. That involved strategic plotting to stay away from the most serious stuff, which is where the ability to compare ADS-B and XM Weather helps to make more informed decisions. (For those wondering, my 1989 Mirage does not have onboard radar.)

It was raining, as both weather sources indicated, with more storms off to the left. We expected these conditions and it was safe to continue on to ISM.

Storm activity was growing around us, but the ride was still good. Once I could see through this gap it was really an easy hop the rest of the way. Also, there was no ice in this weather. Ice changes everything. I always avoid ice.

The ability to see cell movement is very important, and here I could see they were now moving right-to-left, so I wanted to "cheat" to the right.



In my experience, one key difference is that XM shows greater intensities than ADS-B and I prefer seeing the worst case picture. XM also has lower latency.

Like I said, XM made it seem a little more dramatic than it really was. I shot the gap and descended for ISM.

Once I dropped below the clouds, I landed on a dry runway. The line crew told me to hurry up since there was rain coming.

I've talked a lot about XM so far, but ADS-B offers its advantages as well. You can quickly scroll through airports and review area conditions by clicking on METARS, which helps so much with strategic planning and determining alternates and options. I'll keep paying the \$700 for XM,

Advantages of ADS-B and XM

These are the biggest advantages I've found between ADS-B and XM Weather.

XM Advantages


1. Accuracy
 - a. Flying from green to yellow, rain intensity increases when the display indicates it should.
2. Lightning Strikes
 - a. XM seems to show where the most intense lightning strikes are at.
3. Cloud Reporting
 - a. Cloud tops and sky coverage information is very accurate.
4. Winds Aloft
 - a. Almost exactly what my airplane is at when I get to that altitude.
5. Latency
 - a. XM seems to refresh regularly, and you can quickly tell storm movement.

ADS-B Advantages

1. Cost
 - a. You still need some type of hardware in the plane but no subscription fee.
2. Map Panning Speed
 - a. Using your finger to fly out and in an area is a great advantage.
3. Ease of use when selecting different airports to see METARS
 - a. A great help when seeking an alternate.
4. Works super with ForeFlight
 - a. Very nice combination with ForeFlight to show sky coverages, instant M colors, etc.
5. A Side Benefit
 - a. You also get traffic data with ADS-B



though, just because I really think that it's more accurate.

Every flight, every time is always made up of decisions followed by decisions. I prefer to 'stack the deck' wherever possible, so I really like the idea of having both weather options to compare each against the other. I appreciate it enough that it's worth about \$700.00 a year.  **PMOPA**



Monty Chicola is a graduate of Northwestern State University in Louisiana with a degree in Computer Science, and is the founder and owner of Real Vision Software, Inc. A pilot since 1982, Monty has flown his Mirage for nearly 20 years, "some for business but mostly for pleasure now," with a passion for "taking N363MM anywhere on a Friday afternoon with my girlfriend, Mckenzy, family and grandkids." He serves on several boards, from IBM to universities, and is a member of the PMOPA Editorial Committee.



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When Technology “Helps”

by Deanna Casey



In the training world, I’ve come across many pilots who don’t trust the “new” glass cockpits and even more pilots that don’t trust the “old steam gauges,” but no one can argue that situational awareness, single pilot operations, and cockpit resource management were vastly improved with the advent of better displays and better autopilots, making general aviation much safer overall. But, there’s a catch.

A few years ago, the (non-PA-46) aircraft my husband, Joe, and I fly had a complete panel update. We replaced a mix-match of original 1961 equipment and previous owner upgrades, with a new, clean panel consisting of a Garmin G3X Touch, a GTN 650, and a GFC 500 autopilot. It was beautiful and it has served us well in our specific mission needs.

Owning an older airframe, we also encountered a few “gremlins” that weren’t necessarily airworthiness issues but persisted over a long period of time. Because of the length of time between when these anomalies would occur, we adapted our checklists and

procedures from what we would normally do in that aircraft.

We also fly a non-FIKI aircraft, so flight into known icing was never going to be an issue in the southeastern US, where temperatures never reach below freezing extremes for long periods of time. We are flying a non-turbocharged, normally aspirated piston engine, which means we are rarely flying above 8,000 feet. We are professional pilots and flight instructors who fly almost daily and have tens of thousands of hours between the two of us.

Dangerous Justifications

I just gave you a laundry list of reasons I used to justify a bad habit that formed as we chased down a pitot heat circuit breaker that kept popping when certain electrical load conditions were met. So, I stopped using pitot heat. We simply didn’t need it in the normal course of our flying.

Before you start saying to yourself, “that doesn’t apply to me,” know that a full 1/3 of the clients I train in the PA-46 each year tell me they don’t turn on pitot heat as a pre-takeoff item in all conditions. I’m here to tell you, you should. Every flight, every condition, every time. It became so important that Piper eventually gave us a caution annunciator or CAS message in the airframe to let us know when the heat was not on.

On this day, Joe was in Atlanta for a simulator training event at Flight Safety and, to avoid flying an airline back to Texas, he asked me to come pick him up in our aircraft. I happily obliged (who doesn’t love a good excuse to go fly?) but upon arrival we realized there was no headset for him. We could not find one readily available to borrow or buy on short notice, so we opted to fly home without one for him. I took the pilot seat and Joe opted to sit in the back and stretch out.

The first 2.5 hours were uneventful. The VFR weather turned marginal and threatened to become IMC before

long. We were on an IFR flight plan at 6000 feet in above-freezing temperatures, with icing reports above us at 10,000 feet. Our pitot heat issue had also finally been resolved a week or two prior to this flight; however, I had developed a yearlong habit of not turning it on in that aircraft, so as to avoid a complete electrical blackout in IMC when the wrong combination of switches was used.

As we encountered visible moisture in the form of a low stratus layer, I began watching the obvious spots for signs of airframe ice formation as we were now only 2C above freezing, as indicated by the OAT probe. Joe was enjoying a nap by this time.

I had adapted my scan to move between the instruments, the airframe and my yoke-mounted phone running ForeFlight. At about the same time I looked down at my phone, the ice found me before I found it... on the pitot tube under the wing, outside my scanning visibility.

No problem. Airplanes continue to fly just fine in level flight without an airspeed indicator... right? Well, in the “old school, steam gauges” or with an older autopilot that does not have envelope protections, the answer is yes. In a newer glass cockpit, however – complete with the latest and greatest, envelope-protected autopilot tied to the information it receives from the fancy, glass PFD – not so much.

When “New” Causes Issues

Here’s what happened to the best of my recollection of this heart racing, adrenaline pumping, less-than-one-minute event.

At about the same time I looked down at ForeFlight to check the upcoming weather and PIREPs for the last segment of our trip, the pitot tube accumulated some ice in exactly the wrong spot. As the airspeed tape started dropping rapidly to 0 KIAS, the GFC 500 autopilot did exactly what it was designed to do...it pitched down 20 degrees to prevent me from stalling. Let me say that again. 20 degrees nose

down. Keep in mind, we were plugging along for hours at a stabilized cruise airspeed and max available manifold pressure, in IMC.

Like other pre-M600 PA-46s, our aircraft requires you to pull power prior to commencing a descent so as to not overspeed the airframe. When it abruptly pitched nose down, my head quickly raised to see the airspeed rolling back to zero.

With that one cue, I knew immediately what had happened. I flipped the pitot heat switch with one hand at the same time I went for the throttle with the other. I didn’t know how fast I was going, but I knew 20 degrees pitch down at full throttle was going to overspeed that plane quickly if not remedied at once.

After flipping on the pitot heat, my hand went to the autopilot disconnect switch on the yoke so I could override the “correction” and return us to level flight. I disconnected the autopilot and started easing out of the descent, still IMC and very aware of putting too much of a load on the wings at an unknown speed.

That’s when the autopilot did what it was also programmed to do. It engaged itself automatically to “save” me from continuing to “stall,” and pitched me back down. It was then I realized I had to hold the disconnect switch throughout the recovery process to keep the autopilot from engaging due to the under-speed envelope protection.

By the time I recovered to a level flight attitude and began a climb back up to our assigned altitude, we had lost 800 feet of altitude and still not seen anything but the inside of a cloud. The airspeed came back to life as the pitot heat did its job and we leveled off at our starting, assigned altitude less than a minute after the original nose over event. Oddly enough, ATC never said a word and, within a couple minutes of leveling back off, they handed us off to the next controller.

Know who else didn’t say a word? Remember, Joe was napping in the back without a headset. As we were in the nose-over descent and I was trying to recover the aircraft, I remember

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looking over my shoulder at my calm, but wide eyed and silent, passenger trying to make sense of his rude awakening without the benefit of instruments in front of him or a headset on to speak. I think I yelled something to the effect of “pitot ice, it’s fine!” over the roar of the engine and wind noise generated by our speeding, rapidly descending aircraft that most assuredly, negative-G floated him off his seat as a wake-up call. He nodded and quite helplessly watched from the rear seat as I recovered the aircraft.

Once we were on the ground, we talked over what happened and pulled the ForeFlight and FlightAware track logs to try to interpolate from their GPS based reported speeds just how fast we got in the descent and whether the airspeed had exceeded Vne. We decided it did not exceed any limitations, but we had our mechanic give it a good look afterwards anyway.

This tale holds many lessons to be learned, but my biggest takeaways are:

- Pitot heat is a runway item every single flight in every single aircraft. You lose nothing by turning it on even if you don’t think it will be needed.
- Know how your systems work and how they work together, especially when they are tied to single point information sources, like a pitot tube. The ADC interpreted what the pitot tube pressure was telling it, the PFD reflected the airspeed dropping, and the autopilot responded, as designed, to bad information to prevent a stall that was not happening. While there is nothing a pilot can do about some chains of events, you can mitigate the accumulating effects by knowing your systems and how they’re working together.
- Technology, even the “envelope protection” systems, can fail you if

they get bad information. Do not be overly reliant on your autopilot, SmartGlide, the blue LVL button, etc. to get you out of a situation.

- Know how to fly your aircraft and how to recover from an unusual attitude with a partial panel. If it’s been a while since you’ve done unusual attitude recoveries or partial panel flying, ask your recurrent instructor to review them with you.
- Emergencies don’t always happen in VMC. From start to finish, this one was in the clouds with no outside reference to what was happening. A view outside the windshield is worth a thousand glances at the panel, but you don’t always get it.
- Invest in yourself as a pilot. Get the extra training, go for the next certificate level or add-on rating, pay for the instructor who can help you learn your aircraft and your avionics, and glean what you can from others’ misfortunes and experiences. It’s cliché, but true, “a good pilot is always learning.”
- Last, but not least... trust the pilot in the front if you choose to sit in the back seat. 



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Deanna Casey is a Gold Seal CFI/CFII/MEI with a Bachelor of Aviation Management from Auburn University and Master of Aeronautical Science from Embry-Riddle Aeronautical University. Her career path spans more than 8,000 flight hours so far, taking her from being a flight instructor at Auburn University, through a brief stint as a pre-9/11 airline First Officer, then into the corporate aviation world. She has flown and instructed in more than 50 distinct aircraft types and instructs in all PA-46 piston & turbine variants. She and her husband, Joe Casey, operate Casey Aviation.



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

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Member Benefit: Reduced Pricing for AirSync

PMOPA members can now take advantage of a \$50 price reduction on their initial purchase of AirSync's flight data monitoring (FDM) hardware for use in participating in the association's FDM program.

"As a leading provider of aviation data solutions, AirSync is excited to team up with PMOPA and Fuzion Safety to further enhance safety measures in the aviation industry," said AirSync Director Jason Harris. "AirSync's reliable delivery of flight data continues to set industry standards, providing operators with essential tools to enhance safety and operational efficiency."

PA-46 operators may use AirSync's system to upload their flight data to Fuzion Safety or another company providing FDM services. Sharing this anonymized data with PMOPA helps the association identify potential safety issues before they become a problem - which, in turn, advances PMOPA's efforts to reduce the likelihood of future accidents and incidents. Additionally, by analyzing their own flight data, pilots can identify ways to operate their aircraft more efficiently, which can result in cost savings.

To receive the \$50 discount off your initial AirSync hardware purchase, use the code PMOPA50. An annual subscription is required. A portion of costs you incur may be eligible for reimbursement through a stipend program created by the PMOPA Safety & Education Foundation. PMOPA does not charge any fees or receive any payment for your participation in this program.



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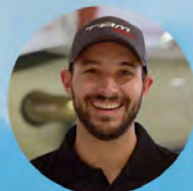


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Sold-Out Piper Homecoming In Vero Beach

PMOPA members recently gathered in Vero Beach, FL for a sold-out 2024 East Coast Regional Event. Fifty-five registered attendees joined Piper Aircraft team members and other guests March 8-9 for community and education over Spring Break in Florida.

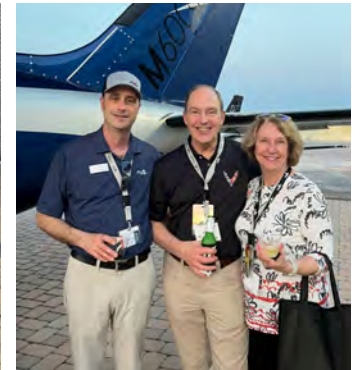
Sun Aviation, a Piper-approved Service Center, welcomed PMOPA members with priority and professional service. Attendees enjoyed an in-depth look at PA-46 and PA-28 production, including the chance to watch serial numbers 4-7 of the new M700 Fury start down the line!

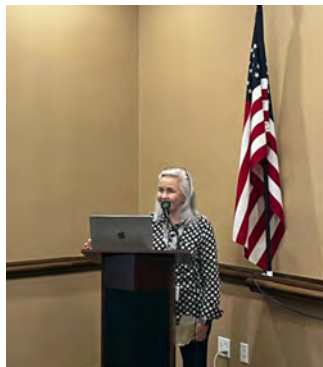
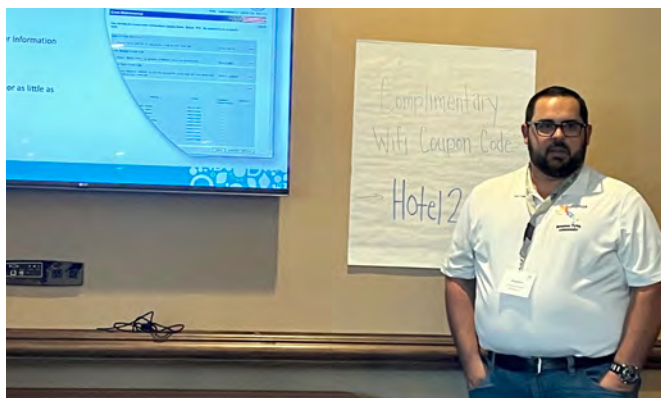
That evening, attendees enjoyed comfortably warm temperatures, low humidity, great conversation, delicious food and drinks, and a backdrop of new production M350, M500, and M600 aircraft at an evening reception hosted by Piper.

PMOPA greatly appreciates Piper rolling out the red carpet for this event!

On Saturday, the group gathered at the Hampton Inn & Suites Vero Beach Downtown for educational presentations covering a broad range of relevant and timely topics, including the newest avionics options, aviation taxation, effectively handling “nightmares” (emergencies), stall/spin prevention and travel to the Bahamas.

Piper executives also joined the program to share an informative and very positive update about the state of the company and detail the distinguishing factors of the M700 Fury. Piper also agreed to participate in a PMOPA webinar this Summer to introduce the M700 Fury specifications to an even broader audience, perhaps before EAA’s AirVenture.






Next in the Regional Event Line-up - PMOPA's West Coast Regional Event - October 18, 2024

This Regional Event will have a different format and structure and will, by necessity of the venue, be limited in size to just 12 participants. PMOPA members will have an exclusive high altitude chamber hypoxia course offered at the Del E. Webb facility in Mesa, AZ.

This full one-day course encompasses an aviation physiology ground lesson and chamber flight to 25,000' to demonstrate hypoxia at altitude, followed by night hypoxia and visual acuity demonstrations at 18,000' and then a rapid decompression.

Upon successful completion, all participants will receive a certificate of completion and/or training transcript (upon request.) The training is WINGS credit eligible. To attend, all participants must be in good health and bring an FAA first, second or third class medical certificate to training; BasicMeds are not accepted.  **PMOPA**

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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.

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.*

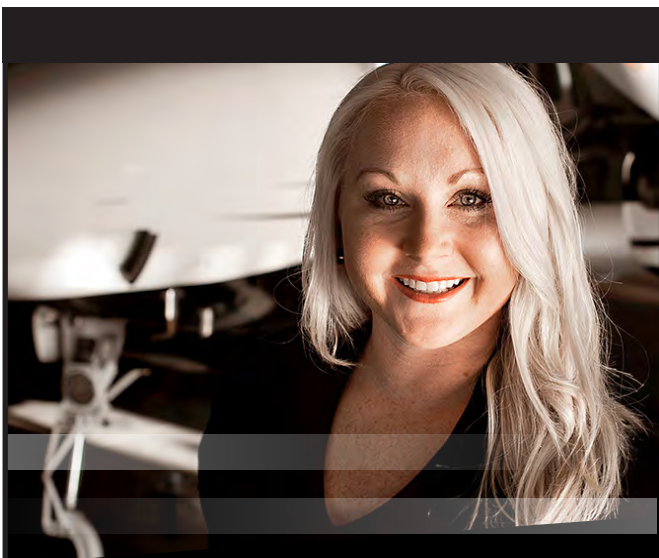


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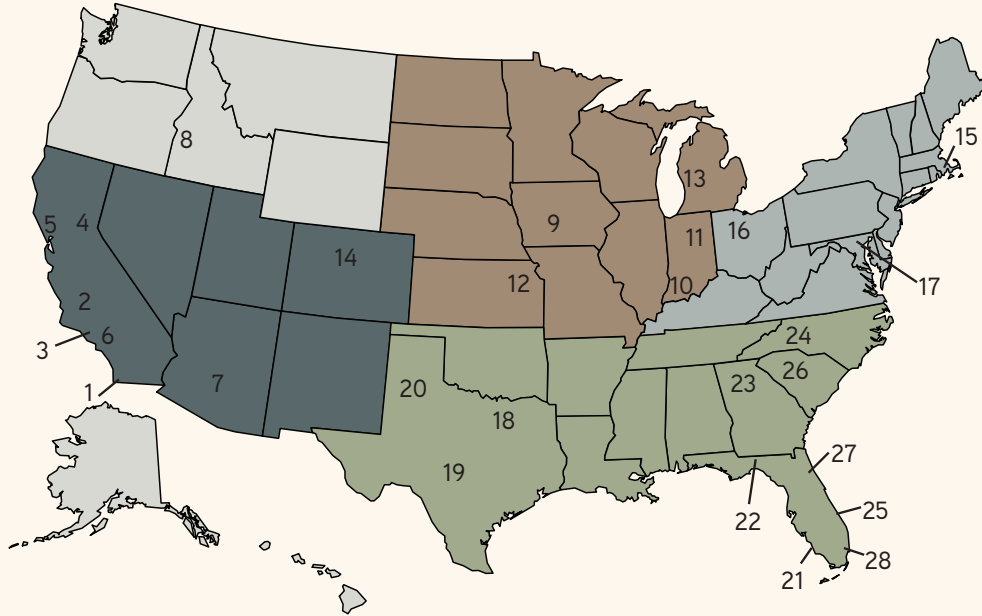
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