

OWNER PILOT Advantage

A Magazine for Owner/Pilots from Skytech Publications

COMPATIBILITY IS KEY TO SUCCESS IN PLANNING YOUR AVIONICS UPGRADE.



YOUR SKYTECH-ADVANTAGE AND A TAX ADVANTAGE PLUS AN EXTRA ADVANTAGE!

Our cover article subject for this issue was selected for two reasons.

(1) Many owner/pilots have inquired for information and recommendations about the outstanding avionics equipment available today. With choices ranging from GPS to total PFD/MFD electronic submersion, planning an upgrade is not simple.

(2) An Economic Stimulus plan has been legislated, and as Lou Meiners says in TAX FACTS on page 8, "If you have been considering a major avionics upgrade, this could be the year of maximum tax savings."

HERE'S THE EXTRA ADVANTAGE

Responding to the Skytech Service Department's accelerating growth over the past five years, we are proud to announce the appointment of Tann Chesley as our new Vice President of Service and Support. Chesley has a 30-year background in aviation covering an impressive array of experience that includes A&P mechanic and inspector authorization, Field Service Rep for Pratt & Whitney, Service Manager of a major OEM-owned Service Center, Regional Sales Manager for Cessna Caravan, and other positions providing valuable experience.

In addition, Tann Chesley is an experienced Commercial Pilot, and we are proud to have him here.

In future issues of Advantage, we plan to have a column about the latest in the world of aircraft maintenance authored by Tann. So you, too, can benefit from his expertise often.

When you think about it, compatibility is a key to success in many areas of life – your job, marriage and relationships with family and friends, to name a few. In other words, we're not talking about a new concept here – just a new application, because you may not have thought about compatibility as it relates to an avionics upgrade.

In order to be of value to as many owner/pilots as possible, this article is about a thought process. It's not about telling you what equipment to install in your panel, because there is no one right answer. We will focus on development of a thought process that you can easily adapt to your specific situation and needs.

COMPATIBILITY BASICS

(1) A successful upgrade would be compatible with your aircraft type, age and condition, as well as how long you plan to keep it before you trade up. This is very important from a financial point of view, because investment recovery from new avionics in an older aircraft at resale will probably be less than 50%.

This is also a time to consider if you would be better off financially trading up first and upgrading the panel of the newer aircraft – or trying to find an aircraft with the avionics you want and taking advantage of the depreciation those newer avionics underwent at resale by the previous owner.

see Avionics Upgrade on page 4

ECONOMIC WORRIES DAMPEN AIRCRAFT MARKETS.

For much of the aircraft resale market, a slowdown is apparent. Fueled by economic worry, a bursting housing bubble, record personal and National debt, and the Presidential election, seven of our eight aircraft market indices have declined. It is possible that the government's economic stimulus package and burgeoning global economies will forestall hardship in the aircraft sector, but it's not likely. Anxiety is high and perception is everything. However, ask any veteran and they'll tell you that it is all temporary – the ups and the downs.

THE TURBOPROP MARKET

It seems the consistently robust turboprop market is flattening, down .9 percent on the Vref Turboprop Index. Reports indicate strong activity for the Beech King Air market, but supply is climbing. The Cessna Conquest I and II are down due to SID inspections. Values for the Fairchild Merlin II and III are flat while prices for the IIIB and IV are declining. There is some activity for the Mitsubishi aircraft but prices are mixed. We're seeing good demand for most single-engine turboprops, including Cessna Caravans, Socata TBMs and Pilatus aircraft. Prices for the Piper Cheyenne I and II are down, and there is little change for the III and 400LS.

THE PISTON TWIN MARKET

Piston Twins fill an important niche – affordable transportation for small business.

However, that niche is shrinking, invaded by turboprops and light jets. The Vref Light Twin Index slipped 1.3 percent last quarter as did the Pressurized Twin Index, a continuation of a yearlong trend. Everything from Beech Barons to Piper Navajos represented a great value. It's definitely a buyer's market. The most expensive, fully loaded, low-time airplane can be a best buy, but sadly these airplanes can get lost in the crowd.

It's a tough market for Beech Barons and there is no market for the Duke unless it's low time and updated. We've seen some big price drops for the Cessna 310s and 400 series aircraft. Tricked-out 421Cs are selling quickly while others sit unsold. Prices for the Piper Twin Comanches, Aztecs and Senecas are down again. Piston Twin Commanders are also down. Many of these airplanes are as old as a B52.

THE SINGLE-ENGINE MARKET

Just as the single-engine piston segment appeared to be getting to its feet, the economy knocked it back down. Nearly every single-engine piston lost value during the recent quarter, falling 2.7 percent last quarter on the Vref Light Single Index and 1.3 percent on the Complex Single Index. Trainers, primarily Cessna trainers, were the exception. A good export market has kept ready-to-go Cessna 152s and Skyhawks in demand.

Traditional airplanes such as Bonanzas, 210s, Cherokees and Mooneys designed a

half-century ago are under assault by a new fleet of light sport aircraft and Cirrus-type composites – all with glass cockpits. What's more, there's no relief from stifling operating costs.

Beech Musketeers, Sports and Sundowners are still a cheap way to fly with prices unchanged. Sierras are down slightly. Prices for all Beech Bonanzas are down making it a great time to buy. Cessna 152s and Skyhawks are quick sellers right now while 182s are stuck in a slow market. The Cirrus market is price driven but active. We're seeing plenty of Mooneys under \$100,000 although demand is shrinking. Good Saratogas and other big-engine Pipers are selling for less than they should. One important observation for the single-engine piston market – the sky is not falling, it's just cloudy. Sellers are motivated, not desperate. •

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HEARD IN THE PILOT'S LOUNGE



Stop by the pilot's lounge for intriguing anecdotes, fascinating facts and a dash of hard-earned lessons.

Q. In what type of aircraft do general aviation and air taxi pilots log the most hours?

A. Single-engine pistons. In 2006, pilots logged nearly 14 million hours in single-engine aircraft. In contrast, pilots flew tur-

boprops just over 2.1 million hours.

Q. Commercial aviation dawned on January 1, 1914 with the first regularly scheduled airline. How much was the one-way fare for a 20-minute flight between Tampa and St. Petersburg?

A. \$5 – more if you weighed over 200 pounds. A two-seat, open-cockpit biplane called the Benoist XIV Air-Boat or flying

boat shuttled one passenger at a time until the primitive operation folded four months later.

Q. Some 800,000 aviation enthusiasts descend on the small town of Oshkosh, Wisconsin, for EAA's annual fly-in. The crowd is so large it's almost equal to the population of what U.S. state?

A. South Dakota

see *Pilot's Lounge* on page 4

ENJOY INCOMPARABLE NEW TECHNOLOGY FOR TWO MAJOR SYSTEMS IN YOUR 2008 CARAVAN.

With more than 10 million fleet hours under its weight-lifting wings, the Cessna Caravan now has even more brains to match its brawn.

PILOTS' CHOICE GLASS COCKPIT

The Garmin G1000 integrated avionics package is standard equipment beginning in the first half of 2008 on all Caravan models: the Cessna 208, the Grand Caravan (208B) and the Super CargoMaster.

This glass cockpit system integrates all primary flight, engine and sensor data to provide the pilot intuitive situational awareness at a glance.

The Garmin G1000 system for the Caravan includes three 10" displays – two primary flight displays (PFD) and one multi-function display (MFD). The Caravan G1000 system also incorporates the GFC700 – an integrated, dual-channel digital autopilot. Other features include a go-around mode, a flight director and a Wide Area Augmentation System (WAAS) that can provide precision guidance to many airports

of 2008. The TKS Ice Protection System releases glycol based fluid through laser-drilled panels on the leading edges of the wings and horizontal and vertical stabilizers to reduce ice accumulation. A slinger ring on the propeller also emits fluid to minimize ice accumulation on the prop, windshield, cargo pod and landing gear. With 20 gallons of fluid, this system offers anti-ice protection for around 3 hours, when it is set on Normal.

Unlike boots, TKS allows very little ice to accumulate on the airframe, and operating two pumps requires minimal current compared to propeller and windshield heat systems.

YOUR VERSATILE WORKHORSE

Cessna offers the 208B Grand Caravan in many configurations. The cabin can be outfitted with seats or cargo holds. You can have high-density airline passenger configuration or executive-class travel seating. And, of course, a personal and



where there are currently no precision approaches.

It also includes SafeTaxi – a graphic representation of the aircraft on the ground during taxi in the airport environment of labeled taxiways, runways and buildings.

Radar, TAWS-B, XM Radio and XM Weather and Jeppesen Chart View are optional features.

A SUPREME ANTI-ICING SYSTEM

TKS Ice Protection from Aerospace Systems & Technology, Inc. will be optional on cargo pod-equipped Caravans scheduled for delivery during the first half

family use cabin can be outfitted to fit your needs. The optional under-belly cargo pod can be used for passenger baggage or any equipment or cargo needed for business travel or a pleasure get-away with your family and friends.

You will have a comfortable and very spacious cabin environment that can accommodate the equipment and amenities needed to make your kind of travel pleasant – as well as productive, if you wish.

As big as your Caravan is, you can still travel at 175 kts with an approximate range of 1,000 nautical miles. It is an incredibly versatile airplane – and that is a major reason for its worldwide popularity. •

(2) Your typical aircraft mission profile is a major consideration – the average trip length, an analysis of the usual traffic conditions you encounter en route or at your destinations, and the type of approach facilities, if any, available at the airports normally used.

(3) Your experience level and ratings are very important in compatibility considerations. Of course, if you fly VFR only, your panel will have fewer necessities. If you fly IFR, your panel equipment should be compatible with your personal practices and minimums regarding IFR conditions. In other words, you may only fly IFR in mild conditions, just beyond VFR limits, or you may be experienced in handling low conditions or even heavy weather with minimum ceilings.

“I FLY VFR ONLY”

If you go on trips frequently, an upgrade might include a Garmin GNS 430 for GPS navigation and display, XM Radio and Weather, and possibly a Traffic Indicator. The XM Radio is for your enjoyment on trips and XM Weather will help you to remain in a VFR environment, even if you have to alter your course to do so. The Traffic Indicator is a good safety option, if your budget allows, and if you normally operate in high traffic areas. And, as you know, most areas experience increased traffic during good VFR conditions.

These additions are probably all you would need for an upgrade, unless you

plan to start working on an instrument rating. We highly recommend getting that rating if your flying includes frequent trips of more than 100 miles, or if trips become more necessity than simple pleasure.

“I FLY IFR IN MILD CONDITIONS”

Newly rated instrument pilots should certainly start out this way. It is a good rule to follow until you have accumulated at least fifty hours of actual instrument time, including many precision and non-precision approaches.

Your panel upgrade could include many helpful pieces of equipment, such as WAAS enabled GPS; Traffic Indicator; XM Weather and an MFD to display the weather map; Stormscope; and possibly a back-up electric Attitude Indicator.

XM Weather and Stormscope together make good protection from inadvertently steering into severe weather, and a Traffic Indicator is vital for avoidance of those aircraft below, operating in marginal VFR conditions, while you are in the clouds. It can give you a good picture of traffic at an airport that may be legally VFR while you are on an instrument approach and still IMC.

“WHEN THE AIRLINES GO – I GO”

You are obviously equipped for flight into Known Icing and most likely fly a pressurized piston single or twin, turboprop or VLJ. You have a full panel and could upgrade individual pieces of equipment with newer technology, such as WAAS enabled GPS.

From another point of view, you could consider upgrading to a new, Integrated Flat Panel System. The reliability of modern systems, together with features for enhanced situational awareness, make a flat panel upgrade a valid option for serious weather pilots. The information once found all over the panel is now in one concise area, making your scan much simpler. New systems such as Aspen Avionics' Evolution Flight Display may prove to be an economical option in the near future.

We would assume that you are already radar equipped, but for “go anytime” flying, we recommend you also consider adding XM Weather and Stormscope. The big picture overview, coupled with the ability to cross check information between systems is an added advantage for a smoother weather flying experience

COMPATIBLE SERVICE FACILITY

A vitally important part of this process is finding a highly regarded service facility experienced in servicing and installing equipment in your make and model aircraft. Equally important is their ability to counsel you, recommend the best solution based upon your aircraft, your experience and ratings as well as your typical trip profiles.

This is one of the most important areas of compatibility for success in all your aviation activities, including avionics upgrades.

For more information or answers to your questions, call Preston or Chuck at Skytech now – 888.386.3596. •

Q. Who was the first woman to fly solo around the world? In what aircraft did this pioneer choose to travel the arduous 15,500-mile journey?

A. In 1964, Jerrie Mock of the United States flew around the world in a single engine Cessna 180. Cruising at 155 m.p.h., it took her 29 days.

Q. Who were the Mercury 13?

A. The Mercury 13 were women astronauts who NASA trained secretly alongside the Mercury 7 in 1961. The program was initiated in response to information that Russians were preparing to launch a non-pilot woman into space. Although they passed the same extensive physical and mental testing as the men, the Mercury 13 never blasted off, but they paved the way for future women astronauts such as

Discovery pilot Lt. Col. Eileen Collins.

Q. If precision is absolutely fundamental in navigation, then can pilots rely on the accuracy of the cesium or rubidium atomic clocks within Navstar/GPS satellites?

A. Yes! These clocks will lose no more than one second every 300,000 years.

Q. Temperature plays an important role in choosing aircraft and space vehicle components. Knowing that an engine combustor can reach 2,800°, what material would you choose – titanium alloys, nickel alloys, polymer composites or a ceramic composite?

A. The best option would be a ceramic matrix composite, which can withstand a whopping 2,200° to 2,400°. Today's combustors are primarily constructed with combustor nickel-based alloys that are capable of withstanding 1600° to 2,000°.

Q. Which city boasts the busiest airport by passenger volume?

A. Hartsfield-Jackson Atlanta International Airport in Atlanta, Ga., is the busiest airport in the world. It is over 17% busier than the world's second busiest airport by passenger volume. It's also one of the busiest in terms of aircraft movements, setting records year after year.

Q. Who was the first person to mass-manufacture business jet aircraft?

A. It was William P. Lear, father of the Learjet. Early aircraft used by businesses were large and expensive, purchased mainly by major corporations. Bill Lear was an entrepreneurial, self-taught electrical engineer and an avionics inventor. This “stormy genius” could visualize a market for small business jets – aircraft that would cost a mere fraction of, what he called, the “royal barges.” •

CLEANING & CARING FOR YOUR AIRCRAFT.



Your aircraft is an enormous investment of time, energy and money. Did you know that something as small as a \$3 bottle of cleaner could fuel a chemical change that can cause thousands of dollars in damage? Before you pick up another sponge or ask a kid on summer break to wash your aircraft, read expert advice about what you should and should not do.

TLC FOR THE EXTERIOR

Today's sophisticated paint formulas offer exceptional durability and protection for an aircraft's metal and composite components. However, according to the Federal Aviation Administration, certain chemicals found in ordinary cleaning products can cause even the most modern paint to corrode, pit and craze. The chemicals can also dull surfaces, leave residue and, worst of all, degrade the airworthiness of the aircraft.

To keep your aircraft's exterior looking its best, you should opt for aviation-specific cleaners, liquid wax and polishes that do not contain alkaline or harsh abrasives like some automotive products do. Those products can dull paint and cause metal, including high-strength steels, aluminum, and stainless steel, to become brittle.

Hand wash your aircraft with a gentle "soap." Power washers are too harsh and can drive cleaners into the seams and rivets leaving the chemicals to bake in and cause erosion. In addition to being gentler, hand washing also gives you the opportunity to inspect every inch of the aircraft looking for early signs of corrosion.

To avoid scratching, steer clear of paper towels on any paint and on the windscreen. Use only very clean natural materials such as cotton. Do not use synthetic wiping cloths with flammable agents or spray cleaners that are under pressure and have a fine mist.

Never ever mix cleaners whether you're tidying your home, car or aircraft. The chemicals come together to create a toxic mess that not only injures your lungs and

skin, they can irreparably damage the surfaces that you're trying to clean. Of course, wear protective clothing and eyewear and don't forget to disconnect the electrical and avionics equipment every time you clean your aircraft.

MAKING YOUR INTERIOR SHINE

As with the exterior, you should choose the right tools to make cleaning easier and prevent damage in your aircraft interior. Use soft, white and lint-free materials.



Avoid colored cloth. The dye may bleed and discolor fabrics.

A soft, plastic brush with a handle will remove stubborn spills on most surfaces. A box of soft wipes is ideal for dusting and cleaning delicate surfaces. Keep a spot remover on hand for oil, tar or grease, and use it sparingly.

To create a simple solution to clean most laminates and vinyl, mix one teaspoon of a gentle, clear dishwashing liquid with one cup of warm water. This solution will also remove most common stains such as alcohol, cola, coffee, tea, tomato-based foods and mud from fabric. For treated fabric though, be sure to ask the manufacturer about spot removers.

A solution of white vinegar and water (one-third cup of vinegar to two-thirds cup of water) is ideal for most plastics and laminates. Pour the mixtures into labeled spray bottles. To test safety, spray an inconspicuous spot on each new surface.

"Avoid common household cleaners. They can cause a lot of damage in a matter of minutes," explained a former aircraft OEM interiors manager who also served as a consultant to a major completions center.

Ammonium-based cleaners such as Windex can cloud mirror-like surfaces. What may appear to be glass may actually be a lightweight but strong polycarbonate material called Lexan. Windex can cloud Lexan as well as wood veneer finishes.

"When cleaning, be sure never to cross contaminate surfaces by using the same towel or brush on sinks, toilets and countertops," she cautioned.

For wood veneers, do not use a solvent-based cleanser or restorer. It can ruin the finish. Instead, chose a high-quality, oil-based liquid furniture polish. Wipe gold plating with a soft, damp cloth and never use abrasives, glass cleaner or polish. Here's a tip for removing ink from ultra suede – apply isopropyl alcohol with a cotton swab and blot with a white cloth.

Another big mistake, according to experts, is using carpet cleaning machines, which infuse a lot of water. The carpet on board an aircraft is made of all natural fibers like wool, which may never dry out causing an unpleasant odor.

"Avoid harsh abrasives on leathers. Just use water and a little light soap. Don't use a chemical cleaner as you would on a leather jacket or household furniture. The chemicals may react with the flameproofing treatment and discolor the leather or remove the flame retardant qualities. In fact, it's probably best to leave leather and headliners to the professionals," cautioned our expert.

For recommendations and advice about which products are safe to use on your aircraft, ask your Skytech representative. •

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AN INSPIRING STORY OF ENTREPRENEURISM, COURAGE AND HUMANITY AT SUSI AIR.

Susi Air is a family-owned and operated airline/freight service. It was founded in late 2004 by Susi Pudjiastuti and Christian von Strombeck as a service for the local fishing communities of Western Indonesia, enabling them to quickly supply lobsters and fresh fish to many markets in Asia. Their first two aircraft, Cessna Caravans, were ordered and delivered in late 2004 from the factory to Indonesia.

DISASTER STRIKES

The 2004 Asian tsunami changed many things, including Susi Air's primary mission. After receiving its air operator's certificate from Indonesian authorities on December 28, 2004, Susi immediately moved the two newly delivered Caravans to Medan on Sumatra Island which had become the staging area for relief operations in Aceh to the north.

One of the Caravans was contracted full-time to the Red Cross while the other was chartered by about 10 other non-profit/non-governmental organizations (NGOs). Soon, aid agencies from around the world found Susi Air to be safe and reliable with their team of international pilots and staff. Some continue to contract with them throughout Sumatra and Aceh.

Susi Air also became involved in the clean up effort after the huge earthquake in March 2005 that spread destruction on the remote island of Nias.

A GROWING ENTERPRISE

In mid-2005 Susi Air added a third Cessna Caravan to the fleet, enabling more charter work and the beginning of scheduled services in Medan. In late 2006 this aircraft was moved to Jayapura to open a Susi Air branch in this challenging flight environment.

In early 2007, they were able to add two more aircraft – one more Cessna Caravan and one DA42 Twin Star.

The last months of 2007 and early 2008 have been a time of exciting growth for Susi Air. Between October and December 2007 a total of 6 aircraft were added (4 Cessna Caravans and 2 Pilatus Porters), and another 2 Cessna Caravans were to arrive by March 2008. This will allow Susi Air to continue expanding scheduled and charter services – and finally return to their first intended work, the support of fisheries operating throughout Indonesia.

On the 27th of December 2007, another milestone was reached for scheduled flights out of Medan as Susi Air boarded its 30,000th passenger for the year. They are anticipating many more passengers for 2008, with the addition of one more base in Jakarta and more routes from Medan.

MORE THAN JUST BUSINESS

Besides being active in aviation, Susi is also working actively for social and

environmental causes; she regularly uses her aircraft to deliver medicine and other urgently needed supplies to remote villages in Papua and gives directly to the people in need. She is also active in promoting protection of the remaining tropical forest in Indonesia from logging and plantations.



BEST WISHES FROM SKYTECH

It has been our good fortune at Skytech to have Susi Air as a customer. We supplied two of their Cessna Caravans, and we look forward to serving them again in the future. Congratulations on your continuing growth, and we certainly admire the wonderful work you are doing. •





TAX FACTS

FOR OWNER/PILOTS

2008 ECONOMIC STIMULUS PROVIDES TAX BENEFITS FOR AIRCRAFT OWNERS.

BENEFITS FOR BOTH NEW AND USED AIRCRAFT PURCHASES AND IMPROVEMENTS ON EXISTING AIRCRAFT.

The Economic Stimulus package includes an unlimited 50% bonus depreciation for new assets placed in service during 2008. A complimentary provision extends to the purchase of both new and used assets and provides for an immediate expensing for qualified small business taxpayers. The new law therefore includes something for anyone considering either purchasing a new aircraft or improving an existing one.

THE PROVISIONS INCLUDE

- An immediate deduction of up to \$250,000 for investment in new or used equipment for qualified small business taxpayers, (generally must invest less than \$1,050,000 in equipment during 2008). This deduction is limited to taxable income. Joint purchasers may each qualify for a \$250,000 deduction under certain conditions.
- 50% bonus depreciation on purchases of new assets in 2008. This includes new improvements to used aircraft. If you have been considering a major avionics upgrade, this could be the year of maximum tax savings.

RULES OF THE GAME

- Qualifying assets must be purchased and placed in service in 2008. A special provision relating to new aircraft purchases extends the placed-in-service

date into 2009 for certain 2008 aircraft purchase contracts; this does not extend to aircraft improvements.

- The aircraft must be primarily used for business purposes. It also excludes property exclusively leased to related parties.

- When new property is acquired through a like-kind exchange, bonus depreciation is computed on the sum of the cash difference of the exchange plus the remaining basis of the relinquished property. For purposes of determining the maximum investment threshold of the expensing election, only the cash difference is considered property as exchanged.

- The purchaser of a used aircraft containing new equipment will generally not qualify for bonus depreciation on any portion of the aircraft. In order for the purchaser to qualify for bonus depreciation, they must separately contract for the new improvements in the aircraft.

- Personal entertainment use by aircraft owners may be subject to partial disallowance of expenses. Personal use depreciation elections may significantly reduce disallowance for taxpayers qualifying for special expensing or bonus depreciation.

Federal Aviation Regulations impose limitations on the ability to charge for transportation revenue. These regulations are often inconsistent with traditional income tax planning; it is therefore

essential that these rules be integrated into any tax planning involving aircraft. For other qualification details, savings calculators, and tips for enhancing these benefits visit www.advocatetax.com.

Louis M. Meiners, Jr., CPA, JD
March 24, 2008
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Louis M. Meiners, Jr. is an Indiana attorney and CPA who serves as president of Advocate Aircraft Taxation Company. Advocate's practice is limited to serving the needs of owners and operators of aircraft. Services include aircraft operational analysis, sales and use tax management on aircraft acquisitions, income tax planning, federal excise tax planning, and representation before taxing authorities. Meiners can be reached at (888) 325-1942, or loum@advocatetax.com.

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This article is designed to provide information of general interest to the public and is not intended to offer specific legal advice. You should consult Advocate Aircraft Taxation Company or your tax and aviation advisor if you have a matter requiring attention.



PIPERJET

Design Review

TRAILING LINK LANDING GEAR.

The PiperJet is a single-engine Very Light Jet (VLJ) being developed and built by Piper Aircraft. It will be capable of carrying up to seven people and cruising at 360 knots. Maximum range is expected to be 1,300 nautical miles at a maximum altitude of 35,000 feet, powered by a Williams International FJ44-3AP turbofan engine.

Being built by skilled craftsmen who are using state-of-the-art manufacturing processes, the PiperJet will also feature the latest and finest in an integrated glass panel and a luxurious interior. It will provide unmatched value while delivering Piper's legendary standards and uncompromising quality.

HERE'S AN EXCELLENT EXAMPLE

As you know, landing an aircraft is a skill that your non-pilot passengers most often use as the criteria to judge your capability as a pilot. In fact, most passengers reserve their highest praise for pilots who consistently deliver that smooth, gentle touchdown when the aircraft's wheels gently kiss the runway.

To that end, Piper engineers incorporated a trailing link main gear in the PiperJet –

a system that helps to assure a high-praise type of landing.

HOW DOES THE SYSTEM WORK?

Trailing link type systems naturally conform to bumps, without the sticking that often occurs with struts. As a result, they allow a smoother touchdown and rollout that greatly helps you to deliver that "smooth-as-silk" landing.

When you land in a field that is rough, or when there are unanticipated obstacles – like sticks or rocks – on the runway, trailing link suspension takes it in stride, allowing the airplane to literally "drag" the wheels over those rough spots instead of smashing into them.

In other words, topographical irregularities are easily addressed – naturally and effortlessly – a fact that is appreciated through the airframe, all the way up to the seats. Not only is passenger comfort increased greatly, but airframe fatigue is reduced. By absorbing landing shock in the gear itself, the airframe receives less wear and tear, reducing the need for additional heavy structure in the airframe to absorb landings.

EVEN MORE BENEFITS

Trailing link gear also reduces the possibility of bouncing on landing. The system absorbs energy on touchdown, making each landing more likely to be a singular event on each of your flights.

John Becker, Piper's Vice President of Engineering notes, "Because there is inherently more stroke with trailing link suspension, tracking is more controllable, making the landing rollout easier and smoother for the pilot, the passengers, and the airplane itself."

This ability to handle bumps and rough areas adds to comfort during taxi as well. The trailing link landing gear system absorbs uneven taxiway surfaces better than straight-leg airplanes, allowing a much smoother ride to your airport facility destination.

Better directional control, improved traction, lower airframe stress and more effective bump absorption are additional evidence that the PiperJet designers have incorporated all the elements pilots and passengers look for in today's high-performance luxury jet. •

HERE'S A LIST OF SHOWS COMING UP OVER THE NEXT FEW MONTHS.

These shows are interesting, educational and memorable. Attending them has many benefits, which include seeing old friends, meeting new ones and having lots of fun!

Use this chart as a reminder – so you won't miss a show you'd like to attend!

AOPA Open House and Fly-In	NBAA Regional Conference	EAA Airventure Oshkosh	NBAA Regional Conference	NBAA Convention
Frederick, MD	Dayton, OH	Oshkosh, WI	Bedford, MA	Orlando, FL
June 7	June 26	July 28 to August 3	September 10	October 6 – 8



CROSSING THE BORDER – WHAT'S NEW IN PASSPORT AND SECURITY RULES?

Dreaming about lying on the beach in the Bahamas or flying north to fish in the cold waters of Canadian mountain lakes? Don't let confusing passport rules stop you. Kick the tires and light the fire. Here's the latest news in U.S. customs requirements.

YOUR TICKET TO PARADISE

If you are traveling by air outside the United States, you are required to present a passport or other valid travel document to enter or re-enter the United States. Children, too, must comply. The Department of Homeland Security has been enforcing this requirement since January 23, 2007. So you will need a passport or travel documents to travel to and from Canada, Mexico, Bermuda and the Caribbean islands. However, you do not need a passport or travel documents if you are traveling between U.S. territories. Those include American Samoa, Guam, Northern Mariana Islands, Puerto Rico, Swains Island and U.S. Virgin Islands (St. Croix, St. Thomas and St. John).

To make things even more confusing, traveling across borders by land or sea is treated differently. In January, the government ended the practice of verbally declaring your citizenship. You must now show a passport or you can present a government-issued ID such as a driver's license or military ID, along with proof of citizenship, such as a birth certificate.

While on the surface this may not seem to be an issue, there could be challenging situations that arise if you aren't properly prepared. For example, if you drive into Mexico or Canada and end up wanting to fly back into the United States for some reason, you might end up not having the right documents to get back into the country. Remember, to re-enter the United States by air you must present your passport. If you had planned to drive back, you may only have carried a driver's license and birth certificate with you, which won't be enough.

Beginning June 1, 2009, the Department of Homeland Security plans to change the rules again to make everything consistent. At that time, you'll need a passport whether you're flying, driving or boating in and out of countries in the Western Hemisphere.

NEW SECURITY RULES FOR GA

In September 2007, the government announced it is moving to impose stronger



security rules for private aircraft departing from or arriving in the United States. If the new rule sticks, you'll definitely need to know the requirements and be prepared to comply or risk substantial delays and penalties.

According to the National Business Aviation Association, aircraft arriving from out-

side the U.S. currently must provide about 10 pieces of passenger information while the new proposal would require 34 pieces of information, submitted via Internet one hour before departure. The move is vehemently opposed by many aviation organizations as well as owner/operators.

The proposed regulation would require a notice of arrival report that includes: aircraft registration number, decal number, place of last departure, aircraft tail number, aircraft call sign, aircraft type, date of aircraft arrival, estimated time of arrival, estimated time and location of crossing the U.S. border/coastline, name of intended airport of first landing, owner or lessee name and address, pilot license number, pilot address, country of issuance of pilot's license, transponder code, color, operator name and address, and 24-hour point of contact. The pilot would also have to provide identifying information for all individuals onboard and a complete itinerary, which draws the ire of business and pleasure travelers alike.

To make matters even more challenging, under the proposed rule, aircraft that are not originally destined for the United States but are diverted to the United States due to an emergency would be required to transmit an arrival manifest 30 minutes prior to arrival. However, the circumstances of the emergency situation and whether or not the aircraft is equipped to make the transmission will be taken into consideration, according to the Bureau of Customs and Border Protection.

STAY INFORMED

The best advice when traveling out of the country is to stay informed. The passport and security rules are changing so be sure to check with the U.S. Department of State, the Department of Homeland Security and U.S. Customs and Border Protection agency when making plans for your next trip to ensure what rules you need to follow. You can start at this website: travel.state.gov/passport. It features lots of travel information and includes links to the other agencies. •

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A WORD To The WISE

by Dave Conover



When the Washington Air Defense Identification Zone (ADIZ) was modified in September 2007, we all breathed a collective sigh of relief. Changing the airspace from a “Mickey Mouse” type boundary into a more logical 30 nm ring around the DCA VOR made our flying life much simpler. Some airports that were within the ADIZ are now safely outside the new ADIZ boundary and some airports that were previously on the fringe area now have more of a cushion.

However, since the ADIZ was modified, there have been over 87 violations, or incursions into the ADIZ. All of us should review the ADIZ procedures, with special attention to the nuances particular to this area.

SEEING THINGS CLEARLY

Hindsight is usually 20/20, and looking at a few of the most common violations can go a long way toward preventing further incursions.

First of all, filing an IFR flight is one of the best ways to avoid problems in this area.

Positive IFR control with ATC provides safe access into the ADIZ and, as a side benefit, will steer you clear of any potential TFRs that may be present.

Second – with the new boundary came some new loopholes designed to make life easier, most notably a “special maneuvering zone” near Leesburg, VA. While this provides a means to efficiently exit and enter the airport without airborne radio contact with ATC, over 20% of the reported violations since the ADIZ boundary change have been associated with this zone. The rules for this are not difficult; they simply require a review and understanding of the procedures involved. With an ongoing education campaign, as well as help from organizations such as AOPA, it appears that violations have been greatly reduced.

Third – there has been some confusion between Class B and ADIZ airspace restrictions. In short, an ADIZ flight plan does not clear a pilot into Class B airspace. Class B clearance still requires approval from ATC. The ADIZ airspace covers the surface to 18,000 feet. Consequently, you could be

operating above or below Class B airspace on an ADIZ plan, so be sure you do not stray into Class B without approval.

And last – whether you are on an IFR flight plan or a VFR ADIZ flight plan, never leave your discrete transponder code until you are on the ground and NEVER squawk 1200 in the ADIZ!

ENJOY – BUT REMAIN CAUTIOUS

Make no mistake; the redesigned ADIZ has definitely made flying in and around the Washington area much simpler for GA traffic. However, this more relaxed atmosphere has tended to make us all drop our guards a little, and the consequences imposed for even a simple oversight are swift.

The good news is that staying in compliance is simple. A review of the current charts along with information contained at www.faa.gov and www.AOPA.com will go a long way toward keeping your license in your pocket – and not in a file somewhere in Washington. •



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