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remembered by a few

the AEROSTAR LOG

THE MAGAZINE OF THE AEROSTAR OWNERS ASSOCIATION

2012/2013

Fall/Winter

VOLUME 41 :: ISSUE 3



Aerostar Aircraft brings
Ted Smith's dream to life
with the Aerostar Jet!



< **KEN BACON**

KEN FLIES THE AEROSTAR JET!



President's Page

A renewed enthusiasm among the ranks.



Sustaining Members

People in our community who go above and beyond.



New Memebers

Our association continues to grow: The new recruits.



Log Insider

Uday Saraiya shares his AOA story with our readers.



Log Insider

Fred Eisert shares his AOA story with our readers.



Aerostar Jet

Executive Director Ken Bacon pilots the ACC creation.



Creature Comforts

Julie Lionetti talks about the new aux heating system.



Completely Spoiled

Jack Brush gives us a peek into the world of spoilers.



Signal vs. Noise

Dispelling the myths about aviation insurance.



Shine a Little Light...

Replacing your old cabin lighting with LED lights.



Annual Outing

First person reactions to this years annual convention.



Rite of Passage

Learning how to be a pro-active right seat passenger.



Right Seat Ritual

Ron Cox shares his experience of the companion course.



Aerostar Fever

Karl Hutter reflects on his family's Aerostar legacy.



Master Pilot Award

Earl Whitaker receives recognition for his flawless record.

contributors

Publisher

Design On Parade
1606 W. Austin Pl.
Broken Arrow, OK 74011
918-928-8928

Editor

Burdella Bacon
2608 West Kenosha, #704
Broken Arrow, OK 74012
918-258-2346

Directors

R. Becker G. Evans
R. Bliss J. Hudgin
J. Buren K. Hutter
J. Champlin B. Keeping
D. Duntz F. Ward

Writers

K. Bacon F. Eisert U. Saraiya
K. Bienz J. Hudgin
J. Brush K. Hutter
T. Chappel N. Howell
R. Cox J. Lionetti

Officers

PRESIDENT

Jim Hudgin
Lewisburg, TN
931-359-8683
jim@hudginair.com

VICE PRESIDENT

Forrest Ward
Hampton, VA
757-838-5400
vacosvc@bellatlantic.net

SECRETARY / TREASURER

Karl G. Hutter
Reno, NV
775-885-8000
khutter@clickbond.com

Executive Director

Ken Bacon
2608 West Kenosha, #704
Broken Arrow, OK 74012
918-258-2346
918-258-2346 (fax)
918-625-3161 (hotline)
aoa2007@cox.net

disclaimer

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← PRESIDENT'S PAGE



After having a chance to reflect on the 2012 Aerostar convention in Coeur d'Alene, I wish to report that it was truly a great time. The superb weather was arranged by the local chamber of commerce, the smoke from forest fires in the area dissipated, and the hotel facilities and view in every direction added up to a picture perfect location. If you were unable to attend, you missed a good one, and you should start right now to make your plans firm and prioritized to make it to Virginia for the convention in 2013. → It is an honor to be able to see the obvious dedication that Aerostar Aircraft Corp places on the care of this fine machine, its progress with new innovative improvements to the airframe, and parts support that we all need to keep the airplane flying while sustaining values. The "fly the jet" was over the top and I thank Jim Christy and Steve Speer for putting that together. A renewed cooperative spirit emerged from this convention between AAC and the Aerostar Owners Association which will place more importance on the relationship and dependence we have on each other to keep each of us as healthy as possible especially in times of financial uncertainty. I ask each of you to keep this in mind when buying parts or scheduling maintenance. Often it is not cost effective to place maintenance expectations with a lesser qualified facility when you are more assured of getting satisfaction the first time from the factory. → Backing down from my soapbox, I want to report that we have two new members of the board of directors, Richard Schmidt and Dennis Makielski, who I want to acknowledge with appreciation for their willingness to serve. Your board of directors and executive directors together work some long hours to maintain an excellent association that is financially sound. We are asking other members interested in preserving this tradition to make known to the board your intent to serve and/or your particular experience abilities that may be useful to furthering our collective goals. → In conclusion, I am happy to pass the torch of leadership to Forrest Ward for the 2013 calendar year and wish him the same support I have received this year. In truth, this position and the association would not be possible without the work of our executive Director and Directorette, Ken and Burd, but do not let them know that fact or they will be asking for a raise in their meager salary!

We are asking other members... to make known to the board your intent to serve and/or your particular experience abilities that may be useful to furthering our collective goals.



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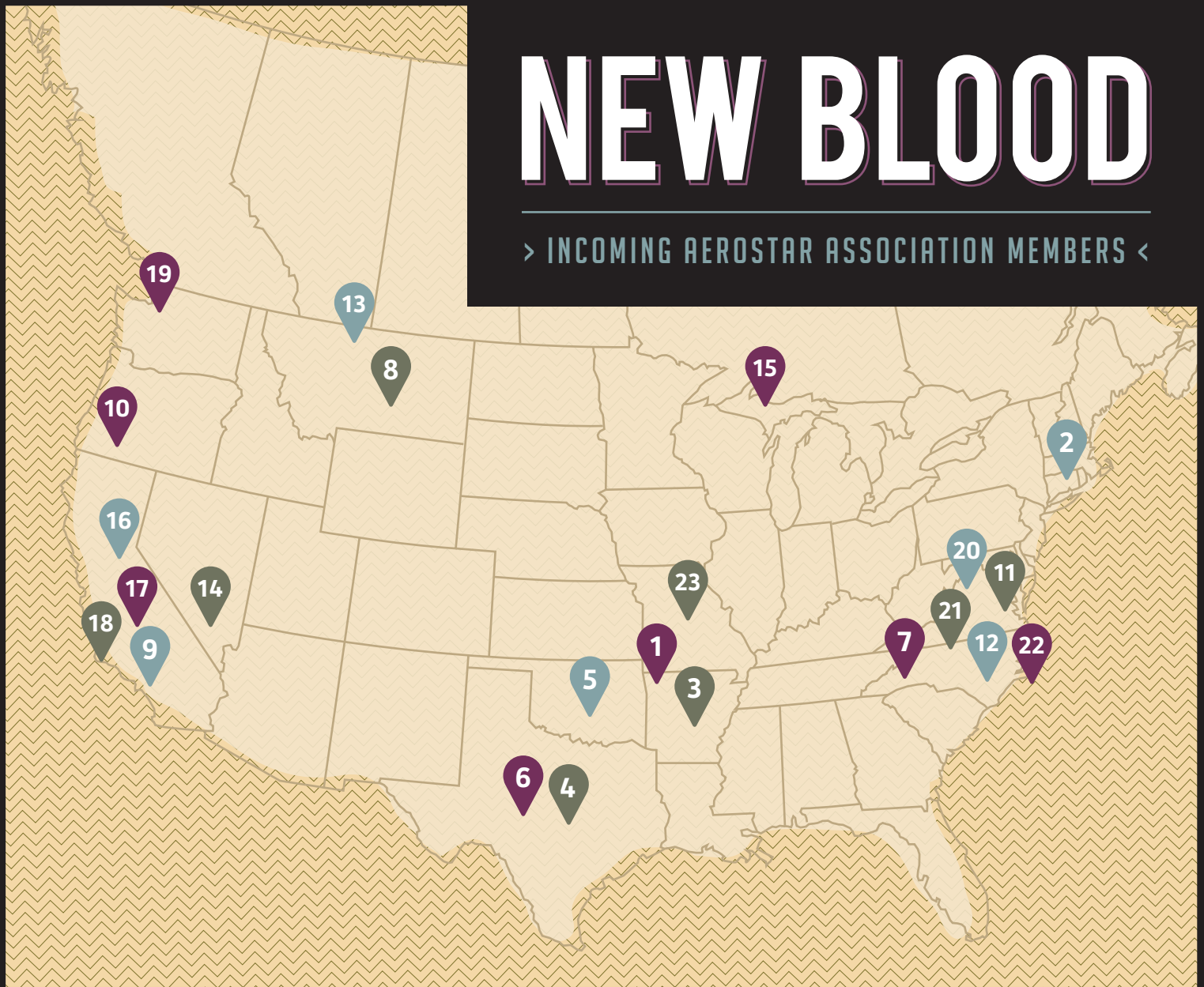
sustaining members

Thank You to our AOA Sustaining Members for your support. Your generosity will help our association provide additional benefits to all members. We are currently working on an Aerostar Systems CD/DVD to help improve owner knowledge of the inter-workings of your Aerostar.

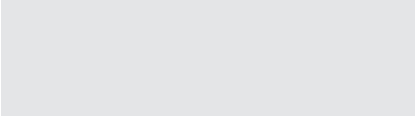
Ken Bacon	Broken Arrow, OK	N35LL
Thomas Bienz	Laramie, WY	N767TB
Robert Bliss	New York, NY	N700BZ
John Brush	Colorado Springs, CO	N21D
Joel Champlin	Enid, OK	N88CX
Ali El-Mohandes	Hagerstown, MD	N702LG
Gary Evans	The Woodlands, TX	N702PG
James Glidewell	Newport Beach, CA	N45LL
Etienne Handman	Dublin, CA	N48TN
Jim Hudgin	Lewisburg, TN	N222KD
Karl Hutter	Reno, NV	N90500
Bob Jackson	Phoenix, AZ	N702RJ
Charles Jones	Sacramento, CA	N62DG
Robert Keeping	Mississauga, ON Canada	C-FKWM
Robert Lepper	Fresno, CA	N60671
Dennis Makielski	Vero Beach, FL	N6892Y
Walt Marrs	Diamond Bar, CA	N701WM
Jacob Mast	Tierra Verde, FL	N91VK
Richard May	Albany, OR	
Nasar Nallamothe	Springfield, IL	N114VF
Edward Pike, III	Orinda, CA	N602WK
Juergen Puetter	Sidney, BC Canada	C-GTTD
Enrique Resendez III	Laredo, TX	N6069N
Charles Rogers	Lewistown, MT	N611EF
George Sampas	New York, NY	N1111U
Uday Saraiya	Las Vegas, NV	N700GP
Donald Shapansky	Granbury, TX	N65DT
Eric Sincoff	Fenton, MO	N44XX
Anonymous	N/A	N/A
Anonymous	N/A	N/A

NEW BLOOD

> INCOMING AEROSTAR ASSOCIATION MEMBERS <



- 1 Lawson Adams**
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- 2 Robert Arnold**
New Canaan, CT - N211W
- 3 David & Rhonda Burns**
Cabot, AR
- 4 Roy Butler**
Austin, TX - N728RT
- 5 Warren & Sharon Caldwell**
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- 6 William & Meagan Cotton**
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Camarillo, CA - N128MB
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LOG INSIDER

uday saraiya

1 I live in:

Las Vegas, NV

2 My Aerostar is a:

1981 702P

3 I've been flying for:

42 years

4 I've been flying an Aerostar for:

15 years, 800 hrs

5 I use it for business / pleasure?

Mainly for pleasure, also for attending medical meetings.

6 Most of my trips consist of me and:

Me and my wife, Geeta.

7 My scariest experience in an aerostar was:

I was taking off in my old aerostar, from L35, Big Bear, CA and on the take-off roll at 80 kts, the plane lurched violently to the right, and a quick glance at the manifold pressure & RPM showed no change from take-off values, so, I flew the airplane after correcting for the adverse condition, headed straight down the

CONTINUED FROM 7....

runway and lifted off as soon as possible, retracted the gear, and flew to KVGT without a problem. On landing, once again the airplane lurched to the right and slowed down very fast and I turned into a taxiway using full power, to get out of the active. Turns out that the right tire had blown on take-off, and I landed on a flat tire! THAT was scary, considering, 1) I may not have been able to control the plane if it happened at a slower speed, and may not have been able to take off, 2) the tire could have caught fire in the well 3) I may have botched up the landing if I could not control the airplane.

8 The best flying lesson I have learned was:

Whatever happens, FLY THE AIRPLANE FIRST.

9 What I learned about flying (the hard way):

No matter how long you fly, you are always a student and always learning.

10 Ever had an engine out in the Aerostar?

No, only during annual training with gurus.

11 My most memorable flight (not place) was:

Flight from Brownsville, TX to Belize over the gulf of Mexico at FL 250, as it was our first over water adventure.

CONTINUED NEXT PAGE >





are you an INSIDER?

If you've spent more than a few hours in the left seat of an Aerostar, we want to hear all about it!

Log into the member forum to get a copy of this survey. When done, email it to **Burdella Bacon** at **aoa2007@cox.net**

CONTINUED FROM 13...

12 The next upgrade, instrumentation, or mod I get will be :

AVIDYNE IFD-540 to replace my Garmin 530W

13 I attend AOA conventions because :

1) I learn a considerable amount of knowledge about the aerostar & its community. 2)It is highly interactive.

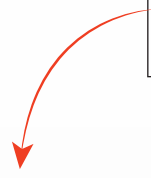
3) The meetings are spouse "friendly" as there are ample programs for the spouses to get entertained as they too look forward to the meetings rather than, "Oh, no, not again", or 'we went last year, must we again!' 4) Love to go to different locations where the conventions are held. 5) Only place where one can have education, fun, camaraderie, gurus, vendors under one roof along with fly outs, dinners, spousal programs every year!

14 When I'm not flying my Aerostar, my other interests include:

Playing music on my Yamaha Tyros and Korg keyboards, and earning a living as a gastroenterologist.

PHOTO CAPTION:

Uday's panel includes the following goodies:
Garmin Transponder GTS 330/327, Shadin Digidata Airdata Computer, Ryan TCAD 9900 BX Traffic, ELT 406, King Vacuum AI w. Flight Detector, and many more...



/// KEN BACON

The New Contender

(Ken Flies the Aerostar Jet)



SILENCING THE CRITICS WITH SURPRISING RESULTS.

At Oshkosh 2010, Jim Christy and Steve Speer from Aerostar Aircraft Corporation presented the Aerostar Jet to the aviation world. It was the biggest news of the show. I watched every aviation writer and photographer descend on our location to learn all they could about this new arrival on the aviation scene.

As the week moved on, there appeared to be one question asked more often than the rest: "Do you have enough fuel to go 1000 miles?" Jim and Steve told the visitors about their plans to increase the fuel capacity to 310 gallons but currently we have 265 gallons. > The comment was usually "well you will need it with jet engines." As they walked away, I would hear them say "It doesn't have any range!" So when Jim and I talked about an article on flying the jet, he had no idea that I wanted to demonstrate how the Aerostar Jet can be flown with a fuel burn of a 601P or a Super 700. > My initial flight as a passenger

with Jim piloting was a real performance surprise. I was sitting in the middle seat co-pilot side so I could see the flight instruments clearly. When Jim brought the power up to "Take-off Power" the acceleration reminded me of the Citation XLS which I had flown for 139 hours (right seat). In less than 2000 feet we were airborne with five on board and 165 gallons of fuel. > As we accelerated past blue line (117 KIAS) the gear was coming up and stowed by 130 KIAS. The gear moves quicker in the jet than other aerostars due to having two electric hydraulic pumps and 1300 lbs. of pressure just like the 700P. Jim said the

gear needed to retract faster because the jet would accelerate passed maximum gear retract speed (140 KIAS) before the normal 8 second gear cycle time. > With gear and flaps up Jim turned the Jet up to a steep climb of 5000 fpm. You would think the airspeed would stabilize around 160 KIAS; but no, at 5000 fpm the airspeed continued to climb to 200 KIAS, just 41 knots below redline. > In less than 2 minutes Jim leveled the jet off at 9500 feet pulling the power back to 200 KIAS and pointed out the 18 gph per side fuel burn. I was amazed, that is a typical fuel burn for my 601P. The only difference is I'm 25 knots slower at 9500 feet and 18 per side in my 601P. > Jim told us he was trimming the elevator down to bring the power back to 63% cruise power. Once trimmed he moves the two levers forward and in less than 10 seconds our airspeed increases to 245 KIAS. He pulls the power back to stay below redline at this altitude. Very impressive acceleration, I have no idea where the airspeed would have settled if we would have stayed at 63% power.

THE NEW CONTENDER (Ken Flies the Aerostar Jet)



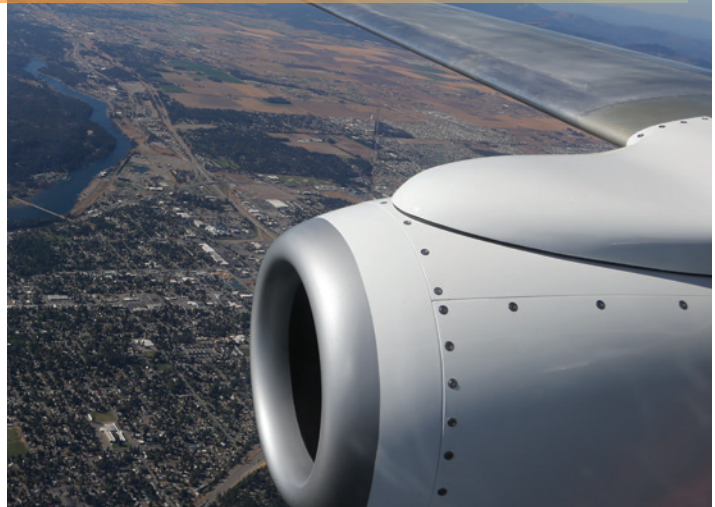
/// JIM CHRSTY'S FLIGHT DEMONSTRATION



As we settle in to 240 KIAS, Jim trimmed again for level flight and demonstrated the Jet's maneuverability with some steep turns. The jet responded just like its piston engine brother. I was not surprised at its maneuvering skills due to Jim and Steve did not make any changes to flight control surfaces when they mounted the Pratt & Whitney PW615 TurboFan Jet engines. > While we were flying at cruise power I removed my headset so I could hear the engine noise level. To my surprise I could hear the fan in the air conditioning over the engines. The outside noise was just a swishing sound like any other jet. The one thing that was missing, the Aerostar vibration; the jet has no vibration at all.

(BELOW) AN UNCOMMON SITE FOR ANYONE WHO'S

EVER MANNED THE CO-PILOT SEAT OF AN AEROSTAR...



To My Surprise, I
Could Hear The
Fan In The Air
Conditioning Over
The Engines ...
The One Thing
Missing Was The
Aerostar Vibra-
tion; The Jet Has
No Vibration...

/// KEN BACON

THE NEXT DAY...

On Sunday I got a chance to actually pilot the Aerostar Jet. I was excited to fly this aircraft, especially after my ride as a passenger on the previous day. I met Jim at the airport after everyone had their ride in the jet. I wanted to fly it without a full plane load of passengers, so we could try some things without distractions. > As a surprise to me my wife decided she wanted to go. She usually has no interest in flight testing. After Burdella got on board, Bob Keeping decided he wanted to go to video tape the event, we now have four on-board for the flight. My plan was not to do anything to scare my bride or Bob but I did want to see just how slow this jet could fly and have a fuel burn near Super 700 consumption. > Jim talked through the start sequence with me as the engines started. I loved the Fadec controlled engines, with the flip of one switch the engines spin, add spark, and fuel to start automatically. Once engines are running we power up the avionics and hold until the King KFC 225 finishes its cycle up.

With a minimal advance of the throttles we are rolling to the runway. Jim positions the Jet on the center line of the runway, sets the trim, and tells me after rotation pitch-up 20 degrees so the gear will have time to retract. > As I pushed the throttles forward to take-off power I could no longer hold the brakes. The Aerostar Jet rolled right down the centerline of the runway and in less than 2000 feet we were airborne. Jim brought the gear up as I pitched for climb. With gear and flaps up, our initial climb rate was 5000 fpm and airspeed increased to 220 KIAS, due to me being slow at pitch up. > We continued to climb above 10K feet, Jim ask me what I wanted to see the jet do? I told him, let's get a pop-up clearance to 25K feet and set up for

cruise flight similar to a Super 700. He agreed and called Seattle ATC for a clearance to FL250. > They agreed and gave us a heading of 030 and clearance to FL230. We climbed 4000 fpm at 220 KIAS all the way to FL230; before we got to FL230 ATC cleared us to FL250. At FL250 we leveled off and engaged the autopilot and I pulled throttles back until we were indicating 175knots. > Jim and I agreed this would be an indicated airspeed (175) of a Super 700 at 80% power. Once, the aircraft stabilized at 175 KIAS we check the P&W 615 engines fuel burn. I was astonished at the low fuel burn of 30.4 gph and 30.6 gph for a total of 61 gph. I attribute the low fuel burn to the Fadec engine control system.



/// THE AEROSTAR JET PANEL RESEMBLES IT'S PREDECESSOR IN MOST RESPECTS.



The outside air temp was a -24 degrees C and by our calculation the jets true airspeed was 259 KTAS at FL250. I know you don't usually fly your Super 700 at 80% power but if you did your fuel burn would be approximately 58gph to indicate 175 KIAS at FL250. In other words, the jet is running at Super 700 speed burning just 3 gph more fuel. Wow, that is amazing! So without adding more fuel the jet would have just a little less range than it's piston brother. > Well, the next call we got was Seattle ATC stating we needed to turn around or we would be entering Canadian airspace. So, we turned 180 degrees and headed back to Coeur d'Alene. Our descent began by pulling the power back to just above flight idle and descending 2000 fpm indicating 230 KIAS. Once down below 18K we canceled our pop-up clearance and proceeded towards Hayden Lake and then to Lake Coeur d'Alene to get rid of all the airspeed so we could set up an approach into KCOE.



/// HERE WE SEE THE JET ENGINE MONITOR. NOTE THE FUEL CONSUMPTION.

/// TED SMITH'S VISION FOR THE AEROSTAR IS NO LONGER JUST AN IDEA.



“

Nevertheless, Ted Smith...would be very proud of how well this jet flies. You know the Aerostar Jet is a 1977 Ted Smith Aerostar which began its life as a 1977 601P.

KEN BACON

Once the airspeed decreased below 200 KIAS we added 10 degrees of flaps, followed by another 10 degrees at 170 KIAS. The jet flies just like any Aerostar with the exception you can pull the power back to flight idle and you still have to plan your decent decreasing airspeed. > Once, we are on a 2 mile final the airspeed settles in at 120 KIAS, just like all other Aerostars. The landing speed is a little fast (110 KIAS) but Jim believes the speed can be decreased once they have more flight time with the Aerostar Jet. > I think the speed can be reduced by an AOA (angle-of-attack) and speed brakes. All of the jets I have flown operate best with an AOA and once the main gear touches down speed brakes are applied. > Nevertheless, Ted Smith or TR as his employees called him would be very proud of how well this jet flies. You know the Aerostar Jet is a 1977 Ted Smith Aerostar which began its life as a 1977 601P. > Great Job! Jim, Steve and the Aerostar Crew, your workmanship is flawless and the Aerostar Jet flies GREAT! Thanks for the opportunity of a lifetime.



L to R : STEVE SPEER, KEN BACON, AND JIM CHISTY

FLY SAFE!

KEN BACON

For more information about the Aerostar Jet, contact Aerostar Aircraft Corp at: 1-800-442-4242 or email, info@aerostaraircraft.com

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CREATURE Comfort

CONTRIBUTED BY:

JULIE
LIONETTI

[FIRST REVIEW OF THE AEROSTAR AUXILLIARY HEAT SYSTEM]

Shortly after taking delivery of my bosses Factory 702P Aerostar our Janitrol Heater became intermittent. The primary mission for this Aerostar has been between Seattle and the San Francisco Bay Area on a year round schedule. The weather dynamics over the State of Oregon during the winter months are not usually optimal for a diversion with frequent low ceilings and freezing levels to the surface. * We decided to take the trip from Seattle to San Jose with the intermittent heater because there was no significant weather forecasted along the route. The heater worked during the climb out and for a short time in cruise at FL 230, but for



* VIEW OF JULIES CONSOLE, WITH AUXILLIARY CONTROL.



THE FACTORY CHECKED THE ELECTRICAL RELAYS...ETC. AND I RECEIVED MY DREADED, BUT NOT SO UNCOMMON MAINTENANCE RESPONSE: *Unable To Duplicate.*

over an hour my toes were getting a bit frosty. If the sunshine hadn't been streaming through the windshield, I probably would have had to divert, warm up, get more fuel and complete the route at a lower altitude. * Needless to say my next trip was straight to Coeur d' Alene to get the heater fixed. Of course it worked fine on the way there. The factory checked the electrical relays and switches, the blowers, igniter etc. and I received my dreaded, but not so uncommon maintenance response: "Unable to duplicate." That left us with the option

of changing components in the system which we did, and the heater has worked since. However I've never launched out on a winter trip again without considering my options if that heater breaks again. * Last winter my boss asked me why we don't use the bleed air to heat the cabin, and I was able to say that the factory was working on a modification that would do just that. I was excited to get the AUX Bleed Air Cabin Heat system installed a couple weeks ago during the Coeur d'Alene AOA 2012 Conference. * Because I am the first and only Customer

to have the Aux Cabin Heat System many folks have asked me to provide feedback. The bottom line is that I love it. I came out of KCOE the other night en route to Seattle. Prior to reaching the mountains at 15,000 ft. the cabin was getting cold so I pulled the Aux Cabin Heat Knob to the full open position. That kept me toasty warm across the mountains with OAT -5 degrees C. Because the Seattle Controllers tend to slam dunk you out of 11,000 ft. I set my MP to 25" on the way down, then back to 20" out of 5,000 ft. and back to 17" on the approach. The cabin temperature descending through 9,000 ft. was getting too warm so I moved the knob to the half closed position. Reaching 5,000 ft I was still too warm so I closed it full off. I was still too warm on the approach in short sleeves and when I met my husband on the ramp and opened the door I said "this Cabin Heat Mod works too well." * It appears that I will have to work on the energy management of this new system, and I look forward to it.



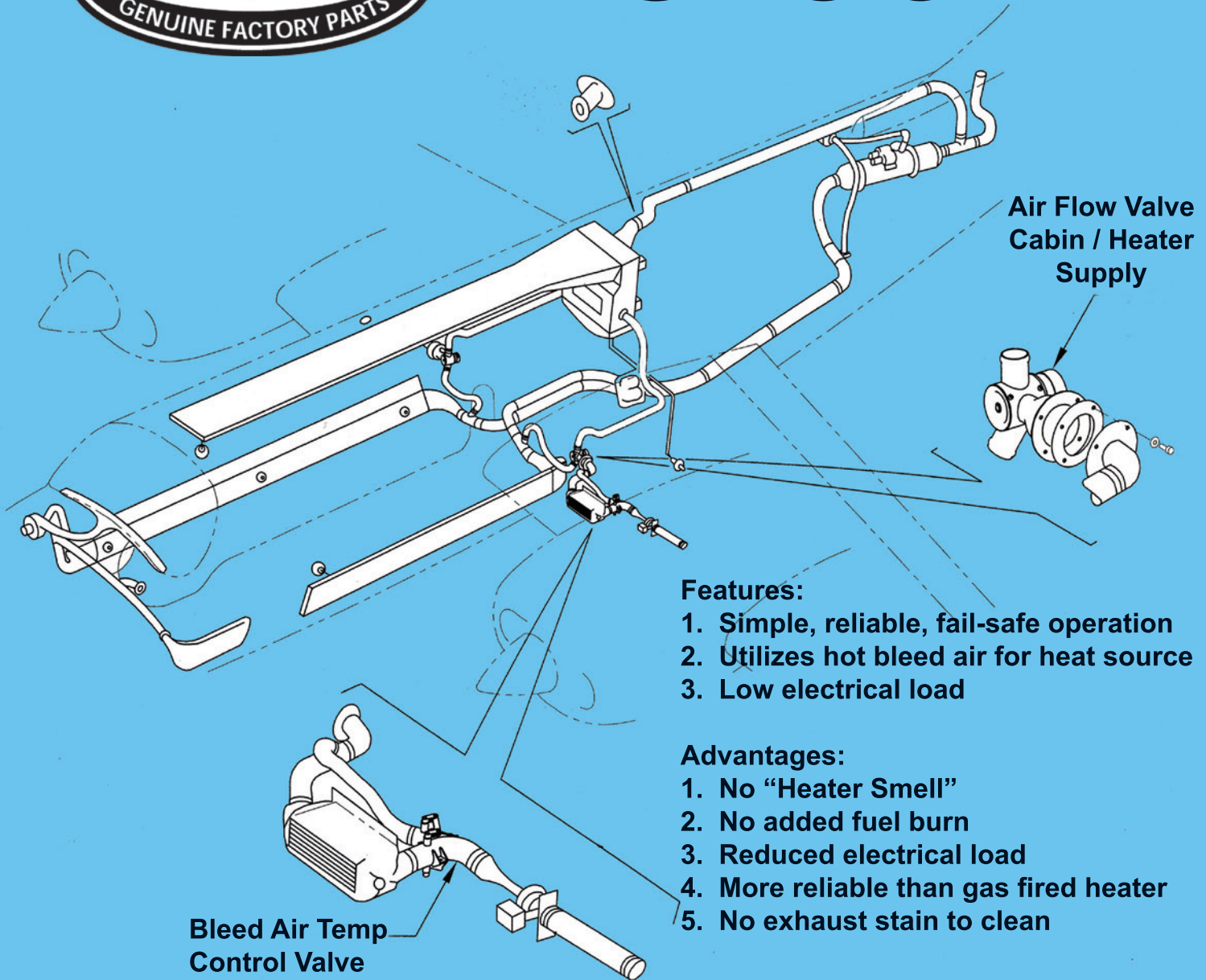
I WAS STILL TOO WARM ON THE APPROACH IN SHORT SLEEVES AND WHEN I MET MY HUSBAND ON THE REAMP AND OPENED THE DOOR, I SAID: *"This...mod works too well."*



JULIE LIONETTI ^



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OPTION # 276 AUXILIARY CABIN HEAT SYSTEM

The Aerostar's cabin combustion heater system is quite complex. A simple electrical glitch or component failure could leave you without heat, in a dangerous situation.

Aerostar has developed a new Auxiliary Cabin Heat System that provides a simple reliable solution to this problem. This new system allows you to regulate how much hot bleed air will bypass the cabin bleed air cooler and then routes this hot air directly into the cabin heater ducts. This new Aux Heat System is so simple and reliable we recommend you use it as your primary cabin heat source and only use the existing gas fired heater when necessary such as for winter ground operations.

Introductory pricing is now in effect.

For more information about this affordable upgrade, Call us Today! 1 800-442-4242

COMPLETELY SPOILED

INTRODUCTION
TO POWERPAC
WING SPOILERS
by Jack Brush



Noticed with pleasure that the Power Pac Spoiler folks are pushing their Aerostar hydraulic system powered spoilers. You may recall that the original configuration was two independent little hydraulic pumps weighing about 10 lbs each. Our airplane was their original Aerostar system powered test bed. I got to be experimental for six months or so. We have several hundred hours with this very light weight simple arrangement. ● I use them on almost every flight and sometimes a lot. They have been completely trouble free with no deployment problems and no adverse affect on the hydraulic system. They make a cool rumbling sound with a very slight pitch up. Feels like putting out the speed brakes on a T-33 if I can remember that long ago. ● My installation is two green led deployed indicators just



above the airspeed indicator. I have a red plastic lift to actuate military style covered switch on the center panel just below the throttles so that to slow down I move my hand to the rear. A Flight Safety Sim instructor flew with me and on a descent kept putting them out and in

[BRUSH]

A FLIGHT SAFETY SIM INSTRUCTOR FLEW WITH ME AND ON A DESCENT KEPT PUTTING THEM OUT AND IN BECAUSE IT JUST MADE HIM FEEL GOOD TO ERASE AIRSPEED I GUESS.



[ABOVE]

An Aerostar with the PowerPac spoilers in the deployed position.

because it just made him feel good to erase airspeed I guess. ● During the flight back from the 2012 AOA Convention I used them in a typical Colorado way. Cruising at an undisclosed high speed using an undisclosed power setting at FL 210 I was cleared from Hayden VOR to an intersection over the AF Academy. Bright sunny day

with 30 knots of tailwind, smooth at 210. I knew that the winds at 12,000 and 9,000 were out of the west at 20 knots over the mountains which were at about 9,000. The higher Rockies extended to 14,000 30 miles behind me: downwind turbulence likely below 15,000. I descended with 27 inches and 2200 rpm at 500 fpm to

prevent over cooling the engines. Soon I was indicating 190 knots. Center cleared me to 13,000 and asked me to expedite through 17,000. I increased the descent rate to 1500 fpm and was soon indicating 200+. As expected the turbulence began about

16,000 with an ias of 200+. Now we all know that structural safe is 165 ias or so, lower if lighter than max gross, so let's say mine was 155 ias that fine afternoon. To insure that the wings would stay on if the turbulence got as bad as it can get

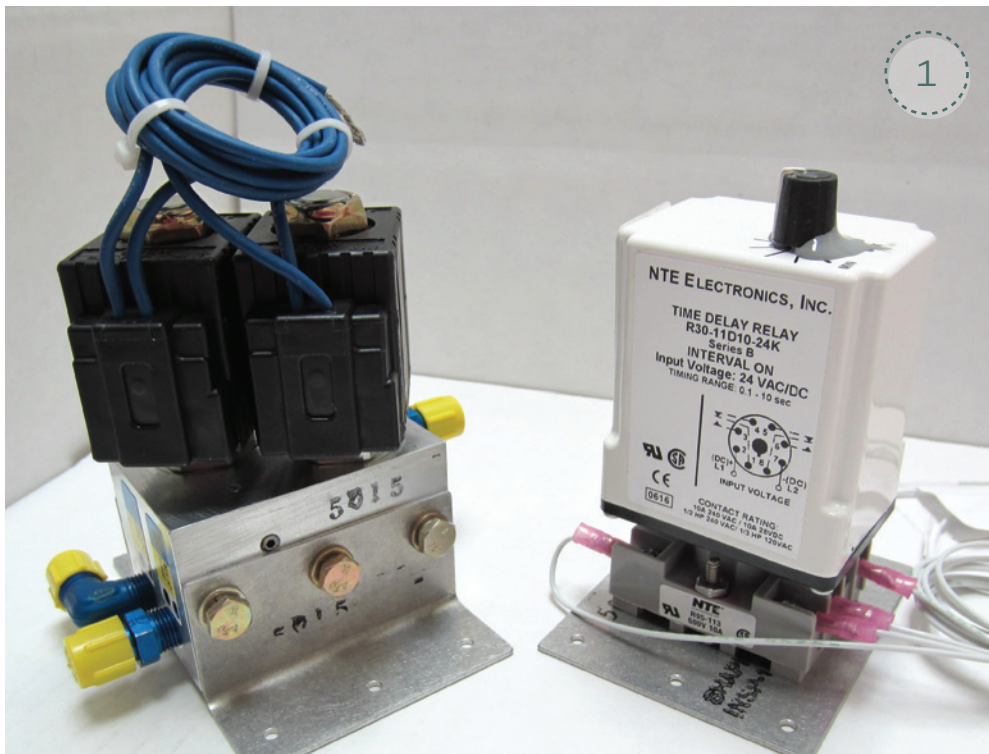
I needed to lose 45 knots quickly. Without speed brakes I would have to drastically reduce power level off or climb and irritate Denver center which is not a wise thing to do. Also my cabin pressure descent schedule to help my wife's head cold and ear block would have gone to pot if I reduced mp too much. Instead I popped the speed brakes, reduced power to 23 inches and was within 10 seconds or so descending at more than 2000 fpm as the

airspeed dropped quickly to 150 ias. As it happened the turbulence wasn't too bad, but it could have been. In the traffic pattern they are handy to dump some speed for gear and flap deployment. If you forget and leave them extended you don't notice the drag much until you exceed 130. I consider them better than sliced bread, but not as good as chocolate. I suspect that if you flapped them up and down during takeoff roll they would get you off the ground faster, but never tried that!

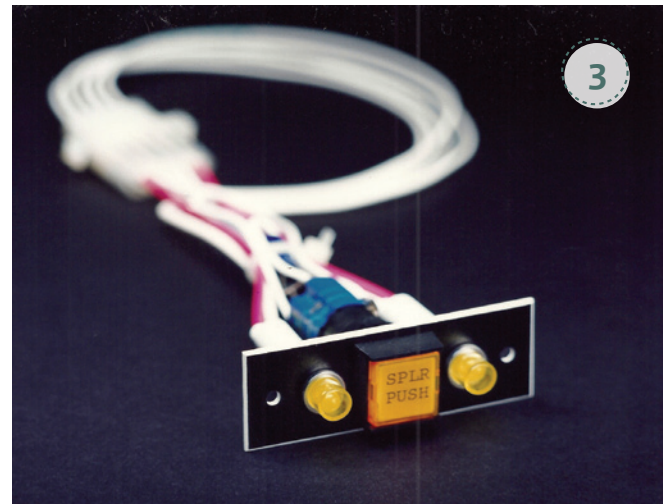
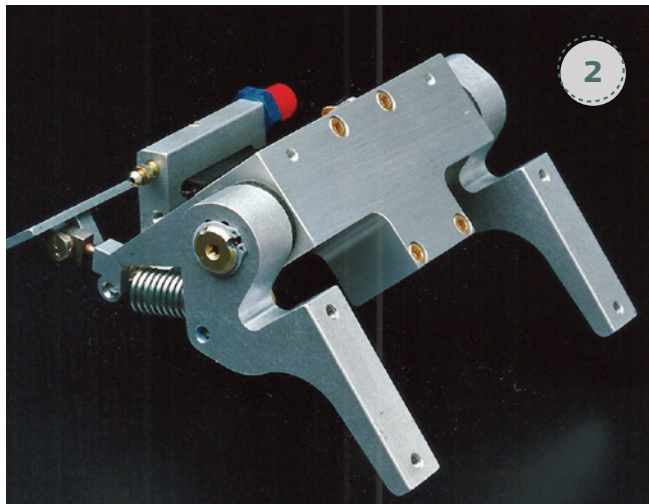
[BRUSH]

...THEY ARE HANDY TO DUMP SOME SPEED FOR GEAR AND FLAP DEPLOYMENT...I CONSIDER THEM BETTER THAN SLICED BREAD, BUT NOT AS GOOD AS CHOCOLATE.

- Jack Brush



- 1 The Manifold assembly prior to installation.
- 2 The Actuator assembly prior to installation.
- 3 Spoiler deployment switch to be mounted in panel.



FOOT NOTE: The Power Pac Spoiler, As Described By The Manufacturer...

The Spoilers Inc. PowerPac spoiler system has been one of the best aftermarket products available to Aerostar owners since 1990. The system allows the pilot to descent rapidly without shock cooling the engines and maintaining cabin pressure. A big advantage is the spoilers are fully operational in icing conditions.. The spoiler panels are located so far aft on the wing they do not cause any drag when retracted. The system is electrically activated and

hydraulically actuated. The spoiler panels are deployed by pushing the on/off panel switch, thereby directing equal hydraulic pressure from the spoiler manifold to each wing actuator. Upon full deployment, the switch amber lights illuminate alerting the pilot that both spoiler panels have reached their fully deployed position. A solenoid valve then closes, locking in the hydraulic pressure to each actuator. The PowerPac spoiler installation is protected with two fail-safe

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sudden turbulence by reducing lift-induced loads carried by the wings. The Jet Type design provides maximum effect and no drag when retracted. Plus you can deploy and retract PowerPac Spoilers in icing conditions.

Jeff Shapiro

Spoilers Inc.

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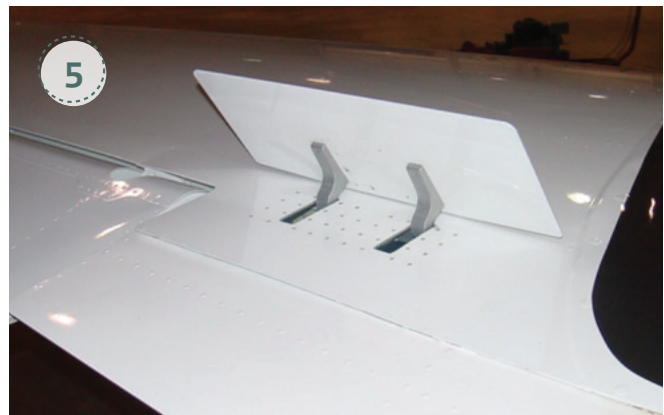
253-851-3606

OFFICE LINE:

800-544-0169

ONLINE:

PowerPacSpoilers.com



4 The spoiler, fully retracted, lays flat on the wing.

5 The spoiler in full deployment on the wing.

6 The installed spoiler deployment switch.





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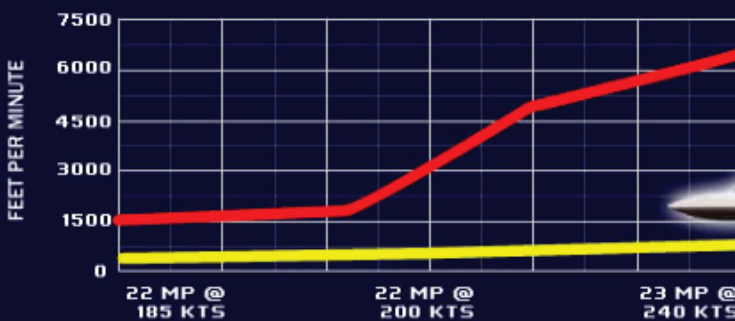
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PowerPac Spoilers "Jet Type" design is similar to those used on commercial jet airliners. The system consists of single flat plates, one on top of each wing that lies flat when not in use. When deployed, they extend upward into the slipstream at a 60-degree angle, thereby "spoiling" a portion of the lift being generated by the wing, while at the same time creating drag.

CHART LEGEND

- No Spoilers
- Spoilers Deployed

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PowerPac Spoiler Performance Graph depicts actual flight test data obtained during required FAA certification flight tests of a Spoilers equipped Aerostar.

SIGNAL

vs.

NOISE

Dispelling The Myths About
Aircraft Insurance

~ by Tom Chappel ~

HANGAR TALK IS DANGEROUS. *All you have to do to receive a lot of advice is to hang around the typical airport and someone will bless you with more guidance than you need. Unfortunately, when it comes to aircraft insurance, much of the information that is passed around is incorrect. I make this statement based upon the questions we receive frequently from our clients. I think it is worth a short read to dispel some of the myths.*

CLAIM: Flying past TBO voids my insurance.

VERDICT: Myth... If you are flying under part 91, the TBO on your engine is a manufacturer's recommendation. It does not affect your Standard Airworthiness. Most policies require that you must operate your aircraft under a standard airworthiness certificate. (Some few policies are even more lenient by only requiring that the aircraft be manufactured under a standard airworthiness certificate.)

CLAIM: My aircraft has an AD Note. If I chose not to comply my mechanic advises that this will void my insurance?

VERDICT: Fact: Non-compliance with an AD renders your aircraft un-airworthy in the eyes of the FAA. As a result, your in-flight insurance coverage will no longer be valid under most insurance policies (nor is the aircraft legal for flight with the FAA).

TOM CHAPPEL

VERDICT: Myth. It is true that if your aircraft is damaged while in the care of the FBO or maintenance facility it may be covered by their hangarkeepers insurance. This coverage belongs to the FBO and pays only if the aircraft is damaged as the result of the FBO's negligence. As an example, if the line boy pushes your aircraft into another aircraft or a hangar door, the resulting damage would be the FBO's responsibility. Keep in mind that hangarkeepers coverage is legal liability insurance and only pays for the indiscretions of the maintenance facility. You must demonstrate that the FBO's actions caused the damage to your aircraft. What about such things as "Acts of God"? Windstorms, floods, theft, fire, earthquakes are not covered by the maintenance facility's hangarkeepers insurance. Their coverage only responds if negligence is involved. It is hard to start a windstorm.

CLAIM: My insurance is up for renewal. My aircraft is going to the maintenance facility for an overhaul. I will non-renew my policy because my aircraft will be covered under the FBO's policy.

SIGNAL VS. NOISE

Did you sign an agreement with the maintenance facility prior to the start of the overhaul? Did you read it thoroughly? Many maintenance agreements include hold harmless agreements in favor of the FBO or maintenance facility. Read the fine print. Such agreements often indemnify the facility for any liability regardless of fault holding them harmless should they damage your aircraft. Many of these agreements are all encompassing by including not only the damage to the aircraft, but to the work they do on the aircraft. Such things as death or bodily injury that might occur as the result of poor workmanship could also be included in a broad indemnification agreement. In other words, you are holding them harmless for not only their hangarkeepers exposures (damage they might do to your aircraft while it is in their care) but their products liability responsibilities (faulty workmanship), as well.

This is certainly a far more serious situation than just having an uninsured aircraft. There is one other thought in allowing your insurance to expire and that is the banker's interest. If you have a lien on your aircraft, it is certain that your banker would frown upon allowing your insurance to expire. The bank examiners require that the collateral for every loan be properly secured. When your aircraft is the collateral for your aircraft loan, the bank must have on file a valid certificate of insurance as evidence of your renewal.

SIGNAL
— vs. —
NOISE

CLAIM: Don't worry. The FBO has plenty of insurance coverage.

VERDICT: Let's assume that you have not waived your rights by contract when signing a maintenance agreement. Let's suppose that honorable people own your maintenance facility. You assume they are good business people and carry adequate insurance. We know they should carry hangar keepers insurance in case they damage your

CONTINUED...

CONTINUED... They should also insure for products liability should they make a mistake repairing your aircraft and that mistake results in an accident. But, how do you know for sure. Maybe your supposition is incorrect. Maybe they carry inadequate limits of these liability coverages. Times have been tough for all businesses for the past few years. We have seen many aviation businesses drop the more expensive coverages all together.

Are you comfortable assuming the people you are dealing with will do the right thing? How can you know for sure if the maintenance facility that you have chosen to work on your aircraft is adequately insured? Ask for a certificate of insurance which will state their limits of liability coverage, the lines of coverage (hangarkeepers, products liability), the expiration date, and the insurance company through which the coverage is written. It has been my experience that most aircraft owners do not request evidence of insurance before the maintenance facility takes their aircraft into its care. As a result, you may get a bit of a pushback but you are entitled to this information. A certificate costs the FBO nothing and can be furnished in short order by the responsible insurance carrier. Any real hesitation in complying with your request could be interpreted that inadequate insurance is in place.

**TOM
CHAPPEL**

CLAIM: Nobody can sue me because my aircraft is owned in a shell corporation.

SIGNAL
— **vs.** —
NOISE

VERDICT: This is a Myth if you are the pilot. It is true that in many states and jurisdictions owning property in a corporation or LLC can help to contain liabilities. Assuming that you have maintained an arm's length relationship with your shell corporation or LLC, only the assets of the corporation will be at risk. If you are the pilot of the aircraft, however, you are operating the aircraft under your own authority and pilot certificate. Should a person be injured or property be damaged because of your negligence, the liabilities will fall squarely on your shoulders (and your personal assets). You can't out run your personal responsibilities. In addition, the aircraft owner, your corporation, will also be caught up in the suit.

CLAIM: I will have all my passengers sign a release prior to riding on my aircraft. This will eliminate the need for passenger liability and will significantly reduce the cost of my insurance.

VERDICT: This is a myth. Although I have heard some attorneys occasionally recommend having a waiver signed as a substitute for carrying passenger liability, this is not a sound theory. Should someone be injured while riding on your aircraft, regardless of your passenger contract, you will most likely be sued. Without passenger liability, you will have to pay your defense costs out of your pocket. Keep in mind, most aircraft liability policies pay for defense outside (in addition to) the liability limit that you purchase.

CONTINUED...

CONTINUED... If a passenger waives his rights of recourse against you (similar to the “hold harmless agreement that we discussed under the FBO section above) and should the courts uphold this waiver, this is not binding on the passenger’s family and business associates. It is a fact that you cannot waive the rights of others. If a successful businessman is injured or killed while riding on your aircraft, his family and business associates could experience a large economic loss. If the loss was the result of your negligence, they could expect compensation for their loss. Waiver or not, they will see you in court.

TOM CHAPPEL

Author Bio

Tom Chappell is the chairman and CEO of Chappell, Smith & Associates, Inc., parent company of CS&A Insurance. Tom is considered one of the industry's foremost authorities on aviation insurance, having been in this specialized field for over 30 years.

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SHINE A LITTLE LIGHT ON ME

[Installation of LED lights in the Aerostar interior]

Norm Howell

'77 Aerostar
601P N425CA

As everyone who saw my presentation on efficient flight planning at the convention this year knows, I am a bit of an efficiency freak. To me, getting more engineering performance out of fewer resources is intrinsically valuable and worthy. My wife Gretchen is of the same mindset. At our residence, we have been putting in a few of the latest LED (light emitting diode) light bulbs in various fixtures both inside and

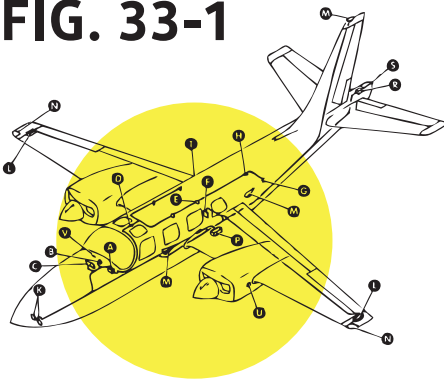
outside our house. The latest home products offer very bright illumination on very little electricity compared to the legacy incandescent bulbs, and promise far longer life. After changing out a burned-out bulb in our Aerostar baggage compartment, I got a crazy idea. What if we could replace some of those bulbs inside the Aerostar with LED equivalents? Could it be done so that the change

would pose no more difficulty than replacing the regular bulb? Would the light produced be satisfactory? Would the cost be reasonable? And finally, could this be done while complying with regulations? For those who want to skip the technicals, the answers are Yes, Yes, Yes, Yes, and We're Working On It. See the captions on the pictures, and you are set with what you need to know. + For those who need a few

more technicals, here we go. The Aerostar uses a 24V DC power system for most of its needs. Lights are listed in the maintenance manual, Chapter 33, figures 33-1 and 33-2. The candidate light bulbs for LED replacement are the passenger reading lights (4 of them) and the baggage compartment light. Why those lights? Well, they are fairly easy to access and they only have one light level setting, in other words, they don't need to be dimmed.

AEROSTAR AIRCRAFT MAINTENANCE MANUAL

FIG. 33-1



- A** Light Control Switches
- B** Instrument Lights
- C** Circuit Breaker Panel
- D** Pilot's Map Light
- E** Passenger Reading Light (4 Plcs)
- F** Strobe Light Fuse & Relay (F.S. 176.00)(A/F 0001-0305)
- G** Baggage Compartment Light Switch
- H** Baggage Compartment Light
- IK** Landing Lights
- L** Wing Strobe Lights Power Supply (A/F 0001-0305)
- M** Rotating Beacon(S)
- N** Wing Tip Nav/strobe Light(S)
- P** Strobe Light Synchronizer (F.S. 176.00)(A/F 0001-0305)
- R** Tail Strobe Light Power Supply (A/F 0001-0305)
- S** Tail Nav/strobe Light
- T** Strobe Light Power Supply (A/F 0306 & Up)
- U** Wing Ice Light
- V** Fuel Level Indicator

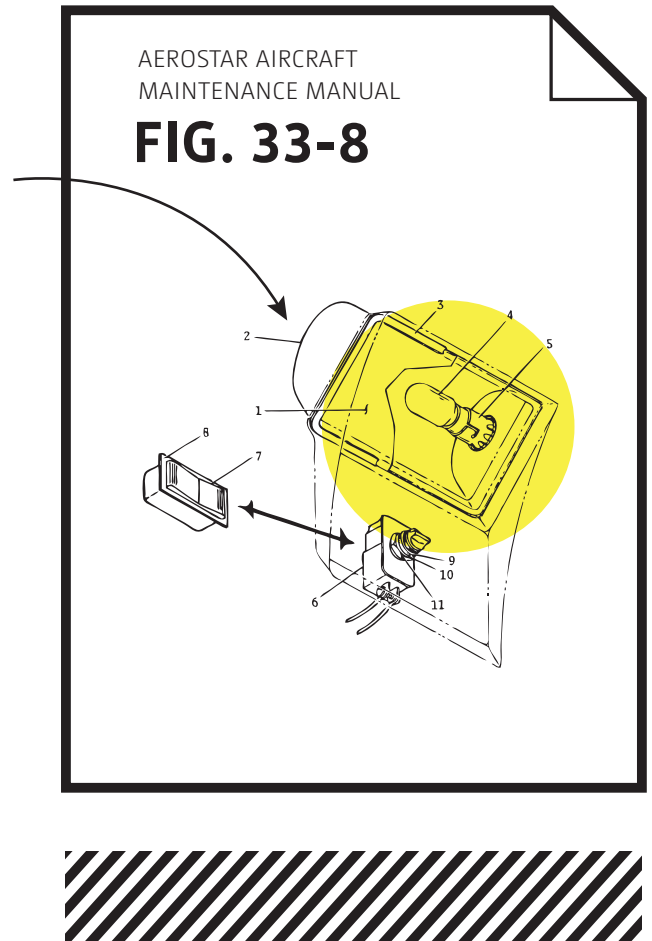
AEROSTAR AIRCRAFT MAINTENANCE MANUAL

FIG. 33-2

LOCATION	LAMP. NO.
Landing Lights	GE4596
Rotating Beacon (Top and Bottom)	7079B-24 (Grimes)
Cabin Lights	1495
Instrument Lights - Red	313-R*
Instrument Lights - White	313
Landing Gear Position Lights	327-T-1 3/4 Midget Flange Base
Navigation Light, Tail	1683***40-0100-7
Annunciator Light	327-5-1 3/4 Midget Flange Base
Map Light	1495
Compass Light	327-5-1 3/4 Midget Flange Base
Baggage Compartment Light	307
Navigation Light Wing	W1290-287A7512-28
Strobe Light Unit, Wing	A427**7A610
Navigation Light, Tail	A458A**7A508-28
Strobe Flash Unit, Tail	A456**7A508
Navigation Light, Wing	A4174-24** (Whelen)
Instrument Post Lights	327-T-1 3/4 Midget Flange Base
Wing Ice Light	32005A-6-7796 (Grimes)
Fuel Level Indicator	6838
* Clear Lamp with 1813/8-R2 Red Filter	
** A/F 0173 & Up	
*** A/F Prior to 0173	

OK, why the issue with dimming? Well, for this we turn to the internet. Instead of giving you the answer, as an exercise go to any search engine and type in the question "Are LED lights dimmable?" You will come up with a variety of sites that all explain the physics behind LED dimming. In a nutshell, incandescent lights in your Aerostar that can be dimmed using a rheostat (a variable resistor) to reduce the voltage going to the bulb. However, LEDs don't dim that way, they need a way to reduce the current instead. Simple rheostats won't do the job, and current limiting schemes such as pulse width modulation have all kinds of other issues (radio noise, nonlinear dimming ratio, etc etc) so the prospect of an easy and inexpensive retrofit

is rather elusive. + So, let's stick with a few non-dimming bulbs. Here is the diagram of the passenger reading light from the manual. The bulb type is a "1495" from the manual. If you remove the bulb from the socket, the base of the bulb has the letters "CM 1495" inscribed on it. What is that? Well, again, a decent use of the internet should give out lots of answers. I typed "CM 1495 bulb" into Google, and the first site that came up from www.bulbtown.com had all kinds of technical data on this light bulb. There is even a video showing how to identify the type of base this bulb has. The technical data (plural) are important to be able to find a decent replacement in an LED bulb on the first try.



The 1495 bulb is a 28 volt BA9s bulb, 8.4 watts, and 0.3 amps. Incandescent bulbs always used watts as a measure of light output even though that is technically incorrect...watts are a measure of power, or a rate of transfer of energy. The physical term lumen is used to measure the amount of light from a bulb. And LEDs are more efficient, right? So they should make more light for the same amount of electricity, or the same

amount of light for less electricity. Aha! We like that, don't we? There is that intrinsically meritorious bit of engineering that is so appealing...and Aerostar owners are naturally inclined to think this way. OK, so how much light does an 8.4 watt bulb put out? Our 8.4 watt bulb should make about 10-12 lumens per watt, like most small incandescent bulbs. So, we need a bulb that puts out about 90 to 110 lumens or

so. Next, we identify the base of the bulb. It is listed as a "BA9s". What is that? Bulbtown has the answer again, it is a bayonet mount, 9mm in diameter, single contact. So, we have just about everything we need to find a suitable replacement...we need an LED bulb that has a BA9s base, puts out around 100 lumens spherically and runs on 24 volts DC. And, it needs to be the right color temperature. +

What is color temperature? Well, it has to do with the relative yellowness or blueness of a white light. You physics majors are cringing right now, sorry about that, I bet half the readers are only looking at the pictures anyway! What you need to know is that an incandescent bulb has a color temperature of around 2700 degrees Kelvin (degK) and older fluorescents and xenon lights are around 5000-6000 degK. These are

sometimes called warm white and cool white, respectively. The human eye works a lot better with warm white, and psychologically this type of light is more comforting... just what we want our passengers to have. + Now, there are a boatload of BA9s LED light bulbs out there. The internet is full of 'em. But it is really hard to find one with the correct characteristics..... either they don't put out enough light, or they are not 24v, or they are not warm white, or they won't

fit in the space, or they don't put out light in a 360 spherical pattern like the incandescent bulb. I have managed to find one bulb, from eMarine Systems in Ft Lauderdale, Florida. The bulb is called a "15-mini SMD LED BA9s BA9S Mini Tower - Warm White". This bulb uses 15 high capacity surface-mount-device (SMD) LEDs mounted in a tower configuration so you get the desired spherical light output. Here is a picture:



15-mini SMD LED
BA9s Mini Tower
Warm White

The human eye works a lot better with warm white, and psychologically this type of light is more comforting... just what we want our passengers to have.

Let's check the specs from the web site: 10-30VDC, check. 90 lumens, check. Color temp, 3100 degK, check. Current load, 100 milliamps. OK, we like this! It uses one-third of the electricity of the bulb it will replace. I really like that! Cost, around \$15, without shipping, and I need four of them. Hmm. The 1495 incandescent is only around a buck, but they blow out all the time and eat more than they should. Can you justify this economically? It's your choice. However, I really like my avgas turned into thrust and not into waste heat in the cabin. And the aggregate savings on electricity are nearly a full amp. Decision made, point, click, ship.

Here is a picture of the old 1495 bulb in the passenger reading light



Passenger reading light in overhead cabin panel with lens removed, CM1495 incandescent bulb installed.

And here is the old bulb removed, with the new tower bulb next to it.



Passenger reading lights: CM1495 bulb on the left, BA9S Mini-tower LED bulb to the right.

NEXT PAGE

SHINE A LITTLE LIGHT ON ME

**Norm
Howell**

OK this looks really nice. The light is a bit less yellow but comfortable, and the output is virtually identical to the original. In this picture the LED bulb is in the rear fixture, and the incandescent is in the middle seat row fixture. Looks nice! What could go wrong? Well, a few things. When making a change like this you have to provide the same function as the original part without doing any harm. Light bulbs can do harm by putting out heat and overloading circuits. We already determined the electrical load is much less, but what about heat? We can deduce that an LED bulb should be cooler since it uses less electricity than the incandescent, but is that true? It is pretty easy to make a quick check with a readily available non-contact thermometer. I used this device to measure the temperature of the incandescent and LED bulbs in the cabin fixtures.....notice the LED bulb surface is significantly cooler, as shown on the following page.

Looks about the same size, let's put it in. It fits! Now the acid test, light 'er up.



SMD Mini-tower LED bulb installed in passenger reading light fixture.



SMD Mini-tower LED bulb illuminated. It is pretty bright!



Passenger cabin illuminated with incandescent forward, and LED in the back. The light is just as bright and slightly less yellow.

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LED temperature indication under full power, about 125 deg F.



Temperature reading of incandescent bulb at about 160 deg F. - It is quite a bit warmer!

OK, that was fun! Let's do it again, faster. Baggage light, called a "307", here is the drawing: [opposite page]. The bulb says GE307, after a trivial internet search I find it is a 24 volt, .67 amp, BA15s base bulb of about 16 watts power, or 160-180 lumens. Wow, that is pretty bright. I might need a super bright LED, and that's where I found it! On www.superbrightleds.com they have a BA15s bulb with a whopping 45 SMD LEDs, it is their brightest BA15s bulb: Excellent, it has 220 lumens, a 3100 degK color temperature, uses 10-30 VDC and uses about .29

amps. Kind of expensive, though at about \$25, versus \$4 for a 307. Oh, the heck with it, who needs economic logic, anyway? You are an Aerostar owner, that logic ship sailed long ago! Install it and stand back. . Wow, this thing really lights up the baggage compartment! All this is really great, but how do you install these things legally? The Maintenance Manual is quite specific..."The majority of the lamps are 24 volt, aircraft type lamps, and when defective lamps, light assemblies or components are replaced, parts with identical part numbers

should be installed unless substitutes have been authorized" (emphasis added). There are two ways to authorize the substitute... one is through a minor alteration signed off by your AMT on a form 337. The data provided by this article and some internet searching should be enough to do that. The other way is if a Service Letter is issued by Aerostar Aircraft which modifies the Maintenance Manual to authorize the new bulbs...and you could put them in yourself. Jim Christy has indicated that they would be willing to do that, perhaps as a kit


including the 4 passenger bulbs, the baggage bulb and the Service Letter or mod kit. From a business standpoint, they could justify the overhead effort to issue the SL if they also sold the bulbs (which are much cheaper in quantity, but who needs 100 LED baggage compartment bulbs?). I highly doubt an owner-operator could get by less expensively if he tried the "buy-'em-yourself-337" route. Drop an email to AAC if you're interested! I really like these lights, and I hope you have learned something from this article. Happy flying!

Oh, the heck with it, who needs economic logic, anyway? You are an Aerostar owner, that logic ship sailed long ago!



Baggage compartment bulbs, note the 307 is on the left and the 45 SMD BA15S LED bulb is on the right.




45 SMD LED bulb installed in baggage compartment fixture in Aerostar. Fits right in with no problem. 

SHINE
A LITTLE
LIGHT
ON ME

**Norm
Howell**



 LED bulb illumination of baggage compartment on a dark ramp. Plenty of light and coverage for loading and unloading your stuff.

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COEUR D'ALENE, IDAHO 2012

CONVENTION

My first AOA conference was the Coeur d'Alene 2012 event. I believe "EVENT" is the proper word for what I unfolded in Coeur d'Alene Idaho. Upon my arrival at the resort, I was warmly greeted by Ken Bacon, Burdella Bacon and Jimmy Mullen. Having only communicated with Ken, Burdella, and Jimmy on the telephone or by email it was finally a pleasure to meet everyone in person. The resort was an excellent venue, great staff, good food and clean spacious rooms with the most scenic views Idaho has to offer. The event was superbly organized, many thanks to Ken and Burdella and all the volunteers that did everything from driving vans, to assisting with the multitude of

details that turned this into a memorable event. Aerostar Corporation deserves special mention for their extremely generous offer of taking interested parties for rides in the experimental Aerostar jet. Thank you, Steve Speer and Jim Christy for your generosity. I was very impressed with Jim's piloting skill, always talking about what he was doing next, then executing flawlessly. The Aerostar corporation shop floor was immaculate in every respect, which is no easy feat considering that there are several aircraft weekly being opened up, nursed back to health, then flown home by happy Aerostar owners. It was a pleasure meeting and touring the facility with the staff at

Aerostar Corporation whom we may have talked with on the telephone, but never met in person. The conference workshops at the resort were informative and a good way to meet the membership. There were several feisty moments but the police were not required. Thank you Norman Howell for your Vz speed presentation. I tend to believe that most of us are interested in flying as efficiently as possible. Bill Lawson provided us with some interesting facts and comparisons concerning the Engineered Propulsion Systems, EPS Vision 350 flat Vee Diesel engine that may become a viable replacement for our current av-gas engines. The performance and



board. Even though Bob Keeping managed to lighten the mood with some humour, I could not help but feel slightly saddened that the fun was winding down. ★ Fortunately, Forrest Ward let us know that the next annual conference is already in the works for October 2013, in Hampton Virginia. (Hope that I got that right Forrest?) I am All IN. The next day, good-byes were said. New friends and acquaintances slowly headed for home, near and far from Coeur d Alene Idaho.
Frank Lenzi - CFDBN

fuel consumption figures are seductively attractive. ★ The Garmin representative made a presentation, the year 2020 sticks in my mind as well as 1720 working days, ADS-B in, out, the frequency 1090 and 978 and FREE WEATHER. I am of the opinion that there will be other players offering solutions to the ADS-B out problem very soon, and I intend to wait to hear from them before I change anything. The trip to Felt's field proved that historic aviation is alive and well in Idaho. Addison Pemberton provided a colourful tour of his restoration facility. Four lucky people got to fly in the Boeing 40 piloted by Addison whom I believe had to deliver mail to some of the local residents. ★ The silent auction and wind down dinner was a nice way to close the event. The closing speeches by our board president Jim Hudgin, and board member Bob Keeping informed us of the changes to the





Hello Ken, Burd and Fellow Members, Thank you for making us feel so welcome at our first Aerostar meeting. Everything was well organized and enjoyable! We did purchase 128MB on Monday, a 602P Superstar II. She is in the shop for some avionics upgrades and we hope to start flying her before the end of the year.

NWarm Regards,
Lori and Rodger Parker



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I had long been desirous of attending a convention but was unable due to business conflicts. I decided to prioritize this one and am so glad I did. The huge takeaway is not all of the wonderful experiences (including the jet ride) but what other people have told me about ACC.

We all know how tough it is to justify what and why we love and do what we do, but it seems that Jim Chrisy is the personification of that sentiment. To have a performing example of Ted Smith's dream is something special and rare. As an organization, we owe an immense debt of gratitude to those "who believe".

It is in all of our best interests to support in any way the significance of what the jet means (and proves). Whatever we can do or promote as an organization is paramount to the survival of what we love.....it's called an Aerostar.

Rick Brighton - N90339





that is sorted out. It was remarkable to see the extensive stock of spare parts, the facilities to manufacture, store and supply those components that we all need to keep these aircraft flying. The tour was great, and it was moving to see the all those original drawings, just down the hall from the sophisticated CAD systems used to do the engineering tasks now. I'll always remember holding the data plate from Aerostar Serial number One, a testament to the history

The Coeur d'Alene conference was amazing, and it's going to be hard to top. I'd like to say that Aerostar Corporation was the absolute consummate host, but of course it was not a corporation at all that made us feel welcome. It was the people behind the corporation that worked long and hard to create this very personal experience. Jim and Steve were so generous with their time, resources – and of course their willingness to share that extremely significant development – the Aero-star Jet. It was also a pleasure to be introduced to some of the other people we speak to on the phone, (especially Al) and witness firsthand the breadth of their commitment to supporting our aircraft. The innovations continue, and I'd like to be one of the first to order that alternate heat modification. I'm also looking forward to finding out more about installing the Winglets in CT once





to make a commitment to keep this organization alive and financially healthy. The rest will take care of itself given the commitment and foresight of its leaders. What a time! Maybe it's irrational, but we do love our Aerostars, and this conference felt just like "coming home". It was ironic but appropriate that it happened on (Canadian) Thanksgiving weekend. It was an enjoyable and moving experience... time spent with people who share so much. Jack Brush said it at Traverse City... we share more in common with each other than we do with our relatives. For better or for worse, we are truly a family. P.S. Now we all understand what happens when we put CANADIAN engines on an Aero-star. Wow.

Bob Keeping
905 821-1906



and the struggles. I'm not usually so introspective, but I can imagine Ted Smith's view of this conference, and how proud he would be of how far the Aerostar has come. He has been described as a genius, but this conference allows you to see that genius is not nearly enough. It takes perseverance, dedication and sacrifice to make this happen, and keep it happening. I knew something of all this, but I have an even stronger appreciation now. I have also reached the understanding that we all need





Ken and Burd, It was the BEST convention I have attended! That includes the one I met Jack at... although I was not exactly a participant... Keep up the GREAT WORK!

Elaine Brush.

COEUR D'ALENE, IDAHO 2012

CONVENTION

What a great idea to have the trivia game. Not only did it encourage conversation with new people but it also gave us a chance to discover things about the people we already knew. A lot of people really enjoyed it - thanks Burd.

Monika Ditmars

By the way, Pam and I had a fabulous time at the convention. So much so, that Pam did not really want to leave.

Thanks,

Fred J Eisert - LTC, US Army Retired



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RIGHT SEAT RITE OF PASSAGE

my experience with the companion flyer course

karen bienz

At this year's AOA conference in beautiful Coeur D'Alene Idaho, Instructor Ron Cox offered a companion course to seven "right seaters". It began with 3 hours of ground school hosted at Aerostar Aircraft facility and continued with a two hour flying lesson the following day for a few lucky participants. ▶ I wondered how many of the other six ladies that were seated next to me were present due to factors of fear or duress. Surely if they thought it would be fun, they would have tried flying lessons and have become a pilot in their own right. For us professional right seaters, flying is a different experience. I have sat right seat since we purchased a Cessna 210 in 2004. My husband has been encouraging me to take flying lessons since he got his pilot's license in 2001. At that point, I told him there was no way I could take flying lessons while nursing twins. Though that excuse only lasted a year, there were many other projects I was able to use as justification for delaying the inevitable. This year however, I could not come up with any reasons not to try the companion course at the AOA conference. ▶ I have a guess as to what makes us right seaters so apprehensive about learning to fly. Certainly there is no comparison to driving, a skill learned when we were teenagers, and honed over many years. In the car, I can concern myself with the speedometer and trust that if anything else needs attention a warning light will tell me and I can limp to a gas station, or safely to the shoulder of the road. Obviously, a mechanical problem in flight would be much more difficult to deal with. My husband has occasionally

tried to teach me his 100 precise steps to landing his plane. I would usually glaze over after step 43, mumble something about it being too turbulent, and that would be the end of it. ▶ Perhaps luck has kept me safe so far, because in all our travels, near and far, including our adventure with Let's Fly Alaska in June 2011, my pilot was always healthy enough to get us down safely. Then last spring, I heard the news about Helen Collins, the 80 year-old woman who landed a plane after her piloting husband had a medical emergency. That story made me cry, mostly from fear. Could I do that? I would have to, right? Think of the unsuspecting folks on the ground that would be endangered. My understanding is that this woman did have some training some 30 years before and it was obviously enough that she could recall what to do to get help and land the plane at an airport without injury to others. ▶ Ron Cox began our ground school session in a light-hearted fashion, with a discussion on the topic of "DUCT TAPE". "Perhaps a little in your seatback pocket will come in handy to 'secure the ailing pilot' to the back of the chair. You could also use the long straps of a purse." We laughed, but understood the idea that the pilot can not be slumped over and weighing on the yoke, or impeding access to the controls. For, in all likelihood, the couple of things you will need access to, are located on the panel directly in front of the pilot.

We next worked our way through each of the points on the ten item checklist...

► **1. Remain Calm**

This is the first item on the emergency situation checklist: Remain Calm. I anticipate this being a state I can obtain after I curse and beat on the pilot in a vain attempt to have him “snap out of it”. After that, however, I pledge to become calm.

► **2. Secure the Cockpit**

This is where to use that duct tape, purse straps, a belt, or what ever you can find to keep the pilot off the controls. I will add to my list at this point to make certain the seat is close enough for my feet to reach the pedals (toes will need to push forward on the top portion of the pedal to apply the brakes) to be ready for the final landing stage.

► **3. Ensure the Auto-Pilot (AP) is engaged**

I have previously indicated a reserved suspicion about the reliability of an Auto-Pilot, insisting on one occasion to my husband, that since I was not intimate with the AP, I much preferred his reactions and responses to ensure my safety. However, after my lesson in the air, I will rescind and tell you that the AP could quickly become my new best friend. It keeps the exact safe angle it needs in a turn, and can keep a steady descent rate even in turbulence. I would suggest learning the basics of how to operate the AP on your next flight. Learn how to engage it (turn it on), and be certain that it will respond to a change of the compass heading (in heading mode). Also find out how to set attitude (ATT) to descend or ascend, and set to maintain an altitude (ALT).



checklist continued...

▶ **4. Confirm Heading and Altitude**

These two pieces of information will be important. They are usually present on more than one gauge. Heading refers to a compass degree, not your planned destination.

▶ **5. Communicate with Air Traffic Control (ATC)**

There is a push to talk button on the right yoke in our plane. If there is not one on the right yoke, find out exactly where it is located on the left yoke or you may have a hand held microphone. Also, if you were able to hear your pilot and ATC talking you should be able to talk to ATC. If you do not hear these communications during the flight, an adjustment may be needed on the radio system to change from "isolate or pilot" to "crew or all". The ATC will respond to a call for "help" or "may-day". Knowing your tail number will also be helpful but don't worry about lingo. The ATC will want to know your heading and altitude and type of aircraft so they can then assist with guiding you to an airport.

▶ **6. Change Altitudes no more than 500 FPM**

▶ **7. Maintain airspeed of 120 or better**

Don't worry, there are just a few more gauges to consider and a couple of levers all which should be marked with name plates! The manifold pressure and airspeed indicator are gauges and the throttle levers should be on the left of the sets of levers in between you and the pilot. When the ATC tells you descend you will begin to use the autopilot. Before descending, look at the manifold pressure gauge. If you had been in cruise mode, your manifold pressure would have been approximately 30 inches. So, with VERY SLOW, SMOOTH, SMALL MOVEMENTS, bring your throttle levers (1 for a single engine, 2 for a twin) back so that the manifold pressure drops to about 25 inches. This will slow the engine so that you do not pick up too much speed as you descend. Your airspeed should remain about 140 and not below 120 during your descent.

▶ *The airport you are directed to may require a change in direction. You will make these heading changes with the compass dial. The ATC will give you compass directions based on 360 degrees for directions of N-S-E-W. When you move the compass dial, the AP will ensure that the plane turns at a steady pitch not to exceed 10 degrees.*

The AP is set on heading, (HDG) and to maintain an Altitude (ALT). To descend, push the ATT (Attitude) and then toggle the down button a few times trying to keep a rate of descent of approximately 500 feet per minute. The AP may not maintain -5 so keep attending to the toggle down/up button. Do this just a couple of clicks at a time, allowing it time to respond. Push the ALT button to lock onto an assigned altitude. Your attitude (pitch) indicator should see no more than a 5 degree pitch down as you descend.

▶ **8. Drop Flaps and Landing Gear**

At approximately 15 miles from the airport, ATC will instruct you to lower flaps (10% then 20%) to further slow the plane, and then to put out landing gear (when your indicated airspeed is at 150 or less). The lever for Flaps needs to be pushed down and held for 3 seconds for every 10 degrees that is added. To go to 20 degrees flaps initially, hold and count 6 seconds then bring the lever back up to stop the mechanism from continuing. Likewise the Landing Gear must be pushed ALL THE WAY to the bottom position. Green lights (3 preferably) will indicate that the wheels have come out.

▶ **9. Disengage Auto Pilot at the 5 mile final.**

Grasp the yoke firmly, and turn off the A.P. You can use the trim lever to make it easier to hold the yoke if you are pulling hard on the yoke. You must maintain an airspeed of 120 until touchdown on landing. DO NOT GET SLOWER THAN 120, (you can increase manifold pressure with the throttle if need be.) At a 2 mile final, add more flaps to 30 degrees. As the numbers on the runway rush up to the aircraft bring throttle levers all the way back to shut off and then bring yoke back to you just a little so



Two of the many readouts that a right-seater should familiarize themselves with.

that the back wheels touch first then let yoke release toward nose of plane to settle the nose wheel.

▶ **10. Apply brakes / shutoff red mixture knobs.**

Finally, bring red mixture controls back to shut off fuel to engines and use your feet (toes) to push down evenly on the top of the brake pedals to stop the aircraft. Leave the aircraft via your door, emergency exit, or if you can get past the pilot, out his door.

I left from ground school with my head full of new information and a slight feeling of angst about my flying lesson the next day. I happened to have a perfect weather day; skies clear, no wind. Once airborne we climbed to an altitude of 6500 and headed away from Coeur D'Alene to practice altitude and heading changes. Once I became more comfortable with this, we returned to the airport for three landings. The first landing I had my hands on the yoke and throttle levers on top of Ron's, while he talked about what he was doing. For the second landing we switched positions so his hand was over mine, and he instructed me on what to be doing. For the third landing he guided me, taking over after touchdown to administer final braking and safely depart

the runway. Braking was the most challenging part of the landing, as I found it difficult to keep the plane straight on the runway! ▶ When asked how it went, I felt pleased to say that it was a "pretty" landing, as the plane still had it's gear and intact propellers. Of course, the finesse of a landing in an emergency situation need only accomplish safety, and as my husband says, the insurance company can own the plane!

Having an instructor (not my husband) was very helpful particularly for the flying lesson. An instructor is accustomed to instructing using clear communications without any preconceived notions about how a student may learn or what their reactions might be. Patience, politeness and respect can be much more easily maintained than perhaps with one's spouse! ▶ Taking the companion course gave a tremendous boost to my confidence. Now I believe that, yes, I could land the plane if an emergency necessitated me to do so. Ground school was very clear and concise removing the mystery of all those gauges, and honing the information into something manageable. I highly recommend having a flight instructor to take you through the maneuvers and landing sequence in the plane. I plan to participate a little more when we fly, just to maintain my relationship with the AP (don't be jealous,

dear) and to have my hands on the yoke to feel what it should be like upon landing. I'm just not certain how well received my potential input based on my newly gained knowledge will be. I wonder how many of those 100 steps my husband will try to encourage me to add to my ten item checklist!

Karen R. Bienz > Right Seat > N767TB

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AND UNDERSTAND:**

- Manifold Pressure
- Altitude Indicator
- Pitch Indicator
- Compass Heading
(will interface with AP)

**LEVERS TO LOCATE
AND UNDERSTAND:**

- Throttle
- Flaps
- Landing Gear
- Mixture

**SYSTEMS TO LOCATE
AND UNDERSTAND:**

- Microphone/Radio
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RIGHT SEAT RITUAL

Companion Flying Course at the 2012 AOA Convention

The seven ladies that participated in the ground portion of the companion orientation course and the three who went on to fly in their respective aircraft were a lively and enthusiastic group. Though anxiety ran high in the group, all participants were attentive in the ground school to the "Ten Principles" of flying and safely landing the Aerostar under the most adverse and stressful conditions one could imagine in flight. There was no lack of discussion as to what instrument was required to be monitored or what autopilot button needed to be pushed to successfully land the Aerostar.

For the three who actually went out and flew their aircraft and controlled it in a variety of flight conditions, the joy of accomplishment was registered with wide smiles and an all-around feeling of a good job performed. All left the flight line feeling more confident in themselves if the situation ever arose they would be up to the task of getting themselves and the aircraft safely back to terra firma. Of course the by-product of this exercise, put their spouses and primary pilots on alert to any excursion to altitude, heading, and airspeed was going to be registered with a slight nod and suggestion to return to the appropriate course and flight conditions.

I wish all safe flying, blue skies, fair winds, and great destinations.

- Ron Cox

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AEROSTAR FEVER

KARL HUTTER

con·ta·gious *adjective* \-jēs\

1: communicable by contact : catching

2: exciting similar emotions or conduct in others

As anyone who has spent time around our favorite aircraft can vouch, contagion is an apt term to describe the ease with which those touched by the Aerostar experience are pulled into its grasp; it has the power to change one irreversibly. The mere sight of its lines, sturdy and fast on the ramp, has the power to mesmerize; the swoon from even this distant encounter alone can be dangerous if unchecked. If, perchance, the hapless pilot should encounter the Aerostar at closer range with its human host present (or is it the human with its Aerostar host?), the risk of infection with what can best be described as “Aerostar fever” increases manifestly as intriguing tales

of speed, performance, and adventure serve as further vectors of transmission. To take to the air in one, to feel its power and thrum and to meld hands with yokes with wings is to fill the lungs and blood with this heady brew of capability and there is no going back. Following this intensity of exposure, there is little to do but to succumb, to dedicate oneself to his work so as to be able to procure sufficient quantities of the 100-octane balm required to sooth the itch for speed that is such a persistent symptom of this magnificent malady. And, even then, only the company of those who really know, those who are so similarly afflicted, can truly quiet this beast of a bug.



GOOD WORD HAS IT that gatherings of such individuals come together periodically in various locations. At these traveling circuses cum sanatoriums, it is said that the afflicted can be heard to babble, trancelike, throughout the day and well into their evening libations about arcane topics. Generally technical and always esoteric, these discussions ebb and flow, periodically crescendoing into polarized, wild-eyed debates, the participants reaching a religious fervor for their varied positions. And then, with a quip – usually delivered by one Jack or another – the tension is broken and the group collapses back to Earth and the warm embrace of shared laughter. Indeed, dear reader, Aerostar fever is real, it is tenacious, and it is exceptionally contagious. But you know that already. This is the story of my family's experience with the fever and how we have become, with the help of so many fellow victims, one of its key case studies.

IT ALL BEGAN with David Langworthy, my grandfather on my mother's side. Living in Philadelphia, his metal products manufacturing company headquartered in nearby Camden, New Jersey, David became interested in aviation as a means of furthering his business reach. Also a lover of adventure activities such as sailing and diving in the Bahamas and Mexico, flying was a natural fit. After earning his wings in the typical single engine trainer types, he would come to make a critical acquaintance. It is well known that Aerostar fever did not come from the wild, but was rather a manmade creation, a product of the mind and manufacture of Ted Smith and his Aerostar



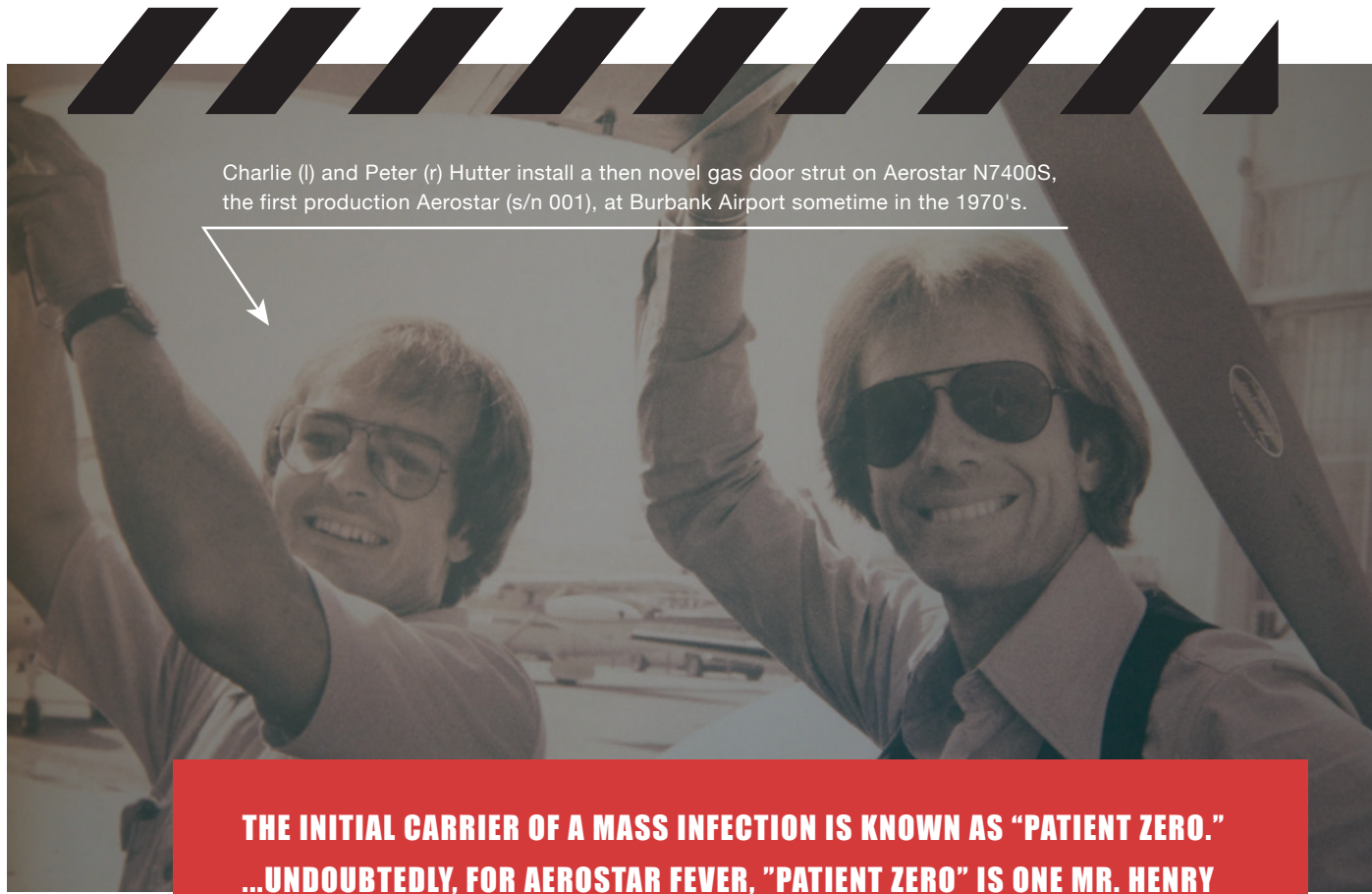
ABOVE: From the July 1972 Aerostar Log. At top, a photo of Ted Smith addressing the members of the AOA, including my grandfather, David Langworthy, at the 1972 Atlantic City convention.

AEROSTAR FEVER

KARL HUTTER

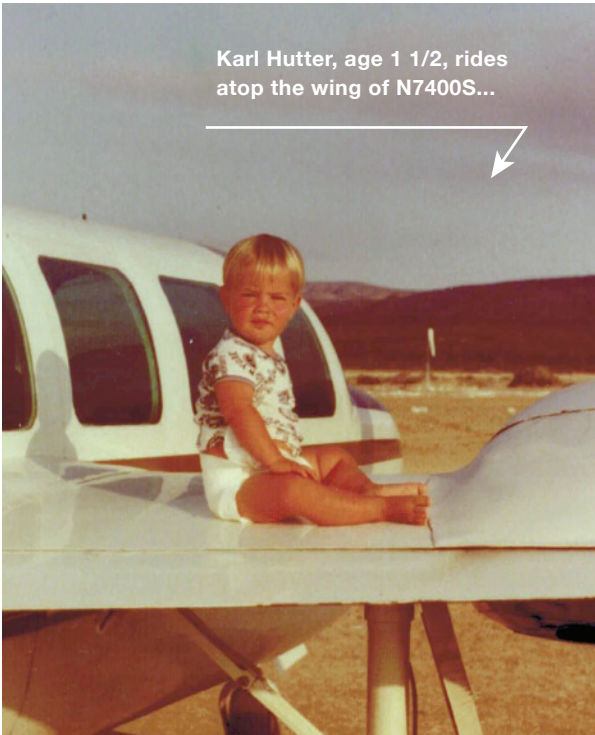
Aircraft Company. However, even a concept of such potency requires a capable vector of transmission. In the world of epidemiology, the initial carrier of a mass infection is known as “Patient Zero.” When this carrier is a well-connected, well-met sort, he can be responsible for its spread to a vast population. Undoubtedly, for Aerostar fever, “Patient Zero” is one Mr. Henry Weber, the genial and charismatic aircraft dealer of Lititz, Pennsylvania who would become known as the most capable and accomplished distributor of Aerostars in the world. It is unclear exactly how many new Aerostar placements Henry made, but they must number at least one hundred, with the number of trades of used aircraft greater still.

IT WAS MR. WEBER, then a prolific peddler of Mooneys in the mid-Atlantic, who my grandfather encountered when his needs put him in the market for a high-performance aircraft, one with the performance befitting an adventuresome executive of the day. While, indeed, Henry placed David in a Mooney, this coupling was to be short lived. Henry had recently met Ted Smith at the Reading Airshow, where the Aerostar was making its marketing debut, and was so impressed that he signed up for a dealership, ordering 25 aircraft on the spot. So touched with Aerostar fever, Henry wasted no time in spreading it far and wide. Even as David flew his first hours in the fast little Mooney, he was merely awaiting delivery from Weber Aircraft of one of the first the Aerostar 600’s – it would be his first of two. →



Charlie (l) and Peter (r) Hutter install a then novel gas door strut on Aerostar N7400S, the first production Aerostar (s/n 001), at Burbank Airport sometime in the 1970's.

**THE INITIAL CARRIER OF A MASS INFECTION IS KNOWN AS “PATIENT ZERO.”
...UNDOUBTEDLY, FOR AEROSTAR FEVER, “PATIENT ZERO” IS ONE MR. HENRY
WEBER, THE GENIAL AND CHARISMATIC AIRCRAFT DEALER...**



Karl Hutter, age 1 1/2, rides atop the wing of N7400S...



Karl and Charlie Hutter with their 601P, N611HM, at the 2001 AOA Convention in Tulsa. Check out the price of 100LL - \$2.09 a gallon!

The fever was spreading and, little did he know it, but my grandfather was an early carrier! David would become a founding father of the Aerostar Owners Association, committed with other early owners to saving their beloved Aerostar from extinction at the hands of then-owner Butler Aviation, who attempted to squish the aircraft for its own strategic financial reasons. While the power of the Aerostar to compel was then as strong as it is now, the numbers were still small, and the eradication of Aerostar fever could sadly have come as quickly as it had emerged. ☠ David Langworthy and his vivacious wife Norma had four children. The oldest, their daughter Collie, became interested in flying as well and became a private pilot. Eventually, while on a ski trip to Colorado, Collie made the acquaintance of an Air Force officer named Charles Hutter. The brother of her college classmate Peter Hutter, who was hosting the vacation, Charlie flew airplanes as well. As often happens when pilots come together, Charlie and Collie got along famously, well enough that to lead to a meeting of her parents, David and Norma Langworthy, in Philadelphia. It didn't take long for Charlie and David to start talking flying, which naturally meant an introduction to the Aerostar. This, in rapid fashion, led to an introduction to Henry Weber. And you can guess what happened next... Actually, this is jumping ahead, because my parents first had to get married and several other events certainly ensued, but this is an airplane story!

Since their marriage, my parents have owned and flown two 600s, one of them N7400S -- the first serial production Aerostar -- and later David's second example -- N2PB -- purchased when he stopped flying. This was followed by a 601P, initially leased from owner and AOA member Bob Leisy. At one point, prior to the sale of both 600s, there were three Aerostars on the Hutter ramp! Currently, the 601P is operated by our family business and, after a long detour of ownership and partial restoration, the original S/N 001 Aerostar is back in Hutter hands, undergoing full restoration to flying condition at The Flight Shop in Utah. David's second 600 still plies the skies of Southern California in the hands of Mr. Jon Roth. Both of my parents have been AOA Presidents and Board members, hosted conventions in South Lake Tahoe and Las Vegas, and continue to live happily -- and otherwise healthily -- in the midst of Aerostars.

THE CONTAGIOUS NATURE of Aerostar fever is well known, and the story thus far confirms this. Lesser understood, however, is the hereditary aspect of this bug -- its ability to pass from parent to unwitting child. This researcher, representing the third generation of Aerostar enthusiast to be so delightfully infected, perhaps from birth, sits in plum position to comment on the potential for inheritance of the fever from Aerostar parents. This is not a scientific paper or a controlled experiment, and infection by contact may have been unavoidable, growing up in and around airplanes, the aerospace industry, and in particularly Aerostars. But, from as far back as I can remember, the Aerostar truly felt to be in my blood. Time and again, we launched on missions, little Karl in the co-pilot's seat, solidly gripping the milky white yoke, focus locked on the artificial horizon, altimeter, and HSI, deter-




Adventurous Aerostars on the "ramp" at Hotel Serenidad, Mulege, Mexico, while their minders busy themselves at the bar, circa 2004.






Peter Hutter with his Aerostar 600, N5678, at the 2005 AOA midyear in Key West.



-mined to hold the proscribed course and altitude that would carry us to our destination, at that time often from our home base in Carson City, Nevada, to Burbank, California, home to my dad's parents and many of our business customers. Dad would cajole me to be "heads up" and to "look out the window," while I hunted back and forth, up and down, bound and determined to keep the needles from moving but always damned to overcorrection by the Aerostar's deliciously closely coupled precision pushtube controls. Perched on a stack of Jepp books to give me a prayer of a view, craning to peer over the glareshield, early on VFR flight was an effort in vain – I was on instruments; I had no choice! Many unlogged Aerostar hours filled my youth, travelling with my family, and there was never a question in my mind that I too would one day become an Aerostar driver.  Perhaps surprisingly, then, I did not claim my Private ticket at the earliest possible opportunity of my 16th birthday. Oddly, this may have been the fault of having been "born Aerostar." The capabilities of the 172s and 182s that are the standard and

appropriate steeds of flight instruction seemed tepid in comparison to the Aerostar. But become a pilot I did, at 19, and enjoyed tremendous adventure in a 182 throughout college, including my first Baja, Mexico experiences, led by my dad who filled the flights with dirt strip knowledge the nights with tales of his same travels by 185 in the 1970s. But, after gaining an instrument rating and finishing school, it was finally time. Lester Kyle formalized my Aerostar education, topping off my skills and prepping me for the multi engine checkride. Then, on a hot morning in Boulder City, Nevada, I took my multi-engine checkride -- in our 601P, N611HM. There was no turning back.  Every cowboy needs a horse and while at the AOA convention in Tulsa in 2001, I finally met Henry Weber. Uncannily, my mother had warned me that, should Henry be there and should I meet him, to be careful not to shake his hand – unless I was ready to buy an Aerostar – because I would inevitably end up in one. Perhaps she knew, knew that Henry's legendary handshake would deliver an insurmountable dose of the fever, one that would complete my full infection.

AEROSTAR FEVER KARL HUTTER

Sure enough, during a break in maintenance and safety sessions, a piece of paper dropped onto the table before me. I looked up to find its source and saw Henry walking away. As the break was ending, there was no time to inquire further, but the paper appeared to be a copy of an original invoice from Ted Smith Aerostar, describing the transaction of a white, red, and gold Aerostar 600 to Weber Aircraft. At the next break, I would come to learn that this 1976 model 600 was in a hangar in Delaware, with only 235 hours total time. Would I be interested in this airplane, Henry asked. Would I ever! But, at what price? He pointed to the invoice, showing his 1975 cost from Ted Smith -- \$125,000. I shook the hand. 1300 flight hours and countless adventures later, N90500 is actively exercised, lovingly cared for, and the 2012 AOA Queen of the Fleet. I too have served as AOA President, hosted the 2006 Reno convention, and continue to participate on the Board

You might think that my uncle, Peter Hutter, whom we met earlier, managed to escape the vortex of the Aerostar. Not so. He too became a pilot and, while it took some time for the Aerostar bug to emerge into full-blown fever, in 2005 Peter purchased a 600 model -- N5678 -- which now lives in the mountains of Colorado, capably executing family missions between Aspen and the Gulf coast of Florida and supporting his engineering business. From where did Peter, and his pilot son JP as well, catch the bug? Obviously, exposure to the cluster of cases in Carson City couldn't have hurt, but the Aerostar purchase was suspiciously timed, coming not long after Peter and JP's attendance at an AOA midyear in Key West

**Karl Hutter and Henry Weber
at the delivery of Karl's "almost
new" (only 235 hours TT)
Aerostar 600, N90500, in 2001
at Donegal Springs, Pennsylvania**



Now, another Hutter generation is born; Hannah came into the world nearly a year ago, and enthusiastically took her first Aerostar ride – between Carson City and Burbank, no less – within her first three months. The offspring of two Aerostar pilots (her mommy, Jen, will soon start working on her multi-engine rating), could Hannah possibly avoid the fever, even if she wanted to? I suggest not. Before her first birthday, she has already attended her first AOA convention, in Coeur d’Alene, and while she has not yet met Henry Weber, she has made the acquaintance of two similarly infectious personalities – Steve Speer and Jim Christy. What more, they exposed her to what is undoubtedly the most powerful strain of Aerostar fever ever imagined... the Aerostar Jet! Hannah was wild about her ride, clapping excitedly and peering about as the Idaho countryside dropped away

precipitously at 5,000 feet per minute. While she might not have known the source of this odd sensation, Hannah’s proud parents were sure they could watch the heritage of this wild new Aerostar swirl together with the inherited Aerostar genetics coursing through her blood, inspiring a whole new breed of Aerostar fanatic. Could we have caught the first glimpse of a future President – a future Aerostar JET Owners Association President? Only time will tell. Can we be confident that with an enthusiastic, “infectious” group of owners like AOA, supported by Aerostar Aircraft and those who diligently maintain this incredible machine, boosted by glimpses of new, exotic strains of performance, the warm rush of Aerostar fever will live on long into the future, touching many, many more lives? I am certain, and I am thankful.



Below: David, after he stopped flying, with our family. In the photo is (l to r) Bernice Hutter (mother of Charlie Hutter), Norma and David Langworthy, their Daughter Collie Langworthy Hutter, and family friend Betty Dugan.



WRIGHT BROTHERS' MASTER PILOT



59

Fall / Winter

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

The Wright Brothers
"Master Pilot" Award
presented to
Earl C. Whitaker
*in appreciation for your dedicated
service, technical expertise, professionalism,
and many outstanding contributions that
further the cause of aviation safety.*
John M. Allen
Executive Director
October 2012

In Honor of Earl Whitaker

*Help us to Celebrate our Community's
own!*

You are cordially invited to attend the celebration
of Earl's induction into the
FAA's 'Hall of Fame'
as he is awarded

The Wright Brothers
"Master Pilot" Award

DATE: Sunday October, 28th 2012
TIME: 2:00PM
PLACE: The Copeland Senior Center

Your presence is your present!

Long time AOA Member Earl Whitaker was presented The Wright Brothers "Master Pilot" Award at a celebration in Copeland, KS. To receive this Award a pilot must have flown for over fifty years without an incident; quite an accomplishment considering in addition to flying his Aerostar, Earl was a "crop duster." Earl and his beloved Aerostar N555BW were the cover story in the 2010 Spring Issue of the AOA Log. Ken Bacon, AOA Executive Director was a speaker at Earl's Award Ceremony.

After the award Ceremony, AOA members Jr. and Teresa Regier (the new owners of Earl's Aerostar N555BW) and Ken and Burdella Bacon with N35LL treated Earl to a little Aerostar Air Show at the Sublette, KS airport.



LOG INSIDER

fred eisert

1 I live in:

Yellow Springs, OH. A small village outside Dayton, Ohio

2 My Aerostar is a :

1977, 601P/680

3 I've been flying for :

33 years, 3000 hrs

4 I've been flying an Aerostar for:

3 years, 220 hrs

5 I use it for business / pleasure?

I mostly use the plane for pleasure with a few business trips thrown in. At the time I was shopping for the plane I was traveling a great deal for work. So go figure, I take delivery of the plane in September; used it for two trips to Phoenix for work, then in November I was reassigned to be the test director for our research facility which

5 ...CONTINUED

basically meant very little travel for work. Probably a good thing, as I lose money on every business trip! The times I have used the Aerostar for work trips it has been really fantastic. Even on long trips out west we have managed to beat the airlines. And certainly returning home is a lot better especially if you don't need to wait for the airline schedule.

The first summer after I purchased the Aerostar we took it up to Yellowknife, Canada for a Comanche fly in then to Alaska for a vacation. Five Comanche's were delayed by days due to weather. The first day we had a little social mixer. During the conversation they knew I was from Dayton and asked when we had departed. I looked at my watch, about 0800. Their response was what day as they assumed it was day before. Nope, 0800 this morning!. It was fun to watch them doing the mental math as how I could have flown that far in one day! Finally I had to fess up that I did not arrive in my Comanche.

6 Most of my trips consist of me and:

Normally it is myself and one passenger. The most I have traveled with is three passengers. Dave Duntz another member who lives nearby had his configured with the middle seats removed and that is what I have done. The airplane is quite spacious that way. My passengers all love it and often compare it to first class seating, which it really is.

7 My scariest experience in an aerostar was :

Well, maybe I have been lucky as I have never been scared in the Aerostar.

8 The best flying lesson I have learned was:

Not to be complacent. One of my former instrument students came to me for an IPC. One of the maneuvers I put him through was to recover from an unusual attitude. I had flown with him quite a few hours, and dozens of unusual attitude recoveries. He is an above average pilot. So I was relaxed and put the plane in an unusual attitude, during his recovery he pointed the nose towards

8 ...CONTINUED

the ground with full throttle while the airspeed was rapidly approaching redline. He froze and would not pull back on either the throttle or the yoke. I had to physically grab the throttle and remove his hand. By the time I recovered the aircraft we were in excess of redline airspeed and only 1000 ft agl. A little to close for comfort.

9 What I learned about flying (the hard way):

Do not mess with the weather, especially weather with convective activity. Back in the early 1980s we were flying from Connecticut to Wright-Patterson AFB in a Piper Warrior. Somewhere over Pennsylvania we ran into some significant convective activity, bouncing the little Warrior around more than it should have been. At one point ATC was quite concerned that we had deviated from our assigned altitude of 8000 ft and were

CONTINUED NEXT PAGE >

9 ...CONTINUED

up over 9000 ft and still climbing. ATC had a Navajo at 10000 ft, as I explained the best I could that we had the engine at idle keeping the airspeed below VA. My guess was the Navajo was probably in the same updraft, but he was the least of my concerns. That updraft pushed us to 11000 ft then came a downdraft. Even with full power and Vy airspeed it was still sending us down. Convinced me not to mess with bad weather.

10 Ever had an engine out in the Aerostar? What happened?

Two partial engine failures. Last time was with business colleagues, both former Air Force pilots which probably contributed to them remaining calm. We had departed Springfield, OH (SGH) and had climbed to 10Kft and were about 50 nm away when the left motor began to shudder, the JPI indicated a couple of dead cylinders (ends up they had stuck valves). Basically a non-event, told ATC that I needed to return to home base due to an engine problem. Thought about feathering the bad engine, but decided to let it keep running as long as it was making some power. With hindsight, I should have probably declared an emergency to insure priority handling.

11 My most memorable flight (not place) was? Why?

Well, the trip to Yellowknife, then Alaska, Colorado and home was awesome. It was awesome to fly over the St Elias mountain range in Alaska and to look at all that rugged terrain. We did have one evening flight returning from Nashville where I noticed a small flash of light out of the corner of my eye. My passenger also saw it. Next thing we see a small glow from the windshield and next thing you know the windshield is putting on a fireworks show. A case of St. Elmo's fire, my father always spoke about seeing that when he flew but that was my first encounter. My passenger was a little nervous when I brought my hand towards the windscreen which significantly altered the distribution of the electrical discharge. She was convinced I would be electrocuted. That said, most of my flights have been pretty memorable. Even the ones not in the Aerostar.

12 The next upgrade, instrumentation, or mod I get will be :

Tough call, most likely an Aspen for the panel. After that an auxiliary fuel tank. I have been spoiled to be flying airplanes which have 8-10 hours of endurance. Otherwise, my airplane has most everything I desire.

13 I attend AOA conventions because :

Unfortunately I have only attended the one in Colorado Springs due to schedule constraints, less than a month after I took delivery of my Aerostar. The convention was great. Lots of good people there. I enjoyed listening to the maintenance issues and operational limitations/techniques. That was especially useful for a new owner like myself. And of course it was great to have a lineup of Aerostars to look at on the ramp.

14 When I'm not flying my Aerostar, my other interests include:

Sailing, Snow Skiing, Biking, Travel, Photography, Cooking...oh and working on my plane.



are you an INSIDER?

If you've spent more than a few hours in the left seat of an Aerostar, we want to hear all about it!

Log into the member forum to get a copy of this survey. When done, email it to Burdella Bacon at aoa2007@cox.net



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AT YOUR SERVICE

We are here to listen and to provide value to our AOA members. My personal goal is to save you, at a minimum the annual membership fee by helping you in all aspects of your Aerostar experience. Contact me, Ken Bacon, directly for your Aerostar needs:

- [Locating Parts](#)
- [Aviation Insurance](#)
- [Finding Aerostar Trainers](#)
- [Discounts On Parts](#)
- [Maintenance Assistance](#)
- [Buying / Selling An Aerostar](#)

If you need help with the AOA Web Site or you have Membership questions, please contact Burdella in the AOA office.

CONTACT INFO

Executive Director	Ken Bacon
Aerostar Owners Association	2608 West Kenosha, #704 Broken Arrow, OK 74012
Office Phone/Fax	(918) 258-2346
Hotline	Ken Bacon (918)625-3161
AOA website address	www.aerostar-owners.com
Ken Bacon email	kenbaconjr@cox.net

EVENT CALENDAR



APR 11-14

AOA Spring Meeting

Naples, FL



OCT 16-20

Annual AOA
Convention

Hampton, VA

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Please call for cover rates / requirements. Contact the executive directors office at: 918-258-2346, info@aerostar-owners.com

Disclaimer

It is the policy of the Aerostar Owners Association that all Help Line suggestions be consistent with applicable FAA approved procedures, the FAA approved POH, Service Bulletins and Airworthiness Directives. Answers to technical questions are the best information available based on indications presented by the members asking the questions. Actual inspection of the airplane or system in question may change an initial telephone or email suggestion. Aircraft owners, pilots and readers are advised to physically present airplanes and indications to a qualified mechanic before choosing a course of action.

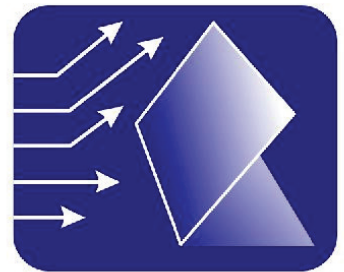
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