



TWIN & TURBINE[®]

FOR THE PILOTS OF OWNER-FLOWN, CABIN-CLASS AIRCRAFT

MAY 2017 \$3.95 US

VOLUME 21 NUMBER 5

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Legacy vs. Late Model

Flying For a Cause: Part 2

Dutch Treat: Flying to "Deadliest Catch" Port
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Flying For a Cause

Part 2: The “How” of Charitable Flying

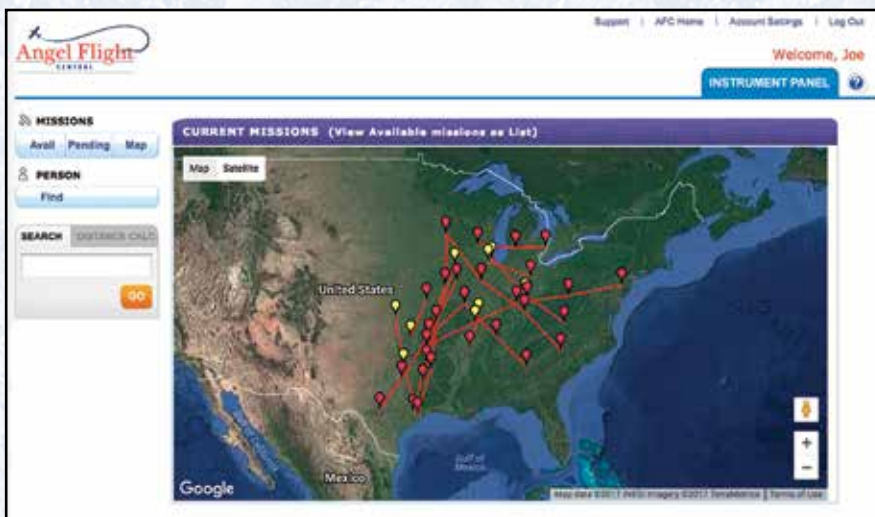
by Joe Ratterman

Welcome to the second installment in our series on charitable flying. Last month we introduced the idea that cabin-class aircraft owners and pilots are well situated to carrying out these vital medical and humanitarian missions. As a reader of *Twin & Turbine*, you probably have access to one or more aircraft that are often the best choice for these types of flights.

Hopefully I piqued your interest when I presented five compelling reasons why YOU should consider signing up as pilot for a charitable flight organization in your region. If so, you probably have a lot of questions about how the process works should you decide to take the next step.



Despite a busy medical practice, Citation owner-pilot Howard Tobin flies at least one mission per month for Veterans Airlift Command or Angel Flight.



Once a pilot is signed up and placed in the database of qualified volunteer pilots, it's time to find a mission to fly. On any given day, the Angel Flight Central website has numerous missions available.



Finding time to flying charitable missions is easier if a pilot puts it into his or her schedule well in advance. Oftentimes, a mission will align with a planned business trip, making the trip more rewarding.

I'll do my best to answer as many questions here, and I'll start by addressing one of the more common concerns I've heard from the pilots I've recruited in the past:

"I'm too busy and it would be difficult to fit this into my schedule."

The good news is, charitable missions can typically be fit around your schedule, and it doesn't have to be the other way around! You can specify when you are available to fly missions, either in general or on a case-by-case basis. There are three primary ways that a pilot can look for charitable missions to fly.

First, you can scan the charitable organization's website for passenger requested missions three to six weeks in the future. That's right: these missions are often requested and scheduled many weeks, sometimes months down the road. As an executive, my schedule was usually very full two to three weeks out, but after that my time wasn't always fully spoken for. This made it easy to look for available missions several weeks out that were interesting to me, and then book them on my calendar.

Second, whenever you have business or vacation travel planned, you can scan the same website for missions that happen to be going in the same general direction that you were already planning to go. If you could accommodate a charitable mission objective by combining with a work or vacation mission, it is a win-win.

And finally, most charitable flight organizations will send out email notifications with a list of near-term unfilled missions, and pilots can check those missions against their short-term calendar to see if they might be able to take one of those missions at the last minute.

How to Become a Volunteer Pilot

With that concern hopefully addressed, let's turn to the nuts and bolts of becoming a volunteer pilot and flying charitable missions. The first step is to get signed up with an organization in your region. (Take a

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look at the chart included with this article for a listing of several of these organizations across the country.)

Most charitable flight organizations will have minimum logbook requirements for their registered pilots. Since you are flying a high performance or turbine-powered airplane, you probably already meet those requirements. As an example, Angel Flight Central requires at least 250 hours plus a commercial license, or 500-plus hours if you don't have a commercial license. Having your IFR qualification is probably a good idea as well, but not all the organizations require it.

Once you are registered as a volunteer pilot, you will go through a phone call orientation from the organization's flight coordinator, helping you get ready for your first flight. I also recommend finding an experienced pilot in your particular charitable organization to go with you on your first flight, just to make sure things go smooth and to take away some of the pressure of your first charitable flying experience.

Once your flight is scheduled, you will need to coordinate the flight details with any other connecting pilots on each mission, as well as the passengers. Flights are sometimes made up of two or more connecting legs, with each leg typically planned for 250 to 400 miles each. In your case, however, you may elect to take more than one leg of a mission since your airplane can cover more ground, at faster speeds, than the typical planes used for these missions (think Cessna 182).

Next, you'll want to call the FBOs that you plan to use along your route of flight to let them know you are coming so they can be ready to assist your passengers when you arrive. Many FBO's across the country will offer a fuel discount for charitable missions, so make sure to ask the folks behind the counter if they will offer you a discount should you decide to take on fuel.

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Charitable Aviation Organizations

Volunteer Pilot Organization	Primary Focus	Website	Phone #
Angel Flight Central, Inc.	Medical & Humanitarian	www.angelflightcentral.org	(816) 421-2300
Angel Flight East	Medical & Humanitarian	www.angelflighteast.org	(215) 358-1900
Angel Flight Northeast	Medical & Humanitarian	www.angelflightne.org	(978) 794-6868
Angel Flight of Oklahoma	Medical & Humanitarian	www.angelflight.com	(918) 749-8992
Angel Flight Soars, Inc.	Medical & Humanitarian	www.angelflightsoars.org	(770) 452-7958
Angel Flight South Central	Medical & Humanitarian	www.angelflightsc.org	(972) 755-0433
Angel Flight West	Medical & Humanitarian	www.angelflightwest.org	(310) 390-2958
Aviation Angels of Hope	Medical & Humanitarian	www.aviationangelsofhope.org	(888) 610-5510
Aviation In Action	Medical & Humanitarian	www.aviationinaction.org	(559) 352-2448
AeroAngel	Medical & Humanitarian	www.aeroangel.org	(303) 817-7355
Kids Wings	Medical & Humanitarian	www.kidswings.org	(810) 599-8765
LifeLine Pilots	Medical & Humanitarian	www.lifelinepilots.org	(800) 822-7972
Mercy Flight Southeast	Medical & Humanitarian	www.mercyflightse.org	(352) 326-0800
Patient Airlift Services	Medical & Humanitarian	www.palservices.org	(631) 694-7257
Pilots for Christ	Medical & Humanitarian	www.pilotsforchrist.org	(251) 575-9425
Pilots for Patients	Medical & Humanitarian	www.pilotsforpatients.org	(318) 322-5112
Veteran's Airlift Command	Medical & Humanitarian	www.veteransairlift.org	(952) 582-2911
Vital Flight, Inc.	Medical & Humanitarian	www.vitalflight.org	(954) 671-0125
Volunteer Pilots Association	Medical & Humanitarian	www.volunteerpilots.org	(412) 221-1374
Wings Flights of Hope	Medical & Humanitarian	www.wingsflight.org	(866) 619-4647
Wings of Hope, Inc.	Medical & Humanitarian	www.wings-of-hope.org	(636) 537-1302
Wings of Mercy East Michigan	Medical & Humanitarian	www.wingseastmi.org/	(866) 326-3729
Wings of Mercy West Michigan	Medical & Humanitarian	www.wingsofmercy.org	(616) 396-1077
Dreams and Wings, Inc.	Special Needs Kids	www.dreamsandwings.us	(810) 688-2284
PILOT.DOG	Animal transportation	www.pilot.dog	(919) 274-4354
Pilots N Paws	Animal transportation	www.pilotsnpaws.org	(864) 895-5234
Pilots to the Rescue	Animal transportation	www.pilotstotherescue.org	(212) 404-6936
Airlift Flyers Aviation Corp	Disaster & Emergency	www.ALFA.aero	(305) 470-1500
Bahamas Habitat	Disaster & Emergency	www.bahamashabitat.org	(919) 280-5510
Emergency Volunteer Air Corps	Disaster & Emergency	www.evac.org	(575) 774-0029
LightHawk	Environmental Projects	www.lighthawk.org	(970) 797-9355

Check out these links, which provide expanded listings:
www.aircharitynetwork.org | www.aircarealliance.org/directory-groups

inspires you to take the next step of finding an organization in your region that makes the most sense for you.

Next month, in the final installment in this series, I'll talk about the "who" of charitable flying, and share stories about the folks who are riding in the back during these missions, where they are going, and why they need to get there. You will be able to see, from the passenger's perspective, why volunteer pilots are so important and how you will be able to make an impact on so many lives when you take that next step. **T&T**

Joe Ratterman is an ATP pilot, type-rated in the Cessna Citation Mustang C510, with 2,500-plus hours in his logbook. Joe retired from a successful corporate executive career in 2015 and now flies as a professional charter pilot for Kansas City Aviation Company (KCAC) based in Overland Park, Kansas. He is also the current board chairman/president for Angel Flight Central.

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