



## PA-46 accident, Spokane, Wash.

BY DICK ROCHFORT, ATP, CFII, MASTER INSTRUCTOR

Accident occurred Sunday, Feb. 22, 2015, in Spokane, Wash.  
Aircraft: PIPER PA-46-350P. Registration: CGVZW  
Injuries: One fatal

This is preliminary information, subject to change, and may contain errors. Any errors in this report will be corrected when the final report has been completed. NTSB investigators may not have traveled in support of this investigation and may have used data provided by various sources to prepare this aircraft accident report.

**O**n Feb. 22, 2015, at 1405 PST, a Piper Aircraft, Inc., PA-46-350P airplane, Canadian registry CGVZW, experienced a loss of engine power during climb-out from Runway 22R at Felts Field Airport (SFF), Spokane, Wash. The Canadian-certificated pilot, the sole occupant, succumbed to his injuries on Feb. 24.

The airplane was destroyed during an attempted emergency landing after it struck a railroad track. Visual meteorological conditions prevailed for the instrument flight rules (IFR) flight that originated shortly before the accident. The flight was destined for the Stockton Metropolitan Airport (SCK) Stockton, Calif.

A National Transportation Safety

Board (NTSB) investigator and a Federal Aviation Administration (FAA) inspector responded to the accident site and identified two different groups of witnesses. The first set of witnesses observed the airplane with the engine sputtering. They observed the left wing drop and the nose pitch up. The right wing then dropped, and the witnesses lost sight of the airplane as it passed behind a building. The second set of witnesses reported that the right wing struck a railroad track at the top of a hill and subsequently traveled down an embankment. The witnesses reported that the airplane slid across a road and came to rest inverted, adjacent to the bottom of a railroad bridge.

Responding investigators stated that the majority of the airplane came to rest at the accident site, with additional wreckage strewn throughout the debris path. Both of the wings had separated from the airplane fuselage but remained near the main wreckage. The investigators stated that the fuel tanks ruptured during the accident sequence, and there was a strong smell of jet fuel present.

The FAA inspector obtained the fueling log from Western Aviation at SFF, which indicated that the accident airplane had been refueled with 52 gallons of jet fuel prior to the flight.

### AUTHOR'S COMMENTS:

Mis-fueling continues to happen in PA-46 operations, in spite of the high stakes. It would be easy to be critical of line-service personnel; after all, it was their error, not the pilot's error, which allowed jet fuel to be introduced into the fuel system of a piston aircraft. Confusion is more likely due to the similarities of the various models. As pilots, we have to be responsible for maintaining safe operations in all aspects of the flight, including fueling.

When we first learned to fly, we were told to sample the fuel before each flight. We assume, if it is the right color and has the right odor, the fuel is safe for flight. This concept is misleading and potentially dangerous for two reasons. First, one gallon of Jet A in 30 gallons of 100LL would be undetectable without further testing, but it will cause the engine to stop running. Second, the absence of water at the sump does not necessarily mean there is no water in the fuel. In fact, water is always present in all fuel, Jet A or 100LL, all the time. Refiners and FBOs are adept at getting rid of most of it, but extreme temperatures, condensation, fuel-cap seal damage, rain and snow can conspire to

The reinstatement of the bonus depreciation makes 2016 a great year for purchasing an airplane, equipment and upgrades and improvements. Since 2015 is already behind us, we have to live with the decisions we made in 2015. But today, we can make definite plans and are able to calculate the impact of making these purchases in 2016. We know the answers. Am I happy, happy, happy? Oh, yes, most definitely, yes!

Bonus depreciation will remain in place for 2018, but at 40 percent. And for 2019, the bonus depreciation will again be reduced down to 30 percent. After 2019 – well, we are back to square one. My advice is buy now!

Win No. 2 ½. Assuming that you purchase new equipment, you have the option to mix and match Section 179 depreciation with the 50 percent bonus depreciation.

**On Dec. 18, President Obama signed into law the tax provisions known as the Tax Extenders. Aviation is a big benefactor with three tax-extender wins. So 2016 will be a great year if you are looking to buy an airplane or aircraft-supporting equipment or to make upgrades, additions and improvements to your aircraft.**


This allows you the opportunity to decide how much and in what year you can expect to claim your depreciation deduction. Remember, we know what the future amounts are. All we have to do is get out our calculators and tax software and make our plans accordingly.


Win No. 3 is sales tax. Sales tax is now a permanent deduction as of Jan. 1, 2015.

If you live in a state that assesses sales tax on the purchase of an airplane, you can take a deduction for the sales tax. This is so, even if your airplane is totally used for personal and hobby flying. There is no requirement that the airplane be a business asset. You have the option to claim either your state and local income tax or the amount you paid in sales tax for a year (whichever is greater) as a Form

1040 Schedule A itemized deduction. For those living in the seven states without a personal income tax, this is a fantastic tax deduction. For those in the other 43 states with a personal income tax, you will have to make a choice. But now we know.

So now you have it. Three significant tax extender wins for aviation. It's time to buy!

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ruin our day.

Sampling the fuel before each flight only gives us the feeling of safety. I think a different approach is needed. Here are four simple yet effective steps which will help you manage this critical aircraft service:

1. Give a proper fuel order: Put the order in the language of the line personnel. It must include the quantity (gallons or liters), the location (main tanks, tip tanks, etc.) and the type of fuel (Jet A with Prist, One Hundred Low Lead, etc.). Do not get creative or verbose; keep it simple. Avoid phrases like "top it up with the stinky stuff."

2. Get a complete and accurate read-back on all verbal orders, whether it is over the phone, the radio or in person: Politely insist on this because it is rarely done otherwise. "Roger that" is not a proper read-back.

3. Keep it simple: If the existing fuel in your aircraft exceeds aircraft limits in terms of balance, then give a fuel order which corrects the imbalance and stand by while the fuel is delivered. If the existing fuel is not out-of-limits, give the order as even amounts in each wing; then start and run up on the fullest tank. Never switch tanks immediately before takeoff.

4. Get proper training: You probably stopped learning about aviation fuel when you finished your private-pilot training. Understanding how and why water gets into fuel will lead to better discipline on the proper actions to be taken.

Pilots of piston-powered aircraft know about getting all the water from the sump, but what do you do about the rest of the water trapped in the tank structure? Did you know that you can (and should) add Prist to your 100LL fuel to help eliminate all water from the tank? Do you know how to test 100LL fuel for trace amounts of jet fuel?

If you fly a turbine-powered aircraft, do you know what "phase separation" is? Do you know what can happen as a result? Do you know how to avoid it?

In short, get proper training and always supervise the fueling operation. This is a pilot-in-command responsibility. It cannot be shirked.

If you are flying any PA-46, you should consider yourself lucky. In my opinion, it is the most capable General Aviation aircraft available today, and it is getting better every year.



Dick Rochfort is an Airline Transport Pilot and Master-Certified Flight Instructor. He has been a full-time PA-46 flight instructor for more than 20 years. He provides training and consulting services worldwide to instructors, owners, pilots and maintenance

personnel of the Piper M Class aircraft through his company, RWR Pilot Training, and the Professional Association of Pilot Instructors (PAPI) of which he is a founding member. If you would like more information on this or other strategies for improving the safety of your flying, or if you have comments or questions, you may contact him directly at mail@rwrpilottraining.com. This article is available for reprint upon request.

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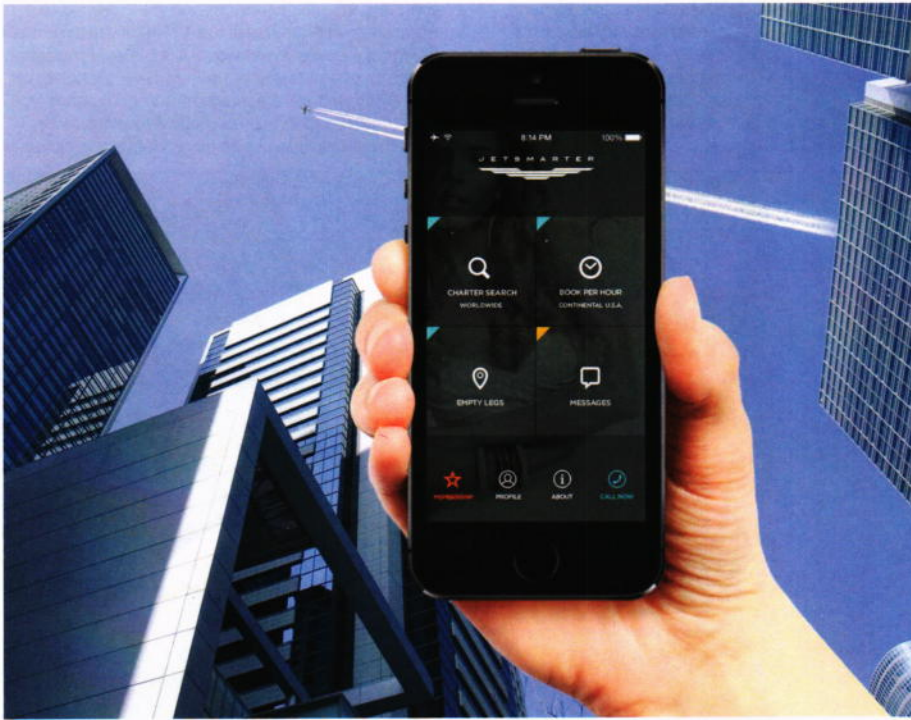
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## Will Uber-like Apps Redesign Jet Travel?

You can use your smartphone to make exclusive travel easier and cheaper. **BY PAMELA BROWN**

**A** business crisis is about to explode, and you have to be in San Francisco this afternoon, but a commercial flight doesn't leave until tomorrow morning.

Your best friend jetted you an SOS requesting you be his best man at his impromptu Vegas wedding in three hours.

You just scored two tickets to see Paul McCartney in concert, provided you can get from L. A. to Denver by 6 p.m. today. You know a commercial airline is not the answer, but you think time is too short and the expense too great to charter a private jet. Well, think again.

In the same way that Uber shifted the paradigm in taxi service, a number of new and established private-jet companies are "Uberizing" the skies by offering apps that make booking your own private jet as simple as a tap or two on your smartphone. And with the elimination of the middleman, private charter apps are making private-jet travel more affordable too.

Companies like JetSmarter, Victor, Blue Star Jets and Jet Suite offer their own mobile app using complex predictive algorithms to

aggregate in real-time available aircraft from hundreds of private-jet operators all over the world. Within seconds of entering your desired flight time and destination, you are shown real-time pricing, available aircraft, specifics on the aircraft and crew, and a side-by-side comparison of jets and safety records. Depending on your departing location, you can be in the air within a few hours (or less) of paying for the flight from your mobile device.

While each of these private-jet companies utilizes similar apps, each company has a different approach to its services. For example, JetSmarter is a technology company with a private booking app that showcases private-jet options with 3,000 independent carriers around the world.

The company offers three levels of service: Jet deals, jet shuttle and jet charter. Jet deals are one-way, empty-leg flights – jets being repositioned that would otherwise fly empty. Offered at a highly reduced rate, Jet deals are automatically streamed to the JetSmarter app (available at the Apple app store). You can enter desired destinations, and the app will notify you when a deal is available.

JetSmarter CEO and founder Sergey Petrossov believes the technology will eventually change the way the majority of us travel. With JetSmarter, his goal is to make private-air travel more available to "absolutely everybody."

Since its launch in 2012, the JetSmarter app has been downloaded more than 200,000 times.

Recently entering the US market is Victor (FlyVictor.com), a UK-based higher-end private-jet charter company founded in 2012 by Clive Jackson, CEO. Victor operates its own fleet of 7,000 aircraft in more than 40,000 airports worldwide. The Victor fleet boasts six levels of aircraft from the two-seater Ubair Taxi (Sirsus SR-20/22, Beech Baron, Cessna 414 or Piper Seneca) at \$1,500 per hour to the 14-seater Ubair Heavy (Gulfstream III, Falcon 900/200, Challenger 601 or Gulfstream IV) for \$11,000-\$13,000 per hour.

According to Jackson, Victor is the first service of its kind to offer true transparency on prices and information on the actual jet you're booking. "When you get a quote from Victor," Jackson said, "you get all that transparency — the aggregated supply, around the world, under one consumer brand, with a flat booking fee."

Already an established private-jet charter company since 2001, Blue Star Jets' motto, "Any jet. Any time. Any place," reflects its ability to customize and source the best aircraft for clients. Travelers may select from helicopters and turbo props to air ambulances and jumbo jets from any airport in the world. Blue Star Jets (BlueStarJets.com) expects its newly released mobile app to double its charter business.

Private-jet companies like JetSuite are making it easier for the mainstream population to fly like rock stars by offering deals through social-media sites and its online daily "suite deal" (JetSuite.com/suitedeal or on Facebook, Facebook.com/JetSuiteAir). A recent suite deal featured a four-seater Citation CJ3 jet from Santa Fe, N.M., to Dallas for \$536.43 each way. That comes to \$268.22 per person round trip. CEO David Wilcox says Jet Suite offers six to 20 suite deals a day "to show that the high life isn't out of reach."

It's too early to tell if the transparency in the private-jet charter market, combined with the real-time technology of available private jets, will result in lower prices that will attract a more mainstream population. But the next time you get a craving for your favorite gourmet chocolate from Paris, you might just want to stop a second — and then click on a private-jet charter app. 