

# MU-2

*Magazine*

JANUARY 2015  
Fifth Edition

## What's inside:

- **Maintenance: Winter Engine Ops**
- **MU-2 Owner/Operator Jon Carlson**
- **Sorrells' Sideslips: Engineering Programs**
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Photo: Dave Klain,  
MU-2 Owner/Operator

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## A Commitment To The MU-2

Brrr! It's cold outside, even here in Dallas believe it or not. Having grown up in Detroit, you would think that a little cold wouldn't bother me, but after more than 30 years as a resident of Texas (they call me a landed immigrant), my blood has thinned some.

For this Winter issue of MU-2 Magazine we thought that you would enjoy some information from your favorite engine guru, and mine, Helmuth Eggeling. He will provide Part One of Winter Engine Operations in this issue, and in the Spring he will follow up with Part Two. I think you will enjoy the articles.

Other interesting sections of the magazine will deal with your aircraft's insurance valuation, which in today's economy is an important detail on which to stay current. Ralph Sorrells will continue to update you on some of the more prominent projects currently underway at MHIA. Also, please enjoy a great interview with one of our own, Jon Carlson, who will tell all about

his trip to Iceland.

Carol Cannon finishes with a report on NBAA 2014. This year was a great convention and an opportunity for us to visit with many of you in the off-PROP season. This year's convention was one of the best in recent memory.

I want to end my part today by reminding you that in its final report on the accident in Tulsa last year, the NTSB made one safety recommendation to MHIA. That was for MHIA to work with the FAA to ensure that all flight instructors, owners, operators, and pilots of MU-2s use FAA-accepted checklists as specified in SFAR 108. The objective was to provide the highest quality training, standardization and compliance with the SFAR.

Your instructor is tasked by these rules and by his or her instructor certification to provide this level of professionalism to you during your training. It is up to you then to ask yourself, "Is my instructor doing everything he or she can to challenge me

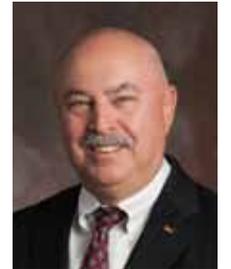
to perform to my maximum ability and is he or she stressing compliance with the SFAR?"

Only you and your instructor can answer these questions. We have been extremely successful in our efforts to make aviation safer, to prevent accidents in the aircraft we love so much, and to show the world what a well-built, and safe, airplane we operate. We are called upon now to continue these efforts.

Have a great winter.

Pat Cannon

*Pat Cannon is President of Turbine Aircraft Services. He is an FAA Designated Pilot Examiner, former MU-2 Demo Pilot, and Safety Expert.*



The Mitsubishi MU-2, one of Japan's most successful aircraft, is a high-wing, twin-engine turboprop with a pressurized cabin. Work on the MU-2 began in 1956. Designed as a light twin turboprop transport suitable for a variety of civil and military roles, the MU-2 first flew on September 14, 1963. More than 700 MU-2 aircraft were built before the aircraft went out of production in 1986. Presently, nearly 300 MU-2 aircraft remain in operation with the majority of the fleet registered in the U.S.



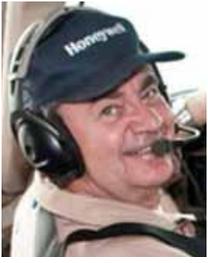
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*MU-2 Magazine, January 2015. Cover photo by Jan Glenn, taken during PROP 2014 photo shoot.*

Notice: Although this publication will provide you with useful information regarding the operation of your airplane, it is not and cannot be a substitute for your compliance with all applicable requirements from the appropriate airworthiness authorities.

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# Winter Engine Operations (Part 1)

By Helmut Eggeling

## Maintenance Spotlight

*Helmut Eggeling is a lead test pilot and pilot advisor for Honeywell Aerospace at Phoenix Sky Harbor International Airport. With the company for over 24 years, Eggeling conducts lectures and writes about engine operation for Honeywell turbine engine-equipped aircraft. Born in Germany, he is a naturalized United States citizen and has logged more than 12,000 flight hours, including military time.*

It's tough to think of flying in icing conditions when the thermometer still indicates more than 70° F, although it is already December. Admittedly, I am talking about Phoenix, Arizona. But taking a look at the current lowest freezing level analysis for the entire North American continent (Fig. 1), winter is well on its way. Consequently, whenever flying in IMC at the typical MU-2B cruising altitudes we should expect icing conditions!

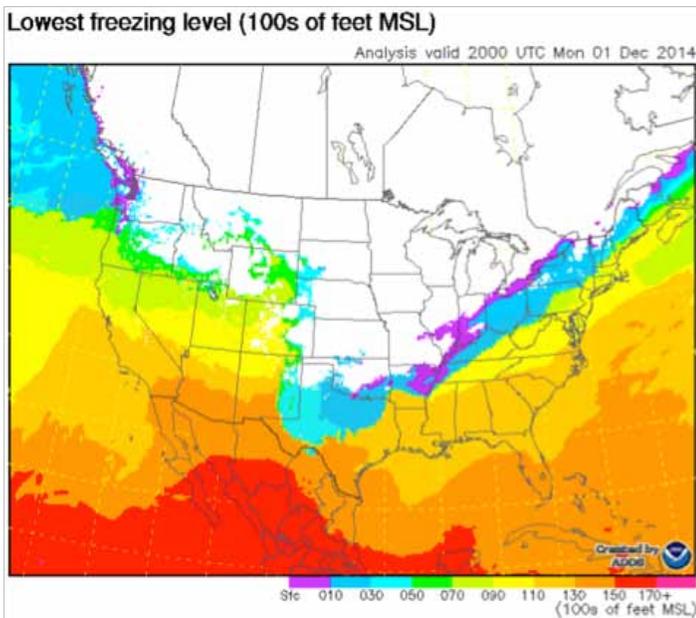


Fig. 1

This article is Part 1 of 2 dedicated to TPE331 Winter Operations specifically discussing icing conditions. Part 2 will examine TPE331 operations in very cold OAT (Outside Air Temperature) conditions.

As defined in the Mitsubishi MU-2B AIRPLANE FLIGHT MANUAL (AFM), SECTION 5, NORMAL PROCEDURES:

### FLIGHT IN ICING CONDITIONS

“Conditions exist for icing when the outside air temperature (OAT) on the ground is +10° C or below or the indicated OAT (RAT) in flight is +10° C or below and visible moisture in any form is present.”

By design, TPE331 engine inlet icing is prevented by directing P<sub>3</sub> Bleed Air (hot compressor discharge air) to an airspace passage

between the outer surface of the lower engine air inlet throat and the anti-ice shield. P<sub>3</sub> air flow is electrically controlled through the engine anti-ice (A/I) valve. The upper portion of the air inlet, which is adjacent to the gearbox, is kept free of ice by heat transfer from the hot engine oil to the inlet surface (Fig. 2).

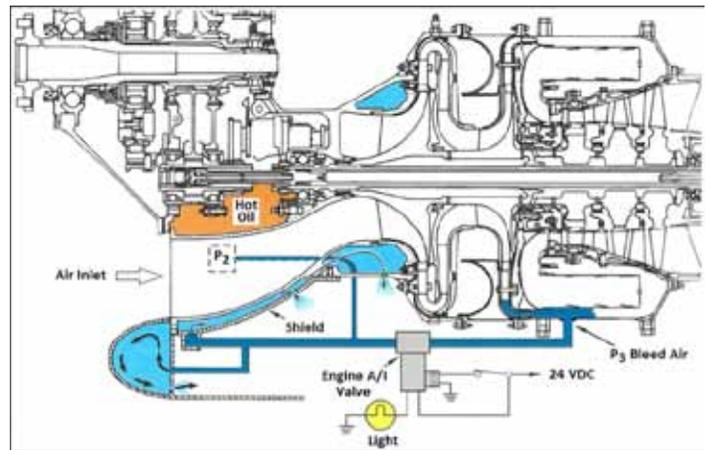


Fig. 2

Prior to flights in potential icing conditions, an operational check of all applicable anti-ice and de-icing systems must be performed in accordance with procedures outlined in the approved AFM. As far as the engine anti-ice system check is concerned, selecting the engine inlet heat (**Engine Intake Anti-Ice**) switches to “ON” causes green indicator lights to illuminate and the ITT/EGT (turbine temperature) to rise. Turbine temperature rise is due to the diversion of some air from the compressor section. Failure of the ITT/EGT to rise could mean that the anti-ice valve did not open or it could mean that the valve had been stuck in the open position prior to selecting **Engine Intake Anti-Ice** to “ON.” It should be noted that a stuck open anti-ice valve on the ground at an OAT above 10° C <sup>(1)</sup> and in excess of 10 seconds could cause engine damage. In either case, when proper operation of the engine anti-ice valve cannot be verified, flights into potential or known icing conditions must be delayed until the discrepancy has been corrected. The operational ground check of the engine anti-ice system is complete and satisfactory when, after switching the system “OFF,” a commensurate drop in EGT/ITT is being observed and the indicator lights have gone out. (Refer also to *Operating Information Letter OI331-15*, dated April 30, 1997.) Because of the potential for engine damage with a stuck open anti-ice valve, it would be prudent to shut down the engine on the

(Continued on page 10)

<sup>(1)</sup> The AFM contains a CAUTION that states: “MAXIMUM 10 SECONDS DURING GROUND PREFLIGHT IF OAT IS 4° C OR ABOVE.”

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Earle Martin  
Mitsubishi MU-2 Professional Pilot  
SIMCOM Customer

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Watch the video of Earle Martin describing his in-flight experience at [simulator.com](http://simulator.com).



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# San Francisco Bay to Reykjavik

By Mike Taylor

*Mike Taylor is a former aircraft design engineer, 24-year aviation industry veteran, current marketing consultant and private pilot.*

Jon Carlson owns and operates a 1979 MU-2B-40 Solitaire, a short body version of the aircraft. N52MA was one of the first of 57 built between 1979 and 1985, and marked the latest in design improvements for the model series, including updated Garrett TPE-331 engines and increased fuel capacity.

When I spoke with Jon about his use of the MU-2, he stated that he flies primarily for personal and family use, utilizing the aircraft approximately 100 hours per year. Jon's typical trip is skiing in Truckee, California. Truckee sits close to the California/Nevada border at just over one mile above sea level. It's historically a logging and ice manufacturing town, and is also a river outlet to Lake Tahoe. This destination is considered a "milk run" for the Carlson family and their MU-2.

Jon is based in the San Francisco Bay Area at San Carlos Airport (KSQL). So, flying from sea level to one mile up a scant 147 nm seems the perfect trip for the MU-2. At an optimized climb of 2,630 ft/min, the aircraft makes quick work of altitude. In two minutes, he's already ascended to Truckee's 5,817 ft elevation. Driving the trip would consume 4.5 hours across 209 road miles.

In addition to trips in the summer to Lake Tahoe, Jon and his wife, April, have family up and down the West Coast, in the state of Washington and in Southern California. Like the milk run to Truckee, an aircraft makes quick work of their travels. Now, according to Jon, with the MU-2 they have the luxury of taking "more adventurous" vacations.

July 2013

"About 18 months ago," Jon recalled, he and his family flew their MU-2 to Iceland. They spent two days crossing the U.S. and celebrated the 4th of July on Mackinac Island, Michigan. It was a trip planned with stops along the way. These began with an overnight in Ogden (KOGD), Utah, where temperatures reached the century mark at 100 °F.

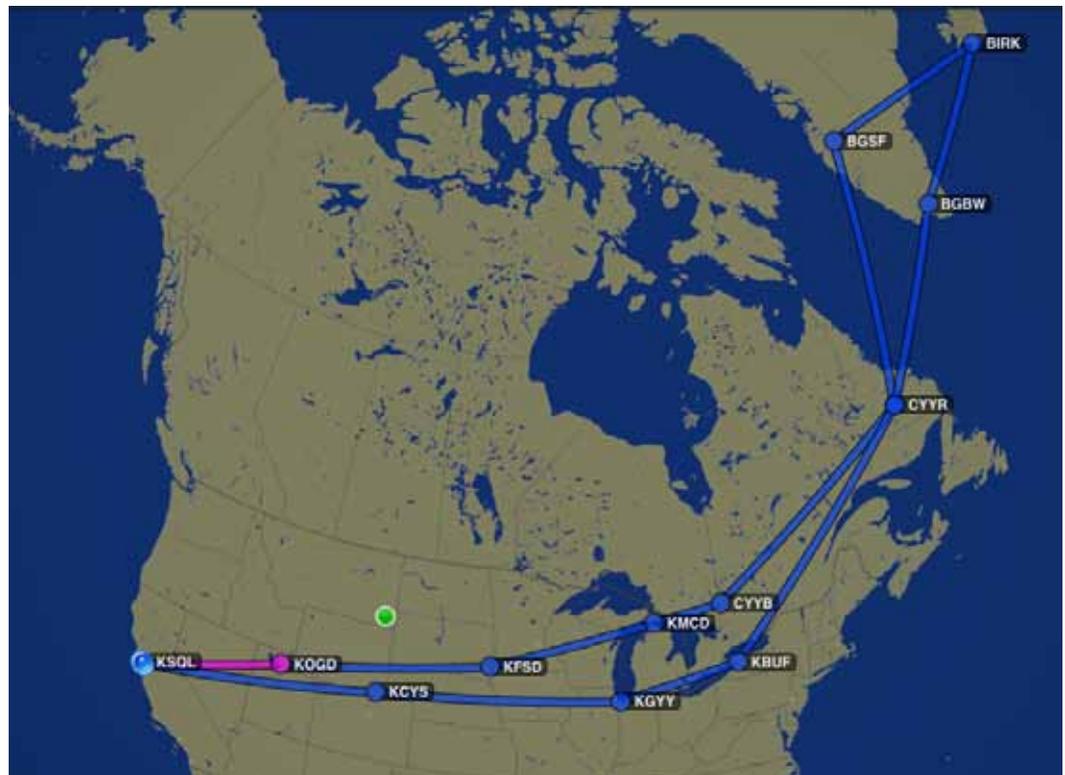
Sioux Falls (KFSD), South Dakota, was another fueling stop enroute to Mackinac. Here they spent two nights at the architecturally charming Grand Hotel. Main Street and the hotel were patriotically "decked out and the fudge shops were busy," according to Jon. In a competitive spirit, and in commemoration

## Owner/Operator Spotlight

of national independence, Jon took part in the Mackinac Stone Skipping Tournament while there.

Jon's flight planning had the aircraft departing Mackinac Island Airport (KMCD) via Ontairo (CYYB) for Goose Bay Airport, a.k.a. Happy Valley-Goose Bay Newfoundland and Labrador Airport, in Canada (CYYR, not to be confused with Goose Bay Z40 in Alaska). They then made the hop to Greenland, then Iceland. While in Iceland, the family spent a week with friends on a planned tour.

Equipped with Garmin navigation, Jon recorded some of the marked locations of his MU-2, such as flying over the Davis Strait, a transitioning over-water route from Canada to Greenland.



A refueling stopover in Narsarsuaq (BGBW), a settlement in the Kujalleq municipality in southern Greenland, was made before their fourth lengthy over-water flight back into Canada. A small, remote village, but essential for aircraft refueling, Narsarsuaq recorded 158 inhabitants in 2010. "Lots of terrain and a steep final make it a tricky approach. At least the floating icebergs on short final were not tall," stressed Jon, adding, "It was warm in Narsarsuaq, but I wore my rain jacket on the ramp while watching the refueling to keep from being eaten by the giant, numerous and aggressive mosquitoes."

The Carlson's flight had them returning from Goose Bay Airport through Buffalo (KBUF) for a visit to Niagara Falls. "We got the



Geiger counter exam [for radiation] as we cleared customs,” said Jon. They stayed overnight to visit Niagara Falls in the morning taking the Maid of the Mist ride for a full-on wet experience.

Next up was Chicago for two nights as a “tourist stopover.” “We did the ‘Ferris Bueller’ tour as researched by my youngest son, including the Willis Tower, the Art Institute of Chicago, and various landmarks,” Jon jibed. “It was a long trip for the kids,” now 17 and 13, he conceded. Still, the MU-2 makes for an excellent family vehicle. Passengers plus bags, plus full fuel were at the “perfect weight for the MU-2,” he added.

Jon’s preference is to fly with full fuel for reserve’s sake. Their longest leg, with headwind, was Goose Bay to Buffalo at just over four hours. Jon mostly flies alone in the cockpit, while the family occupies the cabin.

For the trip, Jon emphasized he did a “huge amount of flight planning,” noting the planning can be very time consuming. Although “handlers” do plan filing and offer some assistance, there is still a lot of work to do. Jon noted that international airports typically have handlers who, for example, could predict routing day-to-day for their local area. But, he murmured that the service is expensive and they don’t alleviate much.

Jon started flight lessons in 1999. He



Top: Greenland sea ice, heading eastbound. Middle: Reykjavik on final. Bottom: 1979 Mitsubishi MU-2B-40 (N52MA) at Narsarsuaq for refueling.

revealed he never dreamed much about flying as a kid. Nevertheless, he went on to own a Cessna 182 for two years, then a Cessna 340 for seven years. He's owned the MU-2 since 2010.

As casually and incidentally as his desire for flying seemed, the idea for the Iceland trip began while talking with another family about their next adventure. Perhaps Jon's dreams of flying began as an adult, and the idea crossed his mind that he could fly himself there. Thus began their aerial excursion to Iceland. They met the other family there, who coincidentally flew commercially.

Thinking it couldn't possibly be smooth sailing across the U.S. and up the Eastern seaboard, I asked Jon if he'd met with any challenges with the flying. He highlighted that there are few alternate airports beyond the Canadian border. Eastbound from Mackinac they stopped in Ontario (CYYB, North Bay/Jack Garland) for fuel.

Another realization was, "From Ontario to Goose Bay it was completely IFR from FL140," Jon commented. Originally, his flight planning had shown no adverse conditions in the weather forecast. However, smoke from fires in Northern Quebec severely limited visibility. They "flew ILS minimums all the way to the runway lights," he said.

Jon calls himself a "low-use operator." I asked him what then was the appeal of



Top: Sondrestrom Fjord on descent. Middle: Jon rock-skipping in Mackinac Island. Bottom: Passengers on the ramp in Sondrestrom.

# Maintenance Matters

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Top: N52MA panel over the Davis Strait from Canada to Greenland. Middle: Sondrestrom on final. Bottom: MU-2 at the Icelandair Hotel Reykjavik Natura.

high-performance aircraft like the MU-2. His answers included turbine reliability, a relatively small capital outlay, safe operation, and the relatively inexpensive maintenance.

While shopping for an upgrade from the Cessna 340, Jon said he got lots of “unknowledgeable” advice about flying the MU-2. He cast that aside and was convinced that the SFAR “regime” was essentially the same that his insurers had required with the Cessna 340. This was reassuring to him, and thus the capabilities of the MU-2 became widely apparent.

Additionally, talking with insiders he understood how all the owners love the plane. For my purposes, “it runs from inspection to inspection,” said Jon. Speed is over 300 knots compared to the 200-knot Cessna 340.

But rather than focus purely on speed, Jon added, “The MU-2 expands range more so than time.” He emphasized, “Our trip to Boston this summer would not have been feasible in the 340.”

Jon Carlson is a former software engineer in the financial industry. He worked for 12 years at a multinational financial data and software company that provides financial information and analytic software for investment professionals. He’s now “self-unemployed,” intimating he’s enjoying some selective time off.

Jon has approximately 2400 hours as a pilot, 1000 logged in the Cessna 340, and just shy of 500 in the MU-2.

# Winter Engine Operations (Continued from page 3)

ground when valve closure cannot be verified and the temperature is above 10° C. When taxiing in icing conditions (below 10° C with visible moisture), use of engine anti-ice is appropriate.

As applicable, select both (LH and RH) **IGNITION** switches to **CONT** instead of **AUTO**, during takeoffs and landings on wet, slush-covered or snow-covered runways, and during all inflight operations when in icing conditions. (Refer also to Operating Information Letter OI331-11R10, dated October 1, 2012.)

Engine inlet anti-ice (inlet heat) should be used during all takeoffs, flights and landings in actual and potential icing conditions. If the use of engine anti-ice has been delayed inadvertently until after encountering icing conditions, it must be assumed that ice has accumulated in the engine inlet throat area. In such instances, subsequent applications of engine anti-ice heat can cause ice shedding and ice ingestion which may cause a brief airflow interruption and could result in an engine flameout. Therefore, if ice has formed, the first action, prior to de-icing, is to manually select continuous ignition, that is select **IGNITION CONT** on both engines. Then switch the engine inlet heat (**ENGINE INTAKE ANTI-ICE**) switches to **ON**. However, it is recommended to select inlet heat to "ON" one engine at a time in order to reduce the risk of a double flame-out. The ignition system should remain in "IGNITION CONT" until ice shedding has concluded, icing conditions are exited, and no residual ice remains forward of the inlet. Moreover, depending upon the type

of ignition system installed and regardless of whether operating in textbook icing conditions, engine ignition should be selected to **IGNITION CONT** at any time ice is suspected or is observed to be collecting on the propeller spinners, wing leading edges, unheated airframe cowling forward of the inlets, or unheated propeller blade areas. Several flameouts have reportedly occurred following descents out of icing conditions into warmer air when the ignition system was not selected **IGNITION CONT** or **ON**. Remember, ice accumulation, under some conditions, can be difficult to detect visually. In all cases where a takeoff or landing is to be conducted during or shortly after operating in icing conditions, it is recommended that engine ignition be manually selected to **IGNITION CONT**.

As a reminder, the appropriate MU-2B AFM should be consulted for complete information on all anti-ice and de-ice procedures.

For more information on the proper use of engine inlet anti-ice and engine ignition systems, including duty cycle limitations, please review the Honeywell Operating Information Letter OI331-11R10, dated October 01, 2012.

For additional support on these or any other engine operational issues, please contact the Pilot Advisor Group in Phoenix, Arizona, voice phone: U.S.A. (602) 231-2697, fax: U.S.A. (602) 231-2380, or contact me via e-mail: [Helmuth.Eggeling@Honeywell.com](mailto:Helmuth.Eggeling@Honeywell.com).



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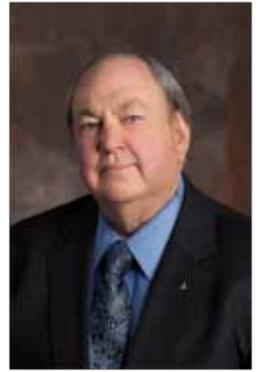


## Sorrells' Sideslips

by

Ralph Sorrells-MHIA Deputy General Manager

### ENGINEERING PROGRAMS IN PROGRESS



I thought that you might be interested in an update on the status of some of the projects that are currently in work at MHIA.

#### ANGLE OF ATTACK SYSTEM

We are close to completing the work for an STC for the AOA system for all models of the MU-2. Angle of Attack information will be displayed by an instrument that can be installed on glareshield or window post as desired by the owner/operator and it will feature an aural alert through the headset.

It will be functional for all flap settings, i.e., 0 degrees to 40 degrees. Although the AOA system is basically an off-the-shelf unit manufactured by Alpha Systems, the transducer settings will be unique to the MU-2 airplanes. Final pricing for the AOA installation has not been determined at present, but we assure you, as we said throughout PROP 2014, the pricing will be very attractive. MHIA will issue a Service News to notify you of the STC availability.

#### STRETCHED ACRYLIC COCKPIT SIDE WINDOWS

MHIA has teamed up with Perkins Aircraft Windows of Fort Worth to manufacture stretched acrylic cockpit side windows for future spares replacements. Stretched acrylic is being used more and more by aircraft manufacturers due to its improved damage tolerance. First article inspection of the Perkins windows should take place soon, and the new windows should be available within the next several months.

#### U.S. SOURCE FOR RUBBER DUCTS AND TUBING

After overcoming some early certification concerns, Industrial Tube, located in California, has been selected to provide replacement rubber tubes and ducts for all models of the MU-2. Having a U.S. vendor available is expected to help meet customer demand.

#### MLG FITTING INSPECTION

In the past couple of months, there have been at least two reports of cracks found in the MLG fittings on the long body airplanes during the 600 hour periodic inspection. The inspection program has been proven to be very effective. MHIA strongly encourages each operator to go through this important inspection program during the next maintenance opportunity.

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### CONTACTS:

Rick Forbes  
(972) 248-3108, x302, O  
(214) 649-2290, C  
[rforbes@turbineair.com](mailto:rforbes@turbineair.com)

Grady Foster  
(972) 248-3108, x306, O  
(214) 649-0977, C  
[gefoster@turbineair.com](mailto:gefoster@turbineair.com)

David Finley  
(972) 248-3108, x213, O  
(214) 649-2288, C  
[dfinley@turbineair.com](mailto:dfinley@turbineair.com)

# Is Your Aircraft's Insured Value Correct?

By Lance VanWormer, CS&A Aviation Insurance

Insurance Update

Lance VanWormer holds a private pilot certificate and has logged time in various Piper and Diamond aircraft, as well as the Mitsubishi MU-2. A graduate in Aerospace Administration from Middle Tennessee State University, Lance gained experience with aircraft and airport/FBO operations as a line service technician. Lance presently works as a licensed Aviation Insurance Specialist at CS&A Aviation Insurance.

It is always a good idea to insure your aircraft for its true replacement value. Your aircraft, unlike your car, is insured on an "Agreed Value" basis. This means you choose how much you would like to insure it for, as long as the underwriter agrees. It is this value on your policy that will be used to adjust all claims. A couple of factors to think about are if your aircraft's market value has decreased over the years or any upgrades you have put into your plane like avionics, paint, interior, etc. In the MU-2 world, we often see an early model MU-2 purchased for low value and completely rebuilt and upgraded. That same MU-2 could now be worth \$500,000 more than it was previously. Because of this, it is important to accurately value your aircraft. In this case, Aircraft Bluebook may not be entirely accurate and it may be a good idea to get your aircraft appraised or find a good comparison in the market.

## *Aircraft values creep up with improvements:*

Congratulations! You just replaced your old 6-pack with Glass! Now, you'll never get lost again! But, you could have paid around \$50,000 for that new toy. Now, your \$500,000 aircraft is worth \$550,000. Some policies include automatic increase in insured value, but this only applies for a limited period of time. So, it's always best to discuss any new upgrade with your agent. If you have a total loss, you may only receive a settlement in the amount of the Insured Value on the policy. As previously discussed, this could also be the case for any other improvements, such as new paint and interior. Another cause of increased value is aircraft reputation. As we all know, the MU-2's reputation and loss record has taken some large strides lately. This could mean the MU-2 you bought 10 years ago for \$300,000 could be worth closer to \$400,000 now.

## *Understanding aircraft physical damage rates:*

Aircraft physical damage rates are specified in percentages and this rate is multiplied by every \$100 of your aircraft value to equal the Physical Damage Premium. "My MU-2 is worth \$500,000 and I see that my physical damage premium is being calculated with a rate of 1%, which equals a total of \$5,000. But, that's too expensive, so let's insure it for \$300,000. That way my premium will be \$3,000." BAD IDEA! In fact, if you get too crazy with the numbers, the insurance company will notice and decline those terms. Most insurance companies have a minimum and maximum value they will insure certain aircraft. If you want to insure your aircraft outside of that range, you will need to explain why and "I want to save \$2,000" is NOT an acceptable answer. Another problem with this is underwriters charge higher rates for lower value aircraft than they do for higher value aircraft. This means as the value decreases, the rate per \$100 increases. In our example above, you were being charged a 1% rate for a \$500,000 insured value. If you drop the value down to \$300,000, your rate could increase to 1.5% or more. This reduction in insured value could result in little or no savings.



## *Under-insuring your aircraft:*

One concern in under-insuring your aircraft is having a total loss. A total loss, in most aircraft insurance policies, means the cost of repairing the aircraft when added to its salvage value before repairs equals or exceeds its insured value. "So, what happens when I have a total loss and my aircraft is worth \$500,000, but I only insured it for \$300,000?" The insurance company will write you a check for the insured amount of \$300,000 minus the deductible and the salvage belongs to the insurance company. Now, your plane is gone and you're out \$200,000. Was that \$2,000 you saved in premium worth it?

The other concern in under-insuring is a partial loss. Most aircraft accidents are partial losses. In this case, the adjuster establishes a cost to repair and obtains salvage bids. If your insured value is \$300,000 and the cost to repair your partial loss is \$250,000, but the adjuster obtained a \$350,000 salvage bid, do you think the adjuster is going to choose to repair the aircraft? They'll most likely declare it a constructive total loss, take title to the salvage and pay the insured the value on the policy.

## *Over-insuring your aircraft:*

The flip side is over-insuring your aircraft. You bought your aircraft for \$500,000, but that was 10 years ago. The market value of your aircraft could have decreased \$100,000 since then. Now, it's only worth \$400,000. If you had a partial loss of \$350,000 and the insured value on the policy is still at \$500,000, the insurance company may not total your aircraft. Instead, they may choose to repair it. Now you have to deal with loss of use while your aircraft is down for repairs and you're left with an aircraft with a damage history. Had you adjusted your insured value to the true value of \$400,000, they might have declared it a total loss and you could be flying around in a new plane you bought with the settlement.

## *Conclusion:*

In short, be careful when valuing and drastically over or under insuring your aircraft. The best advice is to fully insure your aircraft at its true replacement value. This and the factors we discussed could save you money and problematic claims.





By Carol Cannon

*Carol Cannon has worked on Turbine Aircraft Services' projects for over 20 years. She manages the PROP series of seminars, the MU-2 Booth at the NBAA Convention, MHIA's Barrington Irving "Dream and Soar" events, other MHIA/TAS trade shows and appearances, and MU-2 Magazine.*

The 2014 NBAA Convention was held in Orlando, Florida, at the Orange County Convention Center on October 21, 22, and 23. It seems that Orlando and Las Vegas are the only two cities with convention centers large enough to hold the NBAA Convention—in fact, the Convention next year will return to Las Vegas. The MU-2 booth this year was staffed by personnel from Mitsubishi Heavy Industries America, Turbine Aircraft Services, and the five domestic Authorized Mitsubishi MU-2 Service Centers: Carolina Turbine Support, Intercontinental Jet Service Corp., Jet Air Group, Professional Aircraft Maintenance (new Service Center this year), and Winner Aviation.

This year's convention was very successful. There were over 26,000 people in attendance, 1,100 exhibitors (sold out) and 93 aircraft at the static display plus 12 LBA and helicopters in the convention hall. The MU-2 booth had 27 owners and operators stop by, and they all received a business-card size paperweight laser-engraved with the MU-2 logo. There were 22 vendors who came by the MU-2 booth, and a large number of people just interested in or reminiscing about the MU-2 fleet.

Convention events for the MU-2 people began on Monday, October 20 with a meeting of the MU-2 Ambassadors group. There were 20 people in attendance and discussion included 2014 activities, Barrington Irving program, SFAR 108 update, SN306 accident, Service Center update, and the MU-2 Fly In scheduled for October 2015, in Aiken, South Carolina.

Also on Monday, October 20, the MU-2 Reception was held at Jimmy Buffet's Margaritaville in City Walk on the Universal property. This different type of venue—other than a plain hotel ballroom—was welcomed by all who attended. The good food and libations helped, too!



The show opened on Tuesday, October 21, and there was a steady stream of people through the MU-2 booth. On Wednesday, October 22, the booth again experienced a large turnout. At one point when I walked back to the booth after checking out some vendors in another part of the convention center, our visitors to the booth had spilled out into the aisle. It was packed! If I hadn't known better, I would have thought they were serving drinks (we weren't).

A final event was a meeting of the SimCom Pilots Advisory Board which was held at SimCom on Thursday morning, October 23 with 14 attendees. Discussion at this meeting included simulator certification and updates, SFAR 108, SN306 accident, and Advisory Board responsibilities.

In past years the MU-2 booth conducted a door prize drawing for anyone who stopped by and dropped a card in the basket. This year, the door prize entrants were restricted to only MU-2 owners and operators. A small group, but they are the people who we serve, and it was exciting to know that one of our "own" would be the recipient of the prize. The door prize was an MU-2 laser-engraved crystal with a lighted base, won by Wayne Ballantyne from Columbus, Ohio. Congratulations, Wayne!

By 4:00 PM on Thursday, the convention attendees were pretty much gone and the lights were brought down on another year at the MU-2 booth. We'll see you again next year in Las Vegas on November 17-19, 2015.

