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BACK TO
BASICS
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NOT-SO-NEXT
GENERATION
NEXT-GEN APPROACHES



MEET THE MEMBER

RICHARD A. "DICK" FOREMAN

What airplane(s) do you currently fly and how many hours do you have in it?

My sole aircraft is Pilatus PC-12, purchased in 1995 SN#114 (14th Pilatus built) and I currently have about 3,700 hours in the aircraft. My journey with this aircraft began on June 16, 1995 with pick-up of the aircraft at SkyTech in Baltimore. Pilatus flew the aircraft for delivery from Stans, Switzerland to SkyTech in Baltimore, under Swiss Registration.

What are your favorite vacation spots?

I love Nantucket, Stella Maris (Long Island, BHS), and also enjoy Montreal and Toronto.

What was your rookie flying experience like in North Carolina?

I got my private pilot's license in Winston-Salem in 1975, followed by my instrument rating shortly thereafter.

What are your procedures for getting around foreign countries?

It depends on the country. I always try to secure a handling agent, if I'm going to an unfamiliar airport. The aircraft is equipped with 12-man raft, 8 life vests and emergency 406 beacon. I stow caution cones, a tow bar and ladder in the aircraft's hell hole to utilize on trips to remote locations.

In Europe, flying is always a two-pilot situation.



TOP: (From Left) Co-pilot Ian Patterson, ABC Evening News Anchor Charles Gibson, Dick Foreman. Gibson honored as "Broadcaster of The Year" by the New York State Broadcasters Association, 2010.

RIGHT: SN 114 on delivery. (From Left) Dave Conover, SkyTech, and Ian Patterson, Pilatus Aircraft, 1995.



Favorite flying experiences?

Trip to Stans, Switzerland in 2014 for Pilatus' 75 anniversary; Swiss Day, Roll-out of PC24 and my 70th birthday. The trip involved about 35 hours of flight time. While it was my second trip to Europe (the first being in 2004), it was my first to the factory in Stans, Switzerland.

Perhaps my most gratifying flights were to Haiti, following the January 2010 earthquake, along with fellow POPA pilots (Rosenbaum, Morse, Wilner, Wilson and others), creating an air bridge from Ft Lauderdale Exec (KFXE) of medical supplies and doctors to Cape Haitian and Jacmal. Here's a shot of the aircraft on its way to Haiti, with baby formula, water and doctors. N121RF was the second Pilatus to arrive in Jacmal (preceded by Tradewinds' Pilatus) on the first full week after the quake assisting with UN Relief efforts.

We were met by the director of the orphanage just to the west of the airport, who crying on our arrival exclaimed "Thank God for you -- you have saved my babies!" Later that year in March, my son's scout troop in Darien went door to door securing funds for a full week mission for 6 scouts and a scoutmaster to Cap Haitian, assisting in building a school for students. In recognition of our efforts, POPA presented all those participating pilots with a memento. Later that year I was recognized by my peers at the National Association of Media Brokers.

What drew you to flying?

I always wanted to get my pilot's license, having been raised just 1/2 mile from the approach end of runway 34 at Pease AirForce Base (KPSM), now a civilian airport. The GI Bill and good fortune through some great media assignments has enabled me to continue to engage in my passion.

What is your career background?

My company, Richard A. Foreman Associates, has provided transactional and consulting services to the broadcast, digital/interactive, entertainment and communications' industries over the past 40 years, completing over \$2.25B in media

transactions. In 2011, I was honored to be elected Vice-Chair of the Broadcasters Foundation of America.

How many hours do you currently have?

I have just under 7,800 total time with instrument, multi-engine and C525S (Citation type rating).

What is the first plane you ever flew?

First aircraft I flew in (demo) was a Piper Cherokee, however, I've trained and soloed in a Cessna 150 with instrument training in Cessna 182, with subsequent solos in the Cessna 210 and Cardinal 177RG.

What is the first plane you ever owned?

My first owned aircraft was a Mooney 201 purchased in 1980, followed by a Mooney 231 in 1982, a Piper Malibu in 1986 and the Pilatus PC-12 in 1995.

Do you have any recommendations for pilots out there?

Stay current, train often, train some more, and fly safe!

By the way, here are a couple shots of N121RF's (SN#114) cockpit and cabin after 23 years.

