

FROM THE FORUMS

Tips for Flying in the
(Record Hot) Desert

MIGRATION

Live and Silent Auctions

LEGAL ZONE

Structuring a
Co-Ownership Agreement

COPA[®] Pilot



CIRRUSPILOTS.ORG

SEPTEMBER 2023

VOLUME 18 | NUMBER 9

HIT THE SOFT SPOT

Plan for a Missed, Unless
Your Approach is Stable

DAN ARCH » PG 30



Aircraft Donations Keep Wings of Hope Flying!

by Carol Enright, Wings of Hope Communications Specialist

SR22 N716KP in the Wings of Hope hangar, located in St. Louis, Missouri (KSUS).



➤ **Pavese** had been a pilot for 52 years and had flown several ferry flights for Wings of Hope.

John Pavese is what you might call a Wings of Hope “triple threat.”

Over the past 25 years, he has been a Wings of Hope pilot, donor and recipient of assistance from the global humanitarian nonprofit organization.

Pavese’s relationship with Wings of Hope began in 1998 when he volunteered to be a fill-in pilot for the organization’s partner base in Belize. He also spent time flying for the nonprofit in Guatemala and completed several stints as a ferry pilot.

“I flew a couple of donated aircraft from the East Coast to KSUS (the St. Louis-based airport where Wings of Hope’s headquarters and hangar are located),” Pavese says, “and from KSUS, transported a C-205 to Belize and a C-206 and C-182 to Quito, Ecuador.”

(continued on page 27)

“Wings of Hope’s aircraft donation program is a vital source of funding for the organization’s U.S.-based Medical Relief & Air Transport ... and its Global Humanitarian Network ... ”

»
Pavese donated his Cirrus to Wings of Hope. This photo shows him cleaning out his personal items while Mike Piccirilli, the organization’s aircraft donation and sales representative, looks on.



He also helped deliver airplanes to a Wings of Hope partner base in Zambia, which supports flying surgical teams into remote communities to perform orthopedic and medically necessary plastic and reconstructive surgeries.

When Pavese founded John Givonetti Giving in 2007, Wings of Hope was able to reciprocate some of the generosity of its former volunteer pilot by providing support to the charity focused on teaching English and computer skills to students in Cambodia.

The relationship would come full circle when Pavese donated his Cirrus SR22 G2 to Wings of Hope about four years ago.

“When I landed at KSUS in 2019 to make the donation, it was the end of 52 years

of flying with the last 15 years being in the Cirrus,” Pavese says. “I completely retired from flying after that day.”

Airplane Donation Program

The most in-demand airplanes for flying medical missions at Wings of Hope partner bases around the world are Cessna 206s and 182s due to their ability to land on unimproved fields — which is a nice way of saying makeshift runways which often consist of a combination of grass, dirt, gravel and water. Many of these planes must also be equipped with stretchers to carry patients who cannot sit upright.

“We do not use Cirrus aircraft to fly our medical missions,” says Mike Piccirilli,

who runs the aircraft donation and sales program at Wings of Hope. “However, we eagerly accept donations of Cirrus airplanes.”

Wings of Hope’s aircraft donation program is a vital source of funding for the organization’s U.S.-based Medical Relief & Air Transport, or MAT Program and its Global Humanitarian Network (GHN), which currently supports partner bases in nine countries: Belize, Cambodia, Colombia, Ecuador, Papua New Guinea, Paraguay, South Africa, Tanzania and Zambia.

While a small portion of donated aircraft are used in the field, many are not suited for the rugged flying conditions of the GHN partner bases and don’t meet the requirements of the Wings of Hope



MAT fleet – twin-engine aircraft that can accommodate a stretcher.

“We welcome all sorts of aircraft to our donation program,” says Piccirilli. “If we can’t use it to fly medical air transport flights, either here in the U.S. or at one of our global partner bases, we will have our mechanics get it ready for sale – or we may use it in one of our airplane raffles.”

Twice a year, in March and September, Wings of Hope raffles off an airplane. Wildly popular among the pilot community, they often sell out in hours. Most importantly, these raffles raise about \$800,000 annually to support the organization’s operations.

No matter how the aircraft is ultimately used, people who donate their planes

to Wings of Hope can enjoy significant tax benefits.

The Story of N716KP

One Cirrus that ended up in the Wings of Hope donation program was N716KP, the SR22 G2 that Pavese bought in 2004 and flew for 15 years before handing the keys to Wings of Hope.

“As I crossed into my 70s with 5,000 hours of flying behind me, I felt it was time to retire,” says Pavese.

He fondly called the Cirrus his “magic carpet – because of its ability to take me to places fast.”

“When I lived in Vermont, I was able to develop business throughout eastern Canada as far east as Newfoundland

and west to Toronto. Then I moved to Edenton, North Carolina. I could wake up at 8 a.m. on North Carolina’s East Coast, make the leisurely three-mile drive to the local airport and arrive in time to have lunch in New York City. If I woke up just a little earlier, I could be eating lunch in Chicago. When going to Wings of Hope in Chesterfield, Missouri, I could taxi right up to the office in time for a 1:30 p.m. lunch. Often, I would fly up to my business near Caldwell, New Jersey, and return the same day.”

But Pavese says speed is more than just arriving at your destination quickly. It’s about “how comfortable the flight was and how safe everyone felt.”

“The SR22 had the best combination of all the factors that go into that calculation.

(continued on page 52)

The latest version of the SR22 does an even better job at this.”

He praised the Cirrus for its safety, especially its CAPS (Cirrus Airframe Parachute System) whole plane ballistic parachute.

“I saw the integrated glass cockpit as an equally important advancement in safety,” Pavese says. “It provided a tremendous reduction in pilot workload during IMC (instrument meteorological conditions) flight while giving the pilot so much more valuable information than the standard six pack.”

The TKS anti-icing system was another “no brainer” for Pavese.

“Keep in mind that in 2004 CAPS, glass cockpits and TKS were really new things,” Pavese says. “Even the wide cabins were unusual.”

Safety features aside, Pavese says one of the most important reasons he bought a Cirrus is “because Cirrus makes so many more SR22s and SR20s than any of its competitors make of their high-performance aircraft.”

For Pavese, the level of support Cirrus provides, including its widespread network of authorized service centers, provides extra peace of mind when flying cross-country.

“When you pull up to a strange FBO far from home with an aircraft issue, what are the chances it can help you quickly if there are only a couple of hundred aircraft of your type in the entire U.S.?” Pavese asks. “If that aircraft has an engine that most mechanics have never seen before, you are in for real trouble — think in terms of days, not hours, of delays.

“All aircraft owners will agree that the availability of such specialized

maintenance, not only where they are based but wherever they travel, is a huge factor in how much they enjoy the airplane they bought or regret the purchase.”

A Serendipitous Purchase

Roger Mollman certainly has no buyer’s remorse about his Cirrus purchase.

Soon after Pavese donated his plane to Wings of Hope in 2019, Mollman found himself in the right place at the right time to buy it. He was in the pre-buy stage of purchasing another Cirrus when he and his wife discovered some maintenance problems.

“We were in a quandary about what to do, so my wife and I and went home and decided to pray about it,” Mollman recalls. “The next morning, we decided that we were going to reject the airplane.”

After Mollman and his wife closed out the deal at the Cirrus Authorized Service Center at KSUS where they had planned to buy the airplane, the director of maintenance invited them to come with him to Wings of Hope to look at an SR22 that was just donated.

When they saw it, the SR22 seemed to be exactly what they were looking for — Mollman remembers thinking, “This has got to be the answer to our prayers.”

The Cirrus in question was John Pavese’s. Mollman checked out the airplane and liked what he saw. He sat down with Piccirilli, sailed through the pre-buy and “it was a done deal.”

Like Pavese, Mollman has a long history with Wings of Hope, mostly through his



involvement with the Greater St. Louis Business Aviation Association (GLSBAA), where he retired as board president in 2018. He continues to be an active GLSBAA member and serves on the committees that run the organization’s annual golf tournament and trivia night that benefit Wings of Hope. Mollman has been a longtime donor to the organization and is a regular attendee at Wings of Hope’s annual gala.

“One year, I won the Patty Wagstaff flight down in St. Augustine,” he says, referencing the flight Wagstaff, a Wings of Hope Honorary Council member, donated to the gala’s auction. “I did that for my 60th birthday.”

Now that he’s had the Cirrus for a few years, Mollman says, “The airplane suits my needs well. I fly about 100-125 hours a year — about half of it is personal and half of it is charity flights with Angel Flight.”



Speed, Safety and COPA Support

When asked why he decided to spend his retirement years flying a Cirrus, Mollman offered some of the same reasons as Pavese.

"The Cirrus is just a good cross-country aircraft. It has the speed that makes longer trips doable. The fact that it has the side stick gives you a lot more room in front of you which is nice for longer trips."

Safety was also a key consideration.

"The parachute was a big deal, especially for my wife. I'm not getting any younger," says Mollman.

He also cites the support he receives from COPA.

"COPA is a very good group for support, maintenance and operations," he says. "The first year I had the airplane, I went to one of the CPPPs (COPA Pilot Proficiency Program). It was three days

of courses and you could supplement with some flight training, which I did. It reminded me of the things that I did as a corporate pilot. I really liked that."

Mollman flew for Monsanto in St. Louis for 38 years, the last 18 of which he was the company's chief pilot. His wife, who flies with him on their trips around the country including to Arkansas, Florida and Georgia, where their son lives, attended COPA's partner-in-command training.

"Pilot incapacitation is probably a bigger issue than a lot of things that can go wrong with a plane," Mollman says. "That course is very good for people who don't fly and are flying with a spouse or a friend that is a pilot. It helps her know what to do if something happens to me."

As he reflects on his decision to buy a Cirrus and the unique circumstances that led him to buy one from Wings of Hope, Mollman says he has "no regrets."

« **Roger Mollman** happened to be looking for a Cirrus to purchase when Pavese's SR22 became available, and says it was exactly what he was looking for.

"I felt very good about the purchase, and I felt good that the money was going to a cause that I already supported and to an organization I was familiar with," he says. "For us, it was a win-win."

How You Can Get Involved

Wings of Hope's funding is mainly derived through personal donations, the sale of tickets from its semiannual aircraft raffles and aircraft donations. To learn more about the aircraft donation program, call Mike Piccirilli directly at 314-705-9250 or visit wingsofhope.ngo +