

The following slides are from a program
presented at the conclusion of the...



Slides 8 thru 17 have been updated with additional historical
facts and documents since the original convention presentation.

Presented by Jonathan Sisk, MMOPA President, Rev. Nov 4, 2010



The Story of MMOPA

Whether it is culture, history, technology, parenting, education, religion, etc. We stand only a couple of generations from losing it if we do not intentionally pass it along to those coming behind us. So while we cannot live in the past, we do require a knowledge and appreciation of it to provide a context for where we are going now, and in the future.



The Story of MMOPA

In my desire to learn more about MMOPA, I have spoken with as many of its founders and veterans as possible. I found the archives of our association's quarterly magazine to be enormously valuable resource. They are available for your exploration in the Resource page on our website.



The Story of MMOPA

- 1983 - Piper certifies the PA-46-310P Malibu. Over 400 built through 1988.
- 1988 - Piper certifies the PA-46-350P Mirage, replacing the Continental-powered Malibu.
- 1989 - Several Malibu owners realize the need for an organization for sharing knowledge and experience. Consulted with executive directors of other type clubs.



The Story of MMOPA

- May 1989 - N9114B, Bristol, IN. First PA46 inflight airframe break up.
- 1990 - 5 more PA46s break up in flight.
- March 17, 1991 - N9112K, Bronson, FL, exits thunderstorm in pieces, 200 lbs over gross, 2 inches aft CG, 4 fatalities.



The Story of MMOPA

- March 21, 1991 - FAA issues Emergency AD 91-07-08 in response to break ups, severely limiting use of the PA46 aircraft:
 - VMC operations only.
 - Remove Vertical Speed / Altitude Preselect
 - Alt air and pitot heat ON continuously.
 - Special Certification Review ordered.



The Story of MMOPA

- Dr. Sy Weiner organizes meeting in Atlanta, GA of potential board members for a new Malibu Mirage Owners & Pilots Association. MMOPA is born!
- Mark Swatek, John Foster, Bill White, Sandy Rand and others helped guide the new organization and stayed on as Directors.



The Story of MMOPA

- With MMOPA still in the incubation stage, a group of owners and dealers established an ad hoc organization, The Malibu Coalition, capable of dialog with those at the FAA responsible for the AD. The coalition was spearheaded by an Executive Committee comprised of current MMOPA member Don Jacobson, Lee Morse, Michael Alper and John Foster.



The Story of MMOPA

- Coalition members quickly raised \$75,000 and hired former FAA Administrator Langhorn Bond to represent our interests before the FAA and the NTSB. Current Piper dealers Skytech and Muncie Aviation were the largest single contributors.
- Coalition participated in the entire FAA/NTSB review and was responsible for appointment of Dr. Fred Hyman as a human factors investigator.



The Story of MMOPA

- May 1991 - Malibu Coalition hires former FAA Administrator, Langhorn Bond to lead its efforts with the FAA and the NTSB.
- July 1, 1991 - Piper declares bankruptcy, looking for investors or buyer. Expends over 10,000 man hours in Special Certification Review effort.
- Malibu Coalition appeals to AOPA for assistance are rejected. Also convened initial meeting with NTSB and two trips to Kansas City for meeting with FAA Certification Review committee.



The Story of MMOPA

- August 1991 - Malibu initial training course expanded to 5 days, including 20 hours ground instruction, 10 hours simulator, 5 hours in aircraft, based on input from accidents.
- Coalition meets with NTSB to restore not only flight but market status by attracting media coverage equal or greater than that of the AD seeking a clean bill of health and/or improvements. Essentially a re-introduction of the Malibu to the market.



The Story of MMOPA

- Sept 1991 - First issue of Malibu Mirage magazine published by Dr. Weiner.
- November 1991 - First Fly-In Convention organized by Dr. Weiner in Sarasota, FL. 60 aircraft on the ramp. Service inspection clinics begun.
- February 1992 - Results of Special Certification Review announced. PA46 and autopilot comply with regs. 60 recommendation from NTSB. Original AD rescinded. 4 new ADs issued.



The Story of MMOPA

- February 19, 1992 - Formal Washington DC Press Briefing, which included Piper and Bendix/King, led by Malibu Coalition Counsel Langhorn Bond. Articles in aviation press were largely from this briefing.
- Sept 2, 1992 - Malibu Coalition dissolves with its remaining resources donated to a cash-poor MMOPA to defend against future threats to membership aircraft.

THE MALIBU COALITION

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September 2, 1992

The National Transportation Safety Board has published the findings of its exhaustive investigation of the Piper Malibu and Malibu Mirage. As we promised, a copy of their report is enclosed.

Two key members of the NTSB's team of investigators will be attending the Malibu/Mirage Owner's and Pilot's Association meeting in Santa Fe. Dr. Fred Hyman, a Human Factors specialist, and John Clark, who analyzed the radar summaries of all the accidents, are scheduled to address the convention on Saturday, September 25th. Additionally, Robert Wright will represent the FAA and will also speak on Saturday. Mr. Wright is responsible for researching and implementing the training recommendations that were made by the FAA's Special Certification Review Committee.

As its final gesture, the Malibu Coalition is sponsoring Langhorne Bond as he addresses the convention on Sunday, September 26th. Mr. Bond will summarize the activities of the Coalition and provide his insight as to the future implications of the Malibu investigation, particularly as they relate to possible regulatory action.

Shortly after you receive this letter you will receive a pro-rata disbursement of funds that remained in the Coalition's coffers at the end of our mission. The Executive Committee encourages you to use these funds to join and support the Malibu Mirage/Owners and Pilot's Association (M/MOPA), which will now carry the banner for Malibu owners in our future endeavors. Members of the Malibu Coalition are expected to be asked to serve on M/MOPA's inaugural Governmental Relations Committee.

The Executive Committee wants to thank you for your support of the Coalition during our collective time of need. Through Coalition efforts the FAA was able to secure a flight test aircraft that was otherwise unavailable to them, speeding up a process that was already behind schedule. The NTSB Human Factors specialist was assigned to their investigation immediately following an in-person presentation by the Coalition to then-Chairman James Kolstad. That person later exercised great influence on the report enclosed. The

Coalition sponsored and led the Washington news conference following issuance of the FAA's Special Certification Review. The news conference resulted in the most significant amount of press coverage, all of it positive, that the Malibu has received since the issuance of the AD. Finally, the regulatory and training issues raised as a result of the Malibu investigations have the Coalition's influence stamped all over them.

From the Executive Committee, we extend to each of you a hearty "well done".

Sincerely,

The Malibu Coalition

EXECUTIVE COMMITTEE

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The Story of MMOPA



Malibu Coalition Executive Committee at Washington, DC Press Conference.
Don Jacobson, Lee Morse, John Foster, Michael Alper



The Story of MMOPA

It would be hard to over-estimate the contributions from these founding members of MMOPA, led by Dr. Sy Weiner, and The Malibu Coalition.

At a time when Piper was struggling, these owners banded together to save their aircraft from regulatory and financial ruin. Everyone in this room is in their debt.



Amelia Island, FL

2010 President's Award

Dr. Sy Weiner
Honorary Lifetime Member





*With utmost appreciation
for his vision in founding the*

**MALIBU MIRAGE OWNERS
& PILOTS ASSOCIATION**

*and his faithful leadership
as its first President 1991-1993
this 2010 President's Award recognizes*

DR. SY WEINER

*for his significant contributions to the
PA46 Malibu community worldwide.*

Presented October 30, 2010

Amelia Island, FL

Jonathan Sisk, President



"I always have plenty of room for my valued passengers."
The Sy Weiner STC for nose compartment passenger space.



Sy Weiner and Henry Van Kesteren



Amelia Island, FL



Ron Cox



Lester Kyle



John Mariani

From early Malibu Mirage magazine...



Amelia Island, FL

MMOPA Past Presidents



Dick Perschau
President and Board Member

Started flying around age 12 and got private license at age 16. Remembers falling asleep in Paul Poberenski's garage while his Dad, Uncle Vern and Paul talked about setting up an "Experimental Aircraft Pilots' Organization".

Richard Perschau President 1993-1995

- Charged by Sy Weiner to "teach our members hypobaric physiology to keep them safe in the flight levels." Arranged for members to experience high altitude chamber experience at convention.
- Authored "Med Facts" article series in magazine.
- Worked with insurance carriers to re-establish insurance for competent Malibu pilots.
- Worked with insurers to avoid type rating requirement for the Malibu.
- Worked with Board to develop refresher and annual review training programs.



MMOPA Past Presidents

Bill Alberts, President 1995-1997



- Bought new 1990 Mirage as a student pilot just months before the FAA effectively grounded the fleet.
- Attended first convention in 1991 and became vital member of association in 1992.
- Was drafted as auctioneer at 1993 convention when professional did not show up. Has become a self taught auctioneer and raised more than \$2M for aviation groups since then.
- Served on MMOPA board for 7 years.
- Joined MMOPA staff as convention coordinator for past 13 years.



Amelia Island, FL

MMOPA Past Presidents

David Coats, President 1997-1999



- Followed in his dad's footsteps to become a Naval Aviator by becoming a doctor (less than 20/20 vision)
- Moved up to Malibu from Cessna 180, and then a Piper Twin Commanche. Flew N4388M from 1987 to 2010. Very customized and personalized airplane.
- During his presidency academic sessions were organized, Russ Caauwe hired as Exec Dir, and implementation of the Safety Foundation. However, he gives most of the credit for the Safety Foundation to many others - Mark Swatek, Mona Rathmel, PA46 instructors, and insurers. The original idea was actually from Sy Weiner.



Amelia Island, FL

MMOPA Past Presidents

Mark Swatek, President 1999-2001



- Became a licensed pilot at 17, aircraft owner at 18.
- Charter member of MMOPA and served on numerous committees.
- As MMOPA President, focused on reaching out to non-MMOPA members, improving safety & training, and assisting Mirage owners with the Lycoming engine problems at that time.
- Worked to open communications between Piper, Lycoming, and MMOPA.
- Currently serving as President of the Malibu Mirage Safety & Training Foundation (MMSTF).

MMOPA Past Presidents

Richard Bynum, President 2001-2003



- Officially failed retirement 3 times. Currently President of Procedure Products, Vancouver, WA, resides in San Antonio, TX.
- Worked with Piper to get members reimbursed for out-of-warranty repair cost for wing spar attach bracket.
- Set up member Help Line with Kevin Mead.
- President during the Lycoming crankshaft AD.
- “Congratulations to MMOPA for 20 years!”



MMOPA Past Presidents

Doug Leet, President 2003-2005

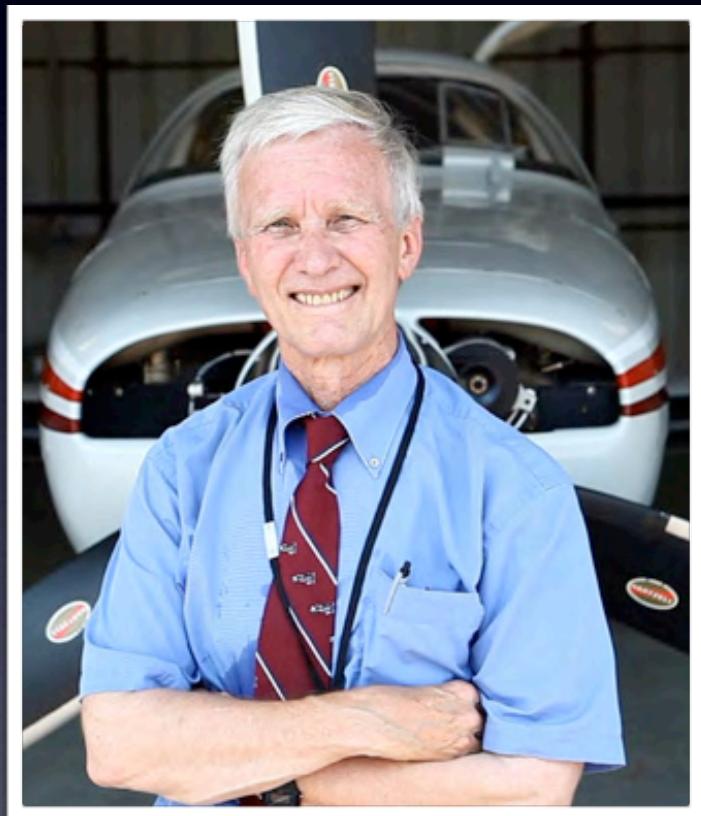


- Pilot since 1977, Instrument rating in 1981
- Malibu owner since 1987
- Engine-out IFR, published in AOPA Pilot in 1989. Later in the MMOPA magazine.
- Engine-out IFR, - MMOPA Hyman Lecture in 1997 [with Jim Yankaskas]
- MMOPA Board, 2000-2009, President 2003-2005.
- Practicing urologist



MMOPA Past Presidents

Jim Yankaskas, President 2005-2009



- Solo'd at 16, private by 17, commercial instrument, multi-engine by college. CFI to Doug Leet and CFI glider.
- MIT graduate in Aeronautical Engineering. Worked at Sikorsky Aircraft.
- Prof Medicine UNC, Pulmonary and Critical Care, Medical Director ICU.
- Enhanced communications with Piper and solidified MMOPA committee structures.
- Currently MMOPA Director serving on Nominating and Academic Committees.



Parting Thoughts

- Each of us is an ambassador for general aviation, MMOPA, and safety. The individual freedom of flight is bigger than any one of us.
- Help build the association's visibility and influence with manufacturers and the government by growing our membership.
- Introduce non-member PA46 pilots to MMOPA.
- Encourage other MMOPA members to participate in our forums, to come to our conventions, and sign up for the MMSTF regional training enhancements.
- Participate in our efforts to protect and shape aviation policy & regulations with your comments to law makers.
- Thanks for making this convention a great success!

Good night! Fly home safely.

