

## COVER STORY

## MEET DR. WILLIAM T. BUSCH "AvDoc 51"

By Ed Downs

There are a lot of "dreads" in life. You know, things you dread doing or dread facing up to ... like an IRS audit, a job performance review, or maybe "the talk" with your kids. Aviation has its share of "dreads." Of course, we dread banging up an airplane, or maybe taking that next written exam or check ride. Even a flight review can be scary if you know your skills are lacking or if you are flying with a CFI you do not know well. But there is one aviation "dread" almost all pilots place close to the top of the list, especially professional pilots, and that is the FAA Medical Exam. As youngsters, we did not give much thought to meeting health standards, but that tends to change when we hit TBO (time between overhauls, about age 50). Like a high-time engine, continued flight depends upon compression checks, oil analysis, dependability of accessory parts and AD's that the FAA might toss in your direction. If you have good health habits and are working with an Aviation Medical Examiner (AME) that you know well, (might even be your primary care physician), your physiological engine is



Stallions on the ramp at Stallion 51.

probably going to give you many years of good service. But what if you do not have a regular AME. Now the "dread" begins to creep in again. Does this unknown AME consider himself or herself the "Keeper at the Gate" when it comes to aviation safety, ready to find fault versus ways of creating favor? And what about that visit to a medical center, pristine institutional green walls, a waiting room with medical staff racing back and forth in smocks right out of a TV drama. This ambiance is polished off with smells and

(KT Budde-Jones/Stallion 51)

aromas that scream "doctor's office!" Then you sit in a little room, wondering if you should be on the table or in the chair. Will this AME require a rectal exam? Now there is real dread! Pretty spooky, eh? Let's fix that.

Take a break, you need some time off, right? Set up a holiday visit to Kissimmee, Florida. Plenty to do in that region, a lot having to do with a dude that made good friends with a big-eared mouse. But be sure to visit Kissimmee Gateway Airport. On 3951 Merlin Drive,



The AvDoc, Dr. William T. Busch, Capt., USN (ret.) is Co-located at the new Stallion 51 facility.

(KT Budde-Jones/Stallion 51)

you will find one of the most unique FBO's in the country. Meet Stallion 51. With new, modern facilities and numerous aviation services, Stallion 51 offers a variety of training programs that can be found nowhere else, in aircraft that are normally unavailable to both recreational and professional pilots. Planes like the P-

*Continued on Page 9*

Aviation & Airboat Wood or Composite Propellers  
Sensenich Wood Propeller Co.  
2008 Wood Court, Plant City, FL 33563  
Phone: (813) 752-3711 • Fax: (813) 752-2818  
Email: propsales@sensenich.com



### SENSENICH Awarded STC for Carbon Fiber Adjustable Prop for Super Cub

Sensenich has been awarded a Supplemental Type Certificate (STC) for its carbon ground adjustable pitch STOL propeller on Piper Super Cub Aircraft. This STC allows installation on PA-18 "150" aircraft with Lycoming O-360 series engines, with future STCs planned for Lycoming O-320 powered Super Cubs and certain popular training aircraft.

"Our experimental customers have been raving about this propeller for several years, and now we can offer the same step up in performance to our certified customers," says Sensenich President Donald Rowell. "This propeller's quick and sure pitch adjustment gives the customer the option of maximum performance no matter what the flight profile may be."

Extensive testing required during the certification project in Alaska showed improved take-off, climb and cruise performance compared to what's considered the industry standard fixed-pitch STOL propeller. When pitched for the same climb rpm as the standard propeller, climb rate was increased by 140ft/min, cruise speed was identical, and full-throttle level flight (FTLF) speed increased by 7 mph. When re-pitched to match the industry standard propeller's climb rate, cruise speed was increased by 8 mph and FTLF speed increased by 18 mph.

The new Sensenich composite propeller is less than half the weight of the legacy STOL propeller – 21 pounds vs. 44 for the metal unit.

The propeller is available in diameters from 78" to 82". The STC also covers a 12" diameter, balanced composite spinner.

Pricing for the propeller with STC documentation is \$6350 FOB Plant City. Adding the spinner brings the price to \$7085 (including STC docs).



Aviation Fixed Pitch Metal Propellers  
Sensenich Propeller Manufacturing Co., Inc.  
14 Citation Lane, Lititz, PA 17543  
Phone: (717) 569-0435 • Fax: (717) 560-3725  
Email: sales@sensenich.com