

the customer, but also the individuals performing the repairs. Jet Air is an authorized Mitsubishi and Dallas Airmotive service center, and has recently become a Cirrus service center.

“We feel that an aircraft should perform squawk-free between inspections and strive to accomplish this goal through attention to preventive maintenance and attending to needs before they become problems,” said Bressler.

Bressler believes that high fuel prices and the threat of user fees pose a significant threat to the aviation industry and flight safety. “Entry into aviation will be limited by the cost of primary instruction, let alone advanced flight training,” said Bressler. “This will limit the pool of pilots in the future and lead to shortages in many areas of aviation. As the pool of available aircraft increases as is predicted with the advent of Very Light Jets and new composite airframes, new methods of obtaining experience for pilots will be necessary. Simulator training has had some impact and the FAA has allowed a portion of flight training to be accomplished in this manner, but innovative ways of gaining experience will need to be created without sacrificing safety.”

Bressler noted that the insurance industry has in large measure taken the lead in accident prevention by mandating higher standards of experience and training than previously required by the FAA. He believes that this has reduced accidents, but has added additional burdens on the aviation industry.

“To obtain the experience necessary to operate higher performance airplanes, is nearly prohibitive,” says Bressler. “The airline industry will now take a low-time pilot and allow him or her to perform as a first officer, but this option is not available to charter operators or pilots seeking to advance their capabilities. The need for cost-effective innovation in training pilots for careers in aviation, remains a challenge.”

Bressler continued: “Maintenance

of existing, aging aircraft will only be compromised by the rising cost of an hour of flight. The practice of cheap maintenance at facilities ill-equipped to perform the correct procedures will become more prevalent and lead to unsafe flying. It seems illogical that the maintenance costs per hour for your automobile are 10% higher in most cases than the maintenance costs for an aircraft. Having your copy machine serviced costs \$110 an hour including travel time to your business. If your car service is less than expected, you can usually pull to the side of the road. Your options in an aircraft are considerably less savory. Aircraft that undergo ‘hangar annuals,’ and subsequently come to a reputable repair station, have bills that are per-

ceived as excessive. This usually is the result of repairing items that have been ignored or passed off as adequate, but in fact are unsafe or questionable. The result is the owner will not return to the shop that is ‘playing by the rules’ and seeks less costly, but perhaps less safe repairs. We see a significant number of these airframes at our shop and will not compromise quality in these circumstances.”

Bressler continued: “The aviation industry is entering a new era with the advent of new, affordable, fast aircraft. Avionic advances and new airframes will improve the safety of flight. Jet Air, as many other small businesses, is looking forward to these changes. We plan to be a significant player in the new aviation!” □

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