

Harry Kraemer  
Summary of Accomplishments in Aviation

I have been flying for over seventeen years and I have flown over eighty different types of aircraft. I hold an ATP certificate. I have been a flight instructor since November 1989 (11 years). I am a Gold Seal CFII/MEI with advanced and instrument ground instructor ratings. My first job was flying traffic patrol. After earning my flight instructor certificate, I landed a job at a local flight school as an instructor. I soon found myself flying 100 plus hours a month. That is where I found that I had a love for teaching. It wasn't long after I started instructing, that I was appointed a FAA Safety Counselor, and found myself speaking at FAA Safety Seminars (which I really enjoyed). I still wanted to do more teaching, in the fall of 1992 I called around to the local colleges, trying to find one that didn't offer any aviation classes. When I found one, I submitted a proposal for evening aviation classes (private pilot ground school). They liked my proposal and in September of 1992 I started with a private pilot class. That was a big success. I soon added an instrument and a pinch hitter class. The classes went very well, in fact I had students taking my classes a 2<sup>nd</sup> and 3<sup>rd</sup> time, because they enjoyed it. In July of 1993 I landed a corporate job, as chief pilot, flying a Piper Malibu and a Turbo Arrow. In December of 1995, I decided I had to give up the college job because I needed to relocate for my corporate job. During the summer of 1993 I worked part time as a technical consultant for a computer company that was developing a PC based aviation-training program. During July of 1994 I did some flying for a local cable TV company that was filming a movie and needed some aerial shots. I have been a free lance writer since 1993, with work published in 9 different aviation publications. I have served as an expert witness for accident investigations. In April of 1998 I worked with the FAA and a local DPE, training both the FAA Inspector and the DPE on the aircraft systems and flight procedures in the Pilatus PC12, so the DPE could obtain a "Letter of Authorization" to give check rides in the PC12. I have been a guest speaker, twice, on a radio show called "Hangar Flying Today". "Hangar Flying Today" is a show that a local airport manager hosted.

In the spring of 1994 I was one of two instructors involved with the **solo** flight of a 16-year student across the U.S. With the help of our local FSDO, we had a network of local FSDOs and flight instructors to meet him at each stop, to brief him on local procedures, check his paper work, and check his weather. This flight was after the two young girls, each claimed to be the youngest pilot to fly across the U.S. Unlike the other two at the time, this flight was not done to set a record, but to show that with proper training from a competent instructor, a trip like this was possible by a **pilot** of any age with any type of pilot certificate (in his case, a student pilot certificate). However, he did become the youngest pilot and the only student pilot to fly such a trip. The FAA, AOPA, and numerous other aviation and non-aviation groups gave him awards. This trip received worldwide attention from television and newspapers.

In the early 90s I did some work with the local FSDO with practical test feed back. I helped develop a database to track practical test feed back from the DPEs. My work on this project lead into a Practical Test Analysis Program, which is still being used today.

I have done some research flying with an editor of an aviation publication (*IFR REFRESHER*), on GPS approach procedures. We wanted to see how proficient the controllers were with handling GPS approaches. We found that both sides of the microphone were not up to speed. In one such case we were told to do something that was completely wrong. After the flight we reflected on what went wrong and thought we should talk to the FAA. After talking to the FAA and as a direct result of our flight an Air Traffic Bulletin was issued to all Air Traffic Controllers regarding proper handling of GPS approaches. Several months later a NOTAM was issued (changing the approach), after I filed a NASA report and spoke to NASA in great detail about the approach. I have also assisted the editor with photo shots of the KLN90B in flight and on the ground in the simulator mode. The photos have been used in the publication. In June of 1999 I was added as a contributing editor of *IFR REFRESHER*. I currently write monthly for *IFR REFRESHER*.

I earned Runner-up Instructor of the Year for my district in 1992. In 1993 I earned the FAA Certificate of Recognition for outstanding support and participation in the General Aviation Accident Prevention

Program. In 1998 I was appointed a Master CFI by NAFI. I have completed phase 1 through 10 of the FAA's Pilot Proficiency Award Program (Wings). In June of 1999 I earned two awards from the National Business Aviation Association (Corporate Business Flying Safety Award & Aviation Support Services Award). I earned "Safety Counselor of the Year" in 1999 for the Baltimore district.

I am still flying for the same company; we have upgraded to a PC12. In August of 1997, I was promoted to Assistant Vice President of the airplane company (Kensington Transcom). In October of 1999 Kensington Transcom started a 135 Charter operation in the Pilatus PC12.

I have made several of my own training videos that I use in my classes and give out to students. I work part time with an aircraft sales company as a Malibu and PC12 demo pilot. I have also put together a slide presentation on aviation careers, which I travel around and present to school classes, scout troops, and youth groups (I have been doing this since 1991). This presentation covers all aspects of aviation careers including flying, controller positions, and more. I cover how to get started, requirements, and salary range. I have worked with Montgomery College to start evening aviation classes. The classes include a "Private Pilot Ground School" and "The History of Aviation in the United States". The classes started in early 1999. I also present a program on "Aviation Careers" for Montgomery College. This is included in the "Kids on Campus Program", "Saturday Discoveries", "MC Afterschool", and "Thinking Toward the Future" programs. In the fall of 1998 I worked with a government agency (United States Information Agency) that was making a documentary to promote American Business. One part of the series is on how large companies use corporate aircraft in their business. They interviewed me and I did the flying for the series. It explains our daily operation and how our company uses the aircraft in our business. The series will be broadcast on 1200 different cable TV stations around the world in 6 different languages. I teach an ongoing pilot proficiency class for our local airport association. I have designed several amenities for the PC12 that have been manufactured by a local PC12 dealer and installed on some of the PC12s they have sold.

I volunteer at the College Park Aviation Museum as a docent and aircraft restorer. I have worked on restoration projects for the museum including a 1939 Taylor Craft.

During the winter of 1998-1999 I worked with a private aviation training company to develop an insurance approved PC12 recurrent training program. I developed a syllabus that has been accepted by major insurance companies (PC12 recurrent training). To date I am the only private instructor to have such a program that is approved by major insurance companies.

In the spring of 1999 I worked with a charter company that was starting a fractional ownership program, using PC12s, operating under part 135. I worked with the FAA and the charter company to develop a training syllabus for the pilots.

I am a member of the National Association of Flight Instructors, National Business Aviation Association, Aircraft Owners and Pilots Association, Experimental Aircraft Association, the Pilatus Owners and Pilots Association and the National Aeronautic Association. I am an AOPA Project Pilot Flight Instructor and AOPA Flight Training Instructor. I am also a member of the Montgomery County Airport Association. I am an EAA Flight Advisor. I belong to the Rhinebeck Aerodrome Museum and the College Park Aviation Museum.