

Van Pelt Aero Enterprises

Let me introduce myself to you!

I am a 6000 hour commercial pilot who has been flying since I was 13. I got my Private Pilot license at 17 and I have continued my stint until now. I am 39 and have been flying for over 20 years. I started out in the simple homebuilt scene even as a teenager. My first airplane was a Teenie Too. I fell in love with them, have owned 3 over my lifetime and I have one today. Anything that was fairly inexpensive was an interest and I specialized in Teenie's and Sonerai's. I am rated in Single engines, tail-draggers, twins, float planes, and helicopters. I spent 12 years in the Army flying Blackhawk Helicopters for Uncle Sam. Along the way I worked up my experience and became a licensed A&P. I operate a hanger in Burns Tennessee, attached to a private airstrip. The strip is 3600 feet long and I fly my personal Cessna 310 in and out of there.

Let's face it guys, the economy is trashed. Aviation has become so expensive and regulated that the poor operator often times can't afford to keep his aircraft in the air. Many individuals have turned to experimental aviation in order to keep their costs down, but often times find that many maintainers either don't want to work on them or don't understand them. This is where I come in. I work on, maintain, inspect, and help to keep flying experimental and LSA airplanes and helicopters. I will work with automotive adaptations, Sheet metal, tube and fabric, and composites, Semi-production planes and helos, such as the Rotorway and the Sonex line. If it says experimental on it, I will work with it. I have my own tools and equipment, I do propeller and Rotor balancing, and what's more, within reason, I WILL COME TO YOU!!! If your aircraft is based at an airstrip within 200 miles of Nashville TN, I will use that as an excuse to load up my inspection tools in the back of my Teenie, and fly to where you are. I love to fly and you have just given me a great excuse. Traveling service is limited to inspections only, as my little airplane simply can't carry all the necessary tools for detailed repairs. If it's more than that, contact me anyhow and we may discuss. I work hard and at very low rates.

You are probably asking yourself, how can he do this and remain in business? Well the truth is this isn't all I do. The majority of my income is from a flying career. My career takes me away from home for 6 months out of the year and I do these things while I'm home. Like many others, I have had to diversify as well. I offer transportation services, both on the ground and ferry flying, flight test services, and in the near future I will be offering flight training in airplanes, helicopters, and gliders.