

Twins: The
Other Advantage

The New
Fly-N-Eat App

Flooding in Texas
Hill Country

TWIN & TURBINE

FOR THE PILOTS OF OWNER-FLOWN, CABIN-CLASS AIRCRAFT

AUGUST 2025 \$3.95 US
VOLUME 29 NUMBER 8



Owner's Corner

Clayton Boyd



ICE SHIELD® DE-ICING SYSTEMS

SPECIALIZES IN HIGH-QUALITY DE-ICING FOR GENERAL AND COMMUTER AVIATION IN FENWICK, WEST VIRGINIA.

Ice Shield® De-icing Products Include:

- Pneumatic Wing Boot De-icers
 - Available in Standard & Pressure Sensitive Adhesive (PSA) Application
- Propeller Electro-Thermal Boot De-icers
- Wire Harnesses
- Engine Inlet de-icers
- Leading Edge Assemblies for TBM
- De-ice Hardware
- De-ice accessories

WE OFFER:

- FAA/PMA Approved
- Best In Market Quality and Longevity
- Worldwide Authorized Installation Centers
- First Class Customer Service

Contact Ice Shield® for availability and lead time today!



EDITOR

Lance Phillips
lance@twinandturbine.com

EDITORIAL OFFICE

2779 Aero Park Drive
Traverse City, MI 49686
Phone: (231) 946-7770

PUBLISHER

Dave Moore

PRESIDENT

Matt Kenny

PRODUCTION MANAGER

Mike Revard

PUBLICATIONS DIRECTOR

Jake Smith

GRAPHIC DESIGNER

Marci Moon

TWIN & TURBINE WEBSITE

www.twinandturbine.com

ADVERTISING

Jenna Reid
816-699-8634
Jenna.Reid@VPDCS.com

ADVERTISING COORDINATOR

Betsy Beaudoin
1-800-773-7798
betsybeaudoin@villagepress.com

GENERAL AVIATION

ADVERTISING INFORMATION

Aviation.Publications@VPDCS.com

SUBSCRIBER SERVICES

Rhonda Kelly
Jessica Meek
Leah Backus
P.O. Box 968
Traverse City, MI 49685
1-800-447-7367

To change mailing address,
email rhonda.kelly@vpdcs.com

Twin & Turbine (ISSN 1092-6402), USPS 24432 is published monthly by Village Press, Inc. with advertising offices located at 2779 Aero Park Drive, Traverse City, Michigan 49686. Telephone (231) 946-3712. Printed in the United States of America. All rights reserved. Copyright 2016, Village Press, Inc. Periodical Postage Paid at Traverse City, MI.

SUBSCRIPTIONS: *Twin & Turbine* is distributed at no charge to all registered owners of cabin-class aircraft. The mailing list is updated monthly. All others may subscribe by writing to: *Twin & Turbine*, P.O. Box 968, Traverse City, MI 49685, or by calling 1-800-447-7367. Rates for the United States and its possessions follow: one year \$15.00; two years \$29.00. Canadian subscriptions are one year \$24.00; two years \$46.00, including GST tax. Overseas subscriptions are one year \$52.00; two years \$99.00, U.S. funds. Single copies \$6.50.

ADVERTISING: Advertising in *Twin & Turbine* does not necessarily imply endorsement. Queries, questions, and requests for media kits should be directed to the Advertising Director, *Twin & Turbine*, P.O. Box 968, Traverse City, Michigan 49685, Telephone 1-800-773-7798. Website: www.twinandturbine.com.

MANUSCRIPTS: *Twin & Turbine* assumes no responsibility for unsolicited manuscripts, photographs, or artwork. While unsolicited submissions are welcome, it is best to query first and ask for our Writer's Guidelines. All unassigned submissions must be accompanied by return postage. Address queries and requests for Writer's guidelines to the editor.

POSTMASTER: Send address changes and inquiries to *Twin & Turbine*, Village Press, Inc., P.O. Box 968, Traverse City, MI 49685.

Contents

AUGUST 2025 • VOL. 29, NO. 8

Editor's Briefing

2 A Change of Perspective
by Lance Phillips

4 Twins: The Other Advantage
by Thomas P. Turner



12 Artic Circle
by Ed Verville

20 New Fly-N-Eat App Revolutionizes Aviation Dining for Pilots
by Rich Pickett



8 What the Texas Flooding can tell us about Weather and Flying
by Lawrence S. Searcy Jr



Owner's Corner

24 Clayton Boyd
by Grant Boyd

On Final

32 Practicing Dangerous Stuff
by David Miller

COVER PHOTO:

Courtesy of Clayton Boyd

Issues of *Twin & Turbine* are available for free www.twinandturbine.com



A Change of Perspective

I have made the trek to Oshkosh for EAA's AirVenture so many times I cannot count them. 2025's journey was different in a few ways, though. First of all, rather than flying to Appleton, WI, or Green Bay on Sunday before the event, I flew to Traverse City, MI.

Twin & Turbine's director of advertising sales, Jenna Reid, had set up some meetings with the executives and managers at our publisher, VP Demand Creation Services (VPDCS). It was an eye-opening experience to learn about and understand the broad scope of services that VPDCS (formerly Village Press) can provide to its advertisers and other customers. Not only is its printing capability rivaling the best in the world, but it also provides marketing asset management and fulfillment to make marketing leaders' lives much easier and efficient. You'll see Jenna's contact information toward the back of this issue if you'd like to learn more about VPDCS's services.

From Traverse City, we enjoyed the journey across Lake Michigan to Appleton, WI. But rather than flying direct, which would probably take around 25 minutes in

the typical regional jet, we had to fly to Chicago's O'Hare airport, connect to another regional jet, then finally take another short hop to Appleton. It ended up being a fairly long but very beneficial day. I was ready to zonk out in our welcoming host family's home. It has always struck me as incredibly odd that, from Appleton to Fond du Lac, families open up their homes to strangers for one week a year so that we can work and enjoy EAA's AirVenture.

Another way this year was unique was that I had the opportunity to spend time with three fraternity brothers, two of whom I hadn't seen in probably 20 or 30 years. The one I had seen recently isn't a pilot, and he had never been to AirVenture. The two pilots, one a Global Express driver, the other a senior Delta captain, are Oshkosh veterans. The non-pilot has an undergraduate degree in mechanical engineering, along with a doctorate in something that gives him the ability to cure diseases and make people's lives better. It was a fun group. We spent Tuesday night on the South 40 reminiscing, eating BBQ, and talking about everything we were going to do and see that week. It was like we had just seen each other after class and were planning a college-era weekend.

On Wednesday, I had the opportunity to sit down with Will Cutter and his daughter, Anna. They had just announced an agreement with Tecnam to become its newest aircraft dealer in the southwest. You'll hear more about that next month, but while we were at the Tecnam display area, I was positively impressed by the airplanes and the company that Cutter Aviation will be representing in Arizona and California.

The change in perspective this year came from the experience being more fun than usual. I am not quite sure why, but this year had a different aura. Maybe it was from Jenna's ever-present energy, seeing friends I hadn't seen for years, or maybe learning about the Cutters' newest OEM partner. It was probably everything combined. The cherry on top was the amazing airshow on Wednesday night. I see it every year, but this year it was more stunning than usual. 



Just like old times

lance@twinandturbine.com



INTRODUCING BLACKHAWK PERFORMANCE CENTERS

Blackhawk Performance Centers are a revolution in comprehensive aircraft ownership solutions. We go beyond routine maintenance to offer transformative upgrades and expert support, all designed to elevate your light turbine aircraft and your flying experience. Blackhawk Performance Centers have the expertise and resources to make it a reality.

BLACKHAWK.AERO

Conrad Theisen

conrad.theisen@blackhawk.aero | (844) 832-4456



**ENGINE
UPGRADES**

**AVIONICS
UPGRADES**

**PROPELLER
UPGRADES**

**AIRFRAME
MODIFICATIONS**

**MAINTENANCE
& SUPPORT**

Twins: The Other Advantage

by Thomas P. Turner

PHOTOS PROVIDED BY THOMAS P. TURNER



In the earliest days of aviation, multi-engine airplanes were introduced primarily for the ability to carry more weight. The world's first twin, Sikorsky's biplane S-21 Russky Vityaz (Russian Knight), was proposed in 1911 "when no known aircraft could lift more than 600 kilograms [1,323 pounds]." At the time, the world's record for aircraft payload was held by the French pilot Ducis, who had flown 600 kilograms to a height of 800 meters (2,600 feet). When it first flew in 1913, the huge-for-the-time S-21 was capable of taking off with more than twice that payload, 1,300 kilograms (2,866 pounds). Like many twins, the Russky Vityaz's operational life was cut short by the loss of an engine at low altitude, but with a twist: the big biplane was crushed by the engine of a Morane-Saulner that fell off the single-engine French airplane during landing. History doesn't record the fate of the Morane-Saulner's pilot. The S-21 was not rebuilt, but the basic layout was developed into the first four-engine airplane for even more payload capability as an airliner and a First World War bomber.¹

Early twin-engine airplanes—very high-drag designs with fixed landing gear and non-featherable propellers—could not fly on a single engine. So, redundancy was not a design consideration as the multiengine concept arose. Even some WWII training twins and early postwar designs like the Twin Stinson, which morphed into the Piper Apache, could not maintain altitude on one engine under most conditions, the second engine considered to be more of a "glide extender." By the time the Cessna 310, the Piper Aztec, and the Beech Travel Air were introduced, though, the science of aeronautics had advanced to where most consider the ability to fly on one engine (albeit marginally) to be the greatest advantage of flying a light twin. In touting multi-engine redundancy, we sometimes overlook the other great advantage of flying a twin compared to its single-engine brethren: the ability to carry more weight, in extra fuel if we need it or in the seats and baggage areas if our flight allows trading fuel for payload. Let's see what real-world payload advantage exists for the pilot of a twin.

Excess power

You can discuss the theory of lift all day (multiple theories, actually), but ultimately, to go up, you need power. Before the sailplane pilots chime in, they need power to climb, too, just externally applied energy in the form of a tow, thermals, or other vertical airflow. For the power-plane crowd, in general, the more power you have, the faster you can climb, or alternately, the more weight you can carry aloft.

What's the minimum amount of power needed to maintain altitude at a given weight? Assume you slow to the airspeed at which drag is least, best lift over drag (L/D), essentially Best Glide speed adjusted for the airplane's current weight. Establish level flight and slowly, gradually reduce power until the airplane is flying level and precise at this speed. It'll take somewhere in the neighborhood of 35% maximum power at maximum weight, less power at lighter weights. Let's use that to illustrate my points to follow, although the logic remains the same even if that 35% figure isn't spot on.

At 6,000 feet above sea level, leaned for maximum horsepower, a normally aspirated engine will develop about 80% its rated power at full throttle and full RPM. Manifold pressure drops at about one inch per 1,000 feet in the lower atmosphere, and standard air pressure at sea level is very close to 30 inches, so at 6,000 feet, 24 inches is available and $24/30 = 80\%$. If 35% of that power is needed just to hold level flight at least drag speed, then the airplane has 45% excess power remaining to fly faster or climb higher, or some compromise between the two. Add weight (such as with a gross weight increase that does not add power), and the airplane will not be able to fly as fast or climb as rapidly. Sure, other factors play a part, for example, the added drag of the extra engine, longer wing, and larger tail surfaces of a typical twin versus a comparable single. You can see, however, that in general, more power means more capability with more weight.

Civil war

Sorry to pit brother against brother, but let's do some comparisons between airplanes offered as essentially identical fuselages in single- and twin-engine versions. We'll look at Beech Bonanzas, Travel Airs, and Barons of similar vintages, and the turbocharged Piper Turbo Lance and Seneca II.

First, let's look at the late 1950s Beech Bonanza and Travel Air.

The 1959 K35 Bonanza came equipped with an IO-470C engine rated at 250 horsepower maximum. Maximum gross weight is 2,950 pounds. This results in a power loading (pounds per horsepower) of 11.8 – each horsepower carries 11.8 pounds at maximum. The Model 95 Travel Air of the same model year has a pair of O-360-A1A engines rated at 180 horsepower each, 360 horsepower total. The 95's maximum gross weight is 4,000 pounds, for a power loading of 11.1 pounds...not much different from the K35. But at roughly the same power loading, the twin-engine Travel Air



POWER HOUSE

Okmulgee, Oklahoma may be off the beaten path, but for more than fifty years, this small town has been home to the only family-owned Pratt & Whitney Canada Designated Overhaul Facility in the world. And to the most highly skilled PT6A service technicians in the industry – as well as the parts, accessories, rental engines, and power sections needed to keep your downtime to a minimum. No one knows the PT6A better, and no one takes greater pride in their workmanship. The next time you're over this way, come see the house we call home.



918-756-7862 | covingtonaircraft.com
Se Habla Español | FAA Repair Station No. CP2R750K



can carry 1,050 more pounds aloft. That's a 36% increase in weight, although it takes 44% more power to do it.

Manufacturers' useful load figures are often optimistic. But given they follow the same assumptions, they may provide interesting comparisons. Beech says the (typical) useful load of the K35 is 1,118 pounds. That's the maximum combined fuel, occupant, and baggage weight. Beech's useful load figure for the 95 Travel Air is 1,430 pounds. The contemporaneous twin, then, can carry 28% more payload than the single.

Let's do the same exercise with an A36 Bonanza and a Baron 58, both of the 1984 model year. Maximum gross weight for the A36 is 3,650 pounds on a 300-horsepower IO-550 engine. That's 12.2 pounds per horsepower. The same model year Baron has a pair of IO-550s, 600-horsepower total, and a maximum gross weight of 5,500 pounds, 18.3 pounds per horsepower. The Baron can carry 1,850 pounds more into the air, although it needs twice the horsepower to do so. Playing the useful load game, the A36 has 1,416 usable pounds (optimistic, but as published) while the Baron's useful load is 2,083 pounds, a 47% increase.

On the turbocharged side, let's compare the single-engine Piper PA32RT-300 Turbo Lance II and the multi-engine Seneca II. Maximum gross weight of the single is 3,600 pounds—12 pounds per horsepower. The Seneca II's maximum takeoff weight is 4,570 pounds, carried by 400 total horsepower at sea level and 430 total horsepower at 12,000 feet. That gives the Seneca II a power loading of 11.4 pounds per horsepower at sea level and 10.6 pounds per horsepower at altitude (ignoring, for simplicity, the weight reduction of fuel burned in the climb). Completing our comparison, the twin can carry 970 pounds more, a 27% increase over the single, on 33% more power (at sea level).

Other factors—Normal category certification for the Beech twins versus Utility for the Beech singles (both the

Lance and Seneca are certified in the Normal category), single-engine climb considerations for the twins—also play a part in determining maximum gross weight. But it's easy to see the power of power when it comes to carrying weight. And more engines, moving the engines to the wings, adds baggage space and improves center of gravity flexibility in the twins. Many of a flying life's problems may be solved by a 300-pound capacity nose baggage compartment.

The point

There is no 600-horsepower engine available to hang on an A36 airframe, no 360-horsepower engine approved to bolt onto a K35 airframe...though it's theoretically possible someone could earn approval to hang a 400-horsepower Lycoming IO-720 on the Lance. If the pilot of a late-1950s K35 wanted a Bonanza-sized and quality cabin but wanted to carry over one-third again the weight, he or she had no choice but to add a second engine. The same holds true for the owners of 1980s-vintage Beechcraft® wanting to carry almost 50% more weight. All else being equal, power equals payload.

Don't minimize the added redundancy and potential safety of the second engine for the well-trained and prepared pilot. But when enumerating the advantages of flying a twin versus a single, don't forget the significant increase in payload the second engine affords. **T&T**

¹Sergei Sikorsky, *The Sikorsky Legacy* (Arcadia Publishing, 2007)

Thomas P. Turner is the author of the *FLYING LESSONS Weekly* blog (www.thomaspturner.com) that inspires pilots to pursue *Mastery of Flight*.™ A prolific writer, speaker and flight instructor, Tom has been inducted into the National Flight Instructor Hall of Fame.

TURBINES INC.

AN EDUCATED DECISION

- ✓ **Privately owned**
- ✓ **Optional use of PMA parts**
- ✓ **Selective incorporation of service bulletins**

PT6A ENGINE OVERHAUL/REPAIR



**SINCE 1981, THE EXPERIENCED INDEPENDENT
PT6A PART 145 OVERHAUL SHOP**

Get started at turbinesinc.com | 812-877-8587
peg@turbinesinc.com | jay@turbinesinc.com

What the Texas Flooding can tell us about Weather and Flying

by Lawrence Searcy



Sunrise in Alpine, Texas, July 5, 2025, as we were departing for San Antonio, taking my son to camp.

This year's July 4th holiday turned tragic for campers and vacationers in the Texas Hill Country along the Guadalupe River near Kerrville. I was already flight planning a trip from Alpine, Texas, to San Antonio to drop my son off at a nearby camp (not one on the Guadalupe River that was affected) for him to attend his last year at camp way before any of this happened. I had been looking at the weather for several days in advance. In fact, in the days before, we were thrilled with the copious amounts of rain that had fallen in and around

Alpine from the same storm front. I took videos and pictures of the arroyos on the ranch filling with rushing water, and I was amazed at how little water can become dangerous.

At one point, my daughter and her friends left the ranch to get supplies from town. They were gone for an hour, and in that time, the ranch received almost an inch of rain. After four years of drought, the water ran fast down the mountains and into Bird Creek, blocking the road to the house. I did not know it yet, but

just to the east, this same storm was causing catastrophic damage to the Texas Hill Country.

On Saturday morning, July 5, 2025, we woke up to the news of the Kerrville tragedy. We departed Alpine enroute to San Antonio with heavy hearts for all of those waiting to hear the fate of their campers and loved ones. My Air Traffic Control (ATC) assigned route from Alpine took me direct to the Centerpoint VOR near Kerrville and then into the arrival for San Antonio and an eventual instru-

(NOTAMS) for any anomalies along the route of flight or at the destination airport. The plane is pre-flight ed, oil is checked, winds aloft and on the ground are reviewed, and flight-planned fuel is scrutinized. Modern, general aviation aircraft of all sizes have on-board radar either through XM satellite or ADS-B weather. While we all know that these services are delayed, they are certainly helpful in avoiding bad weather if used correctly. Many larger general aviation planes even have real-time on-board radar that, when used properly, can be extremely helpful in looking through the weather in front of you.

Even with all of these onboard tools, most pilots devote the majority of flight planning on the ground to weather. I often think about how the older pilots used to flight plan cross-country flights with such limited information. Modern pilots have so much digital data available that there can be weather information overload. We have access to winds on the ground and aloft, area forecasts, prognostic charts, forecasts as far out as ten days, icing probability at different flight levels, and areas expected to be convective. Even with all of the planning, we routinely have to ask the ATC controllers for deviations around weather because something has popped up unexpectedly. This is especially true in summer weather when the air on top is cold and colliding with the warm air below. Late afternoon cumulonimbus clouds grow in the summer heat, threatening severe turbulence and torrential downpours along our routes of flight. But as pilots, we usually have the luxury to see the weather in front of us either directly or with the use of weather radar. We have the added ability to avoid these storms by either turning left or right, or turning around completely to go back the direction we came. We can land, wait out the storm, and continue the trip when the danger is gone.



My son, Shepard Searcy, his cousin Craig Comeaux, and his other cousin, Searcy Campbell. This photo was taken as we dropped them off on July 6. All have gone to Camp OTX in Bandera together for 4 years.

Even with all of the technology, reports of flight into destructive turbulence and convection continue to make aviation headlines. Why, as skilled pilots, do we not heed the warnings we researched so intensely before leaving the ground? We all know of “get-there-itis.” The term pilots use for making poor decisions because of the desire to get to a particular destination. It is usually because we want to get home or fulfill a vacation obligation, appear at a special event, or we are simply tired from a business trip and want to sleep in our own bed. I think any pilot who has any measurable hours would admit to making at least one stupid mistake while flying that could have ended very badly. It is usually

after that decision that the person says, “Never again.” We are humans, and we make mistakes in judgment, even when we have all the information telling us not to proceed. And even when we have families waiting for us at home.

Before my July 5th flight, my sister called me during taxi to tell me she had seen the forecast of more rain coming to San Antonio. Her comment was, “I’m sure you already checked, but I wanted to tell you our forecaster on TV is calling for more rain this afternoon.” I appreciated the information and told her that with all of the information I had reviewed, my timing would put me on the ground well before any of the new storms arrived. I was right, but

I was also more vigilant in checking my radar as I got closer to San Antonio to be sure the rain had moved east as anticipated. Was the forecaster she saw on TV wrong? I don't think so - just as I don't think the forecasters were wrong on July 4 in the Texas Hill Country. Weather is volatile and changes rapidly, especially in the summer when dealing with tropical weather coming up out of the Gulf of Mexico. The forecasters used the information they had and issued warnings as new information developed. Unfortunately, the campers and revelers along the river were asleep and most likely without cell service to heed the warnings as they were issued. When they went to bed, the forecast was heightened but not dire.

There are a lot of questions about why there were not more warnings, or more timely warnings, or a physical alert system in the area. I read a statement by one resident that said something to the effect that warnings in the hill country are issued routinely this time of year because of likely storms. Sometimes those storms materialize, and sometimes they do not. Over time, she said, the population gets "warning fatigue" and the warnings are ignored. I'm sure all of the data will be scrutinized at a later date. For now, it does not matter. Lives were lost, and for some reason, it seems so much more hopeless when the majority of the dead and missing are children. I have heard so many times over the years that parents should never outlive their children. I believe that to be true because the heartache of losing a child must be incurable.

As a pilot, the more hours you fly, the larger your margin becomes for understanding what weather you can fly in, fly near, or know to avoid. We have to be careful not just of "Get-there-it-is," but also of "warning fatigue," similar to what the woman was talking about in reference to the hill country weather. On any given day, ForeFlight has boxes demarking convective sigmets, low-level obscuration, IFR conditions, extended convective forecasts, and more. Radar and satellite predictions are usually pretty accurate. However, we know that when reading the weather

updates, many of the warnings, while still active, do not represent current weather conditions. Weather outlined in the warning may have moved on or dissipated. It is easy to begin to give these notices less emphasis after planning hundreds of flights. Luckily, we have choices in the air. Maybe a little more time to make the correct decision if our pre-flight planning was not as thorough as it should have been. The kids and adults along the Guadalupe did not. They were caught unaware, and the destruction to the place and to the families is unimaginable. I do not know whether the most sophisticated warning device could have saved everyone in this situation. Those of us who fly have a lot of automation at our fingertips, and it does not always save us.

On Sunday, just two days after the July 4 tragedy, I drove my son to Bandera, Texas, and dropped him at camp. I had a hard time reconciling his happiness being there and the welcoming counselors greeting all of the arrivals with the reality of what had just taken place a few miles north and a few hours before. Those camps and residents are still cleaning up and going about the grim task of recovery. But the unaffected camps have a business to run, and it only runs during the summer. Hopefully, all camps, not just in the Texas Hill Country, but any near water, will learn from this. No one expected the flood, just as no one predicted Hurricane Helene in North Carolina to destroy so many lives. These are weather anomalies, and they are hard to predict. The only thing we do know for sure is that no amount of preparation can save us from Mother Nature when she is irritable. We can only use the tools we have at hand now and hope we learn for all of the future campers along the Guadalupe.

My son and his cousins are in their last year at camp and are in the oldest cabin. Like many of the camps, the older you get, the more you move up the hill to the prestigious "upper cabins." It is a coveted spot, similar to the senior parking spot in high school. I cannot imagine what it must have been like the day before the flood for these

proud, older kids looking down on all of the years they had spent in the river cabins. They must have been proud to have made it to the top. I have no doubt many would now change places with the young ones if they could.

As pilots, we reach milestones and think we have made it to the top - whether it is our first 100 hours or our first 1,000, it is a great feeling of accomplishment. But we are fallible, and life is precious. There are too many ways to get hurt in an airplane. Weather does not need to be one of them. We have so many more tools in our toolbox than those on the ground. Use them wisely and fly safely. 

Lawrence S. Searcy Jr is a 1300-hour private and instrument-rated pilot with TBM 700A (current), Mooney M20J (prior), and Piper Malibu Mirage (prior) experience. Lawrence is an avid pilot, flying approximately 130 hours a year for business and pleasure throughout the United States.



ACCURACY BEFORE EMPTY

Fuel quantity isn't something you guess.

Learn more at: ciescorp.com or scan code.



“

The FBO was small and sparse, with not much activity on the ramp. Everyone was friendly, and after a quick immigration and customs visit, our passengers were loaded onto the King Airs to continue their adventure.”



Not a whole lot of activity on the ramp



Arctic Circle

by **Ed Verville**

I have flown around the world many times. Mostly East to West, but sometimes West to East, such as Dubai to Amsterdam. I had never been to the Arctic Circle or any farther North than Anchorage, Alaska, though. Until last month, when I was provided that opportunity. The Arctic Circle is the latitude (66.34' N) that is so far North that the sun never sets in the summer and never rises in the winter. This certainly makes for some long winters. Wikipedia offers a much longer definition.

We were assigned a charter flight to the most northern paved runway in North America, which happens to be Iqaluit, NU, Canada (CYFB). My mind immediately went to international flight planning and high-frequency radio communications, as my airplane does not have CPDLC. I still do a lot of international flying, but most of it is to the islands. In addition to the Bahamas, Turks and Caicos, and St. Marten, we also wander down to the Grenadines, near Grenada, as well as Panama and Costa Rica. But this was in the opposite direction.

My uncertainties were quickly laid to rest as Ops (Flight Operations) advised me that we would be using Universal International Trip Support Services for our flight support. A “Handler” such as Universal is a hired third party that will file flight plans, prepare weather briefings, complete customs paperwork, complete Gen Decs, and notify the country that we are coming. They did a great job with flight planning, weather, and ground handling. While talking to our passengers, I learned that they were going on an arctic cruise. We would fly them



Descending through the weather to Iqaluit



Breaking through to view the tundra below

to Iqaluit, and then they would jump on a couple of smaller Beech King Air turboprop airplanes, fly farther North to a gravel runway, and meet up with their designated cruise ship. Sounds like a great adventure!

My company has a flight operations department that takes care of most logistical details, but our pilots perform the actual flight planning except for some unusual circumstances, such as flying over Cuba, and this trip. Even though the flight department provides a list of all passengers, passport numbers, and DOBs to Canada's CANPASS. CANPASS (Canadian Passenger Accelerated Service System) is a program that speeds up customs and immigration clearance for travelers entering Canada by air. CANPASS is run by the Canada Border Services Agency (CBSA). I am not sure about the “speeds up” portion of that statement. Every time I call CANPASS, as I am required to do before takeoff, I must read, very slowly, each passenger's full name, passport number, and DOB to the agent. After spending forty minutes



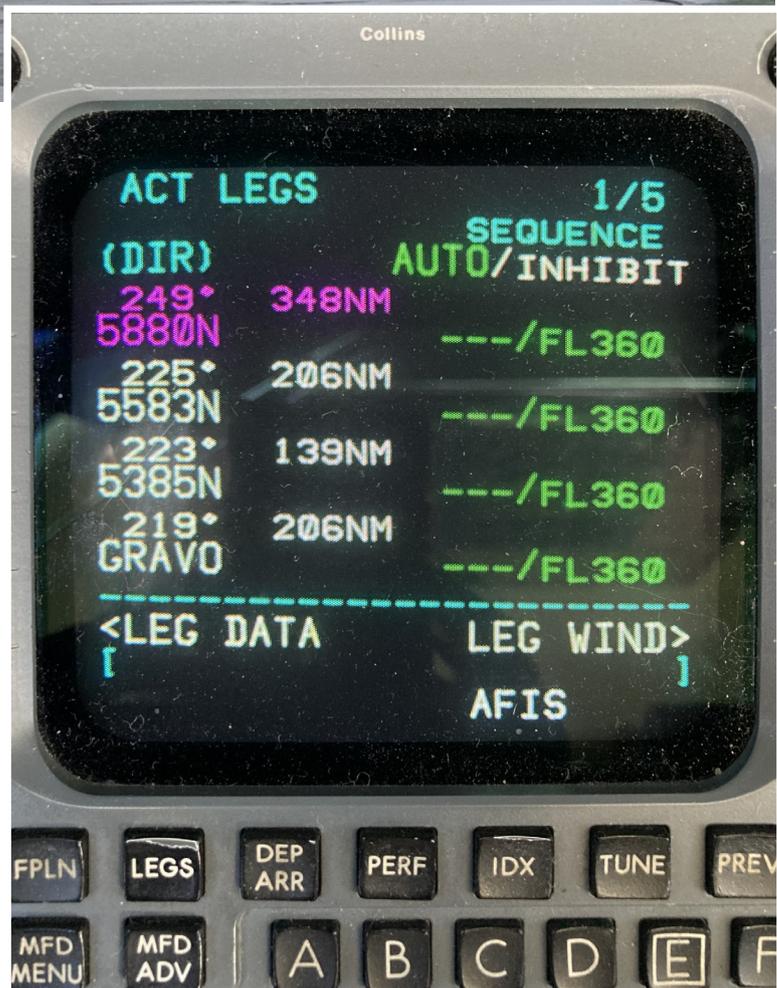
The FBO

on hold and slowly reading the above information, the gruff agent advised me that it was a weekend, and no immigration agents were working, so we could not depart to Iqaluit.

I was not very excited about having to relay this information to my passengers. So, I contacted my flight dispatch department first. This is when I learned I had missed an important piece of information. Our company or Universal Trip Support, had made special arrangements for a Canadian Immigration and Customs Agent to work overtime and meet our flight upon arrival. We were not using CANPASS but were using standard immigration procedures. We were eventually able to depart for our destination, and upon arrival, the agent who met us in person was kind and helpful.

Most of the weather enroute consisted of under-cast clouds, so we could not see the ground. As we descended through the clouds, we were able to see the Earth's surface again. It was very wet with light rain and less snow than I expected, with a terrain that had an abandoned tundra appearance.

Iqaluit's runways 16 – 34 are 8,605 feet in length. Runway 34 is serviced by an ILS, and Runway 16 has an RNAV (GNSS) Approach. The runway was in good condition, although wet with a gusting crosswind. There was no parallel taxiway, so we



Flying the lat/long coordinates

TWIN & TURBINE

FOR THE PILOTS OF OWNER-FLOWN, CABIN-CLASS AIRCRAFT



17,000+ Jet Owners

12,000+ Turboprop Owners

6,000+ Twin Piston Owners

5,000+ High Performance
Move-Up Single Owners



**The Worldwide General Aviation
& Business Aviation Markets
Receive Twin & Turbine every month!**

FOR ADVERTISING INFORMATION, CONTACT:

Jenna Reid, Advertising
816-699-8634 • Jenna.Reid@vpdcs.com
www.twinandturbine.com

TWIN & TURBINE

Contact us for more
information and the
full mailing list.

JETS - 22,379

CHIEF PILOTS & OWNERS

COUNT	AIRCRAFT
8	ASTRA 1125
41	ASTRA 1125SP
59	ASTRA 1125FPX
21	BEECHJET 400
266	BEECHJET 400A
250	BOEING BBJ
513	CHALLENGER 300
317	CHALLENGER 350
29	CHALLENGER 3500
29	CHALLENGER 600
25	CHALLENGER 601-1A
108	CHALLENGER 601-3A
52	CHALLENGER 601-3R
351	CHALLENGER 604
283	CHALLENGER 605
78	CHALLENGER 650
3	CHALLENGER 800
53	CHALLENGER 850
5	CHALLENGER 870
504	CIRRUS VISION SF50
130	CITATION 500
375	CITATION 525
345	CITATION BRAVO
207	CITATION CJ1
107	CITATION CJ1+
255	CITATION CJ2
245	CITATION CJ2+
489	CITATION CJ3
267	CITATION CJ3+
464	CITATION CJ4
192	CITATION ENCORE
85	CITATION ENCORE+
405	CITATION EXCEL
13	CITATION I
277	CITATION I/SP
436	CITATION II
50	CITATION II/SP
164	CITATION III
173	CITATION LATITUDE
58	CITATION LONGITUDE
376	CITATION M2
510	CITATION MUSTANG
142	CITATION S/II
366	CITATION SOVEREIGN
118	CITATION SOVEREIGN+
315	CITATION ULTRA
289	CITATION V
27	CITATION VI
135	CITATION VII
324	CITATION X
39	CITATION X+
314	CITATION XLS
358	CITATION XLS+
17	DORNIER ENVOY 3
33	ECLIPSE 550
317	ECLIPSE EA500
20	EMBRAER LEGACY 450
83	EMBRAER LEGACY 500
113	EMBRAER LEGACY 600
72	EMBRAER LEGACY 650
16	EMBRAER LINEAGE
379	EMBRAER PHENOM 100
580	EMBRAER PHENOM 300
113	EMBRAER PRAETOR
57	FALCON 10
21	FALCON 100
15	FALCON 200
272	FALCON 2000
5	FALCON 2000DX
23	FALCON 2000EX
162	FALCON 2000LX
148	FALCON 2000LXS
25	FALCON 20C
15	FALCON 20C-5
17	FALCON 20D
1	FALCON 20D-5
11	FALCON 20E
48	FALCON 20F

75	FALCON 20F-5
182	FALCON 50
5	FALCON 50-4
8	FALCON 50-40
115	FALCON 50EX
282	FALCON 7X
70	FALCON 8X
173	FALCON 900
28	FALCON 900C
21	FALCON 900DX
351	FALCON 900EX
99	FALCON 900LX
22	GULFSTREAM G100
130	GULFSTREAM G150
238	GULFSTREAM G200
305	GULFSTREAM G280
13	GULFSTREAM G300
11	GULFSTREAM G350
324	GULFSTREAM G450
131	GULFSTREAM G500
641	GULFSTREAM G550
465	GULFSTREAM G650
16	GULFSTREAM G-I
15	GULFSTREAM G-II
12	GULFSTREAM G-IIB
87	GULFSTREAM G-III
175	GULFSTREAM G-IV
319	GULFSTREAM G-IVSP
202	GULFSTREAM G-V
113	GULFSTREAMG 600
32	HAWKER 1000A
5	HAWKER 1000B
7	HAWKER 125-1A
2	HAWKER 125-1AS
1	HAWKER 125-600A
55	HAWKER 125-700B
66	HAWKER 4000
216	HAWKER 400XP
53	HAWKER 750
142	HAWKER 800A
16	HAWKER 800B
408	HAWKER 800XP
44	HAWKER 800XPI
100	HAWKER 850XP
176	HAWKER 900XP
213	HONDA JET
4	LEARJET 23
44	LEARJET 24
64	LEARJET 25
3	LEARJET 28
614	LEARJET 31
22	LEARJET 35
56	LEARJET 36
140	LEARJET 40
470	LEARJET 45
102	LEARJET 55
418	LEARJET 60
17	LEARJET 70
158	LEARJET 75
294	PREMIER I
6	SABRELINER 40A
2	SABRELINER 40EL
2	SABRELINER 40R
5	SABRELINER 60
9	SABRELINER 60ELXM
48	SABRELINER 65
11	SABRELINER 80
1	SABRELINER 80SC
1	SUKHOI SBJ
3	SYBER JET SJ30
52	WESTWIND 1
14	WESTWIND 1124
47	WESTWIND 2

TURBOPROPS - 16,319

CHIEF PILOTS & OWNERS

COUNT	AIRCRAFT
210	AVANTI
1	AVRO RJ70
483	CARAVAN 208
2275	CARAVAN 208B

37	CHEYENNE 400
140	CHEYENNE I
21	CHEYENNE IA
218	CHEYENNE II
49	CHEYENNE III
39	CHEYENNE IIIA
58	CHEYENNE IIXL
238	CONQUEST I
292	CONQUEST II
77	DAHER TBM-700A
96	DAHER TBM-700B
113	DAHER TBM-700C
383	DAHER TBM-850
134	DAHER TBM-900
70	DAHER TBM-910
102	DAHER TBM-930
138	DAHER TBM-940
66	DAHER TBM-960
165	DE HAVILLAND DHC
49	EPIC E1000
1	FOKKER 70
37	JETSTREAM 31
70	JETSTREAM 32
64	JETSTREAM 41
32	KING AIR 100
474	KING AIR 200
21	KING AIR 200C
8	KING AIR 200T
261	KING AIR 250
46	KING AIR 260
190	KING AIR 300
10	KING AIR 300LW
695	KING AIR 350
91	KING AIR 350C
35	KING AIR 350ER
397	KING AIR 350I
6	KING AIR 350IER
73	KING AIR 360
7	KING AIR 90
7	KING AIR A/B90
65	KING AIR A100
155	KING AIR A200
32	KING AIR A90
89	KING AIR A90-1
93	KING AIR B100
1154	KING AIR B200
118	KING AIR B200C
121	KING AIR B200GT
6	KING AIR B200SE
8	KING AIR B200T
46	KING AIR B90
306	KING AIR C90
40	KING AIR C90-1
193	KING AIR C90A
402	KING AIR C90B
78	KING AIR C90GT
112	KING AIR C90GTI
165	KING AIR C90GTX
18	KING AIR C90SE
257	KING AIR E90
172	KING AIR F90
29	KING AIR F90-1
5	MERLIN 300
14	MERLIN IIB
5	MERLIN III
27	MERLIN IIIA
45	MERLIN IIIB
14	MERLIN IIIC
4	MERLIN IV
11	MERLIN IV-A
34	MERLIN IV-C
91	MITSUBISHI MARQUISE
16	MITSUBISHI MU-2F
1	MITSUBISHI MU-2G
11	MITSUBISHI MU-2J
28	MITSUBISHI MU-2K
10	MITSUBISHI MU-2L
18	MITSUBISHI MU-2M
23	MITSUBISHI MU-2N
25	MITSUBISHI MU-2P
46	MITSUBISHI SOLITAIRE
70	NEXTANT 400XT
1	NEXTANT G90XT

1081	PILATUS PC-12 NG
836	PILATUS PC-12/45
216	PILATUS PC-12/47
300	PIPER JETPROP
91	PIPER M500
263	PIPER M600
601	PIPER MERIDIAN
292	QUEST KODIAK 100
3	QUEST KODIAK 900
15	ROCKWELL COMMANDER
6	STARSHIP 2000A
54	TURBO COMMANDER 1000
21	TURBO COMMANDER 690
134	TURBO COMMANDER 690A
136	TURBO COMMANDER 690B
80	TURBO COMMANDER 840
27	TURBO COMMANDER 900
26	TURBO COMMANDER 980

TWIN PISTON - 7,649

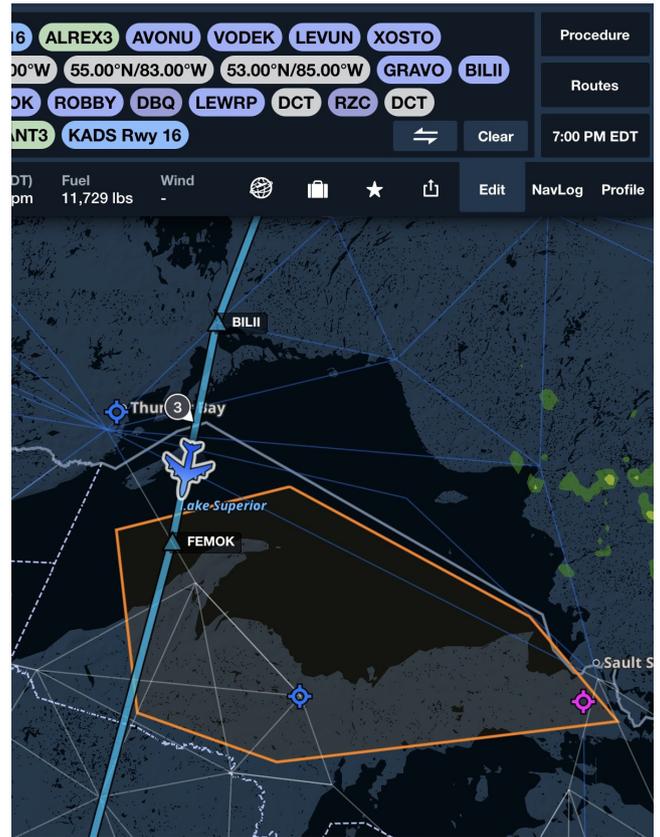
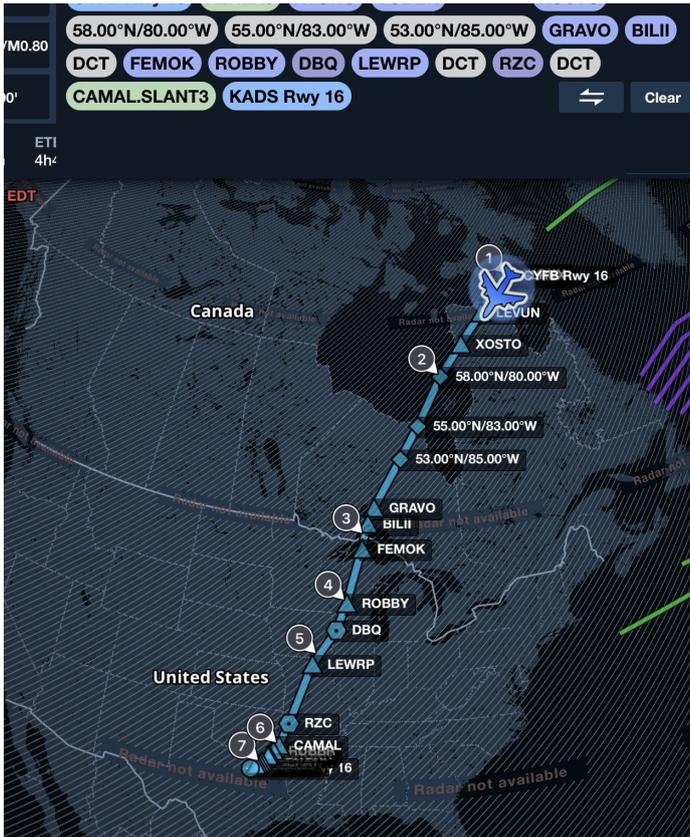
OWNERS

COUNT	AIRCRAFT
37	BARON 56TC
1677	BARON 58
428	BARON 58P
119	BARON 58TC
3	BARON A56TC
355	BARON G58
108	CESSNA 310
167	CESSNA 340
552	CESSNA 340A
50	CESSNA 402B
124	CESSNA 402C
27	CESSNA 404
317	CESSNA 414
452	CESSNA 414A
42	CESSNA 421
28	CESSNA 421A
309	CESSNA 421B
707	CESSNA 421C
59	CESSNA T303
112	DIAMOND D42
20	DIAMOND IA
186	DUKE B60
80	PIPER 600 AEROSTAR
3	PIPER 600A AEROSTAR
45	PIPER 601 AEROSTAR
4	PIPER 601B AEROSTAR
201	PIPER 601P AEROSTAR
24	PIPER 602P AEROSTAR
589	PIPER CHIEFTAIN
26	PIPER MOJAVE
301	PIPER NAVAJO
255	PIPER SENECA
74	ROCKWELL COMMANDER
168	ROCKWELL SHRIKE

HIGH PERFORMANCE MOVE-UP SINGLES - 10,002

OWNERS

COUNT	AIRCRAFT
393	BEECH BONANZA
441	CESSNA 182
55	CESSNA 206
428	CESSNA P210N
22	CESSNA P210R
58	CESSNA T182
1220	CIRRUS SR20
3733	CIRRUS SR22
2048	CIRRUS SR22T
121	MOONEY ACCLAIM
37	MOONEY ACCLAIM ULTRA
407	MOONEY OVATION
12	MOONEY OVATION ULTRA
263	PIPER MALIBU
199	PIPER MATRIX
565	PIPER MIRAGE



The route back to Texas

PUT THE "WOW" IN YOUR CABIN - STUNNING 3D MAPS & DISPLAYS -



send



sendaero.com

had to back taxi on Runway 34. Iqaluit does not have an ATC Control Tower.

According to Google: "Iqaluit is the capital city of the Canadian territory of Nunavut. It sits on vast Baffin Island in Frobisher Bay. The island is known for its ice-capped mountains and tundra valleys. Near the city, Sylvia Grinnell Territorial Park is home to caribou and Arctic foxes."

The FBO was small and sparse, with not much activity on the ramp. Everyone was friendly, and after a quick immigration and customs visit, our passengers were loaded onto the King Airs to continue their adventure. Our crew was originally scheduled to remain overnight, and I was looking forward to this to do some local sight-seeing. But the company had fortuitous timing and picked up another revenue trip from Iqaluit to Texas.

Our routing involved using latitude and longitude waypoints, which took us over Goose Bay and Lake Superior. While flying over Lake Superior, we flew over Isle Royale National Park. Isle Royale is only accessible by boat or seaplane. It has excellent fishing, historic lighthouses, shipwrecks, ancient copper mining sites, and plenty of spots to observe wildlife, including wolves. Flying over Lake Superior was another first for me. I have flown over all the other great lakes, but not Lake Superior.

We arrived in Texas many hours later. I am pretty sure my passengers had a great trip, as upon departing from the airplane, I was tipped, hugged, and even kissed. That should be the way to end every flight. 



Ed Verville is an experienced FAA instructor and examiner for business jet pilots and aircrew programs. He has 15,000 flight hours in more than 100 different makes and models and holds type ratings in the Bombardier CL-65, CL-30, CL-604, and Boeing 747. You can see Ed speak about "Loss of Control" and "Instrument Departures" at EAA Oshkosh and Sun 'n Fun at their FAA Forums.



The official insurance partner of free spirits and obsessives.

You love to fly. We love to make it possible. We're independent so we work for you, not the insurance company. We'll find the right coverage at the best price at no extra cost. AOPA Members may save 5% more. Call us.

877.413.2922 | assuredpartners.com/own



New Fly-N-Eat App Revolutionizes Aviation Dining for Pilots

by Rich Pickett

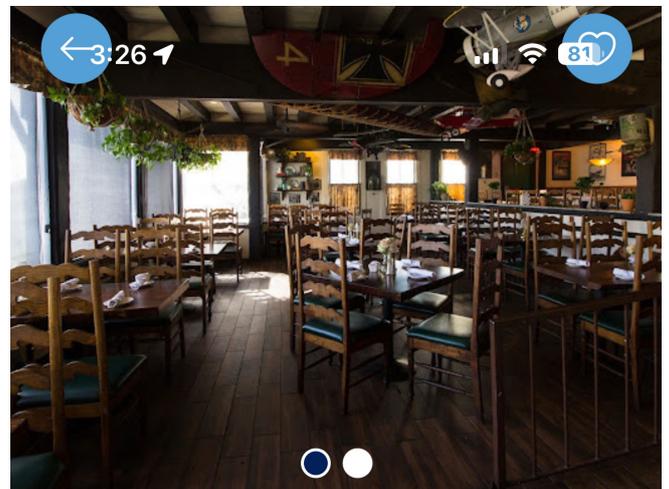


The weekend is coming up, and you are looking for a destination for that \$100 hamburger, or perhaps you are planning a cross-country flight and want to stop for food along the way. If you are like me, you might rely on previous trips, ask friends, or call FBOs along the way for suggestions. Sometimes I'll even arrange for one of the food delivery services to drop off sustenance for my flying companions and me.

In many cases, we are looking for restaurants at the airport or perhaps close by. Some flying apps will list the name of such establishments; however, wouldn't it be nice to have a way to obtain more details on operating hours (and days) and perhaps even a menu?

Now there is an easier solution: the Fly-n-Eat app. Fly-n-Eat seeks to ease the integration of food stops into pilots' travel plans, offering a sophisticated solution to the age-old "\$100 hamburger" dilemma that has captivated recreational aviators for decades. It has been years since I've been able to make a flight for \$100; however, the name has stuck for such adventures!

If you fly in Southern California, all pilots are aware of the Way Point Cafe at Camarillo (KCMA). However, my ForeFlight shows it is one mile away, while the Fly-N-Eat app shows where it is located, right on the airport, including photos! You may not be aware of the small cafe



About Menu

Casa Machado

Location 3750 John J. Montgomery Dr. San Diego-CA-92123

Opening Hours

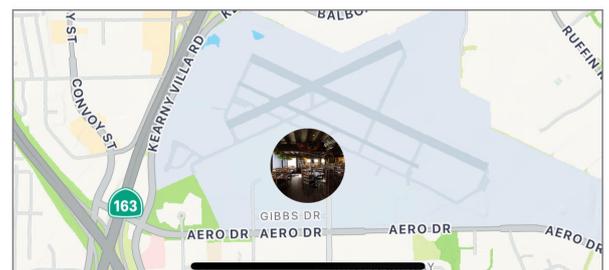
Monday- Friday 11:00 AM - 9:00 PM, Saturday & Sunday 10:00 AM - 9:00 PM -

Airport

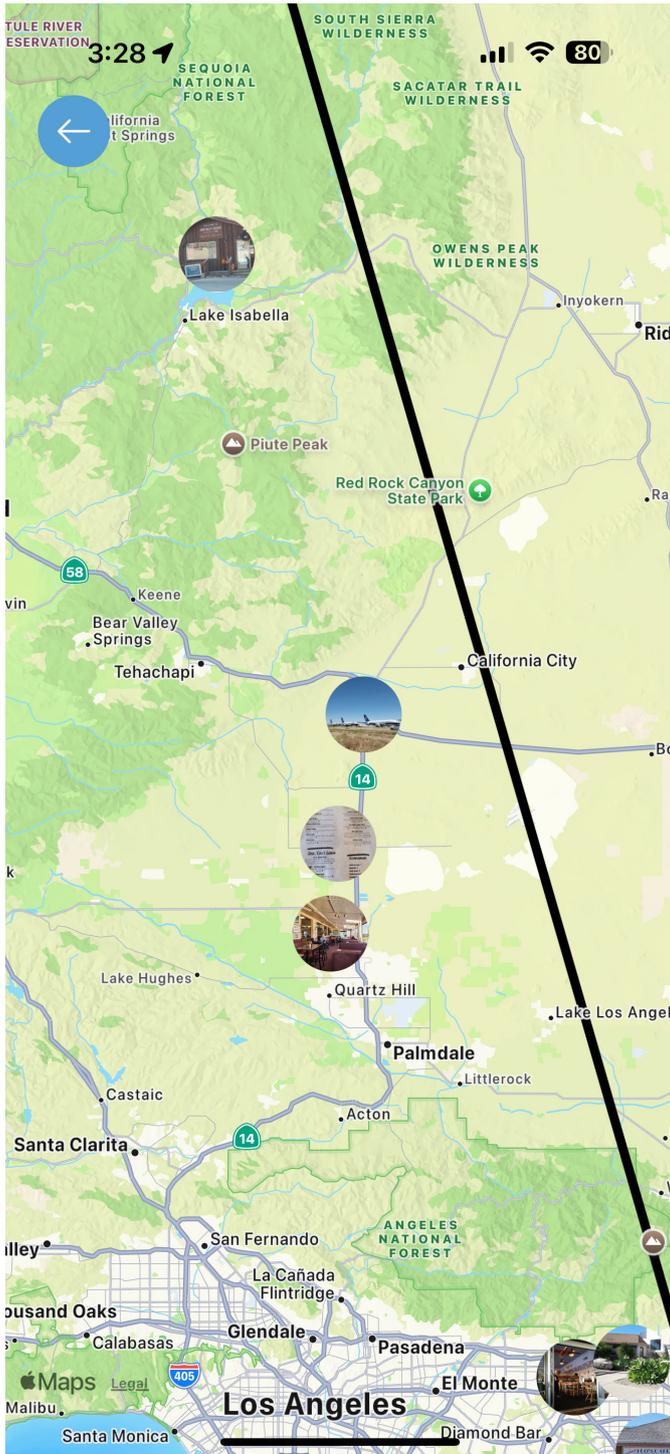
KMYF-Montgomery -Gibbs Executive Airport

Description

Location



KMYF restaurant details in the Fly-N-Eat app



Food along your flight route



Restaurants can be found within a range ring

at Kern Valley Airport (L05), or if you are flying in the Midwest, that you can find delicious pizza at Napoli's at the Garden City (KGCK) airport. Garden City is a great place for a fuel stop and was one of the locations where I taught for John and Martha King in the '80s. I definitely could have used this app back then, flying every weekend to a different airport.

Recently, my son Tigre and I were talking about the numerous trips we took as a family across the US. One of his comments was that we would stop at airports for

fuel, and all there was to eat were snacks! This app can expand your gastronomical options and keep everyone happy on those long flights.

Developed by Solon, Ohio residents Vikki and Dr. Rick Rzepka, the app addresses this universal challenge: finding quality restaurants near airports. Rick, who is a private pilot, and his wife Vikki have worked for some time to develop this application while fulfilling their quest for the best places to stop and eat on their cross-country flights in their Bonanza.

Fly-n-Eat connects you with restaurants either onsite or within a very short distance of general aviation airports across the continental United States, making it easier than ever to combine the joy of flying with culinary exploration.

The app offers two primary methods of finding a restaurant: Out-and-Back and Point-to-Point. The former selection is perfect for those times you would like to fly a specific distance and find restaurants within that radius. So, if you want to fly one to two hours, just pick that distance, then enter the values in the app, and you will be rewarded with options! For cross-country trips, the latter option works well, allowing you to find restaurants directly along your route. One key feature of the point-to-point option I have found very useful is that you can also enter an offset distance from your direct route. This is great for determining the benefits of a slight detour along your cross-country flight to stop for food.

The app's database is always current since it connects to Fly-N-Eat's updated information in real-time. One drawback of this capability is that you will need access to the Internet to use the app; hence, you want to confirm your choices before you leave the ground.

The Rzepkas have also come up with an additional feature as they were developing their aviation dining application. They have also included a CFI/CFII database of participating flight instructors, so perhaps when you

are planning your cross-country trips, you can also take advantage of additional instruction at your destination. I can envision flying on a vacation and perhaps locating an instructor who could accommodate a BFR or IPC in a different flying environment while on our trip. Perhaps you are flying to San Francisco and would enjoy doing the Bay Tour with your family, but are unaware of the local procedures. The options are varied and unlimited.

Since its launch in March 2025, the app has gained significant traction within the aviation community. It represents more than just a dining guide—it's a tool that enhances the social and recreational aspects of flying, encouraging pilots to explore new destinations while supporting local airport businesses and restaurants that depend on aviation traffic for their success. **T&T**



With 14,000+ hours of piloting more than 100 aircraft models, **Rich Pickett** is still passionate about flying. Rich holds an ATP, CFII SME, SES, glider license, and type ratings in the following aircraft: L29, L39, Citation 500/510/525, Eclipse 500S, Beechcraft Premier and Dassault Falcon 10. He runs his company, Personal Wings, with his son Tigre. Personal Wings provides training, mentoring and aircraft services. You may contact Rich at rich@personalwings.com.

**NEW
for 441
Conquest II**

Plug & Play All the Way!

LED Caution Warning Panel Suite with Integrated Fire Suppression Switches & Gear Status Display

Cessna 441 Conquest II



- LED Reliability & Lighting Performance
- Drop-in Plug & Play Replacement
- Includes New Solid-state Logic/Dimming Control Unit
- Available This Fall

▪ Five Year Warranty



LED Gear Status Display (Single modular unit)

LT Luma Technologies LLC
13226 SE 30th Street (B3), Bellevue, WA 98005
(425) 643-4000, x305 Sales@lumatech.com



Every
empty
seat
is a
chance
to save
a life.

Corporate Angel Network (CAN) provides cancer patients free seats on jet and turboprop business aircraft to treatment throughout the United States.

Thanks to the generous support of our partners, CAN has coordinated more than 69,000 patient flights. Can you spare an empty seat or donate to our mission? The space you fill may well be in your heart.



Clayton Boyd

by Grant Boyd

PHOTOS COURTESY OF CLAYTON BOYD



Clayton Boyd, of Valley View, Texas, had logged about 2,000 hours of fixed and rotor-wing time before purchasing a PC-12/45 in July of 2024. The single-engine, 1,200-horsepower turboprop was a milestone step in an aviation journey that began as a young child on the playground, a child enthralled with aviation.

"I knew I would circle back to this goal and didn't allow myself to become a pilot until 2017, because I was focused on putting business and family first. When I started flying, it took 38 days from the first time I ever touched

the controls of an airplane to my private pilot checkride. Then I bought an SR22, which I completed my instrument training in," he said.

"But I sold the Cirrus because I knew it wasn't going to work for me long-term, and then bought my Pilatus. Now I am getting close to 3,000 hours total time, flying my Bell 505 about 125 hours per year and currently doing about 400 a year in the PC-12."

Boyd is proud to have found a legacy Pilatus with a strong pedigree that he could make his own. He had

grand plans for transforming the aircraft into a visually appealing “better than new” aircraft.

“I was actually on the list for a new PC-12. The backlog kept increasing, and my position kept getting pushed back. So, I decided that I would find the lowest one-owner PC-12 to build it the way I wanted it. All I cared about when looking for an aircraft was that I wanted the lowest time, cleanest machine. I didn’t care what color it was, what avionics it had, or anything else – just that it had really good bones,” Boyd said, advising that the 3,000-hour bird he chose was the last 12/45 serial that ever rolled off the production line.

In addition to completing an interior and exterior refurbishment on the aircraft, a new Garmin avionics suite was installed – a package that includes dual G600 TXIs, dual GTN750Xi, a GI 275 Electronic Standby, GFC 600, and more.

“What I like most about the aircraft is its efficiency. We have RVSM, which gives us an extra 2,000 feet of ceiling. Most PC-12s are limited to 28,000 feet, and the extra altitude makes a huge difference when it comes to fuel consumption and avoiding weather. Plus, we have XM weather with the Garmin suite, and the real-time weather updates are phenomenal. I think that those are essential to have,” he said.

“When we are flying at 30,000 feet, we are burning about 290 pounds of jet fuel an hour and truing out at 258 knots. And the other thing is that we have six executive seats and two commuter seats, so we can take up to ten people at once. Where else can you average a fuel burn of 400 pounds an hour with that many people? You really have to get into what I would consider a mid-sized jet to compete with the Pilatus as far as capacity. It’s a pretty insane machine.”

You must get nitpicky to think of things wrong with the aircraft. Boyd has little negative to say about the Pilatus.

“[The only downside] has really been the weather, and we find ourselves in ice pretty often. We try to avoid it like a plague, but it seems like every fifth flight we are in at least a small amount of ice. The altitude limitation is the downfall to most turboprops, so obviously, if we could, we would always like to climb higher and faster.”

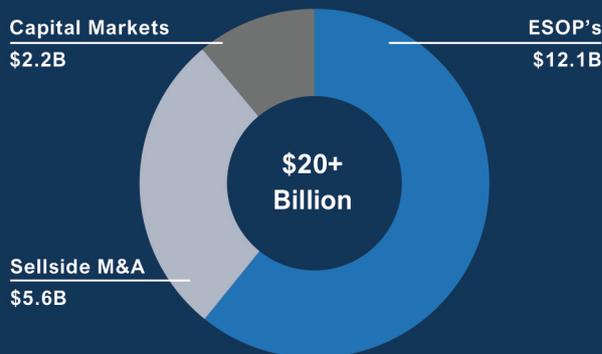
The Texan aviator has been involved in real estate for his whole professional career and is a developer specializing in large-scale single-family properties. A crowning business of his is Clayton Boyd Luxury Barns, which builds luxury equestrian facilities – including barns and horse arenas. He flies the PC-12 for both business and pleasure.

“Whether in the helicopter or the Pilatus, the trip is the destination. Adventure is the mission, and the Bahamas is one of the many places that check that box. There is a little island south of Nassau called Staniel Cay, where we spend several months out of the year. The runway that we fly into is unimproved, and we land there. It’s an easy in and out trip,” he said.

“What we typically do is we will top off at our local airport in Gainesville, and then we will fly direct to Nassau. I like to use FlashPass, which is a newer app that



With decades of investment banking, law, and ESOP expertise, we are the trusted partner for family and founder-owned businesses considering ownership transition.



Paralign serves clients in Seattle, Miami, and everywhere in between with 3,000 feet of pavement and a JetA truck!



www.paraligncp.com
ted.margarit@paraligncp.com

Securities and investment banking services are offered through BA Securities, LLC Member FINRA, SIPC. Paralign Capital Partners and BA Securities, LLC are separate and unaffiliated entities.

makes international General Aviation flying a breeze. It files all of our EAPIS forms for us, and then saves them for future trips. We also fly to Mexico quite a bit, where we use the app in tandem with a handler. It gives you peace of mind when you are flying that long [everything is in order] and you are going to have a successful rendezvous.”

Like with his luxury construction work for clients, Boyd has been very intentional at executing his aviation-related projects with the same passion. This enthusiasm is showcased in part through his custom-painted, all-black PC-12 and Bell 505 helicopter. Anyone who has seen his aircraft hangar or ‘helicopter chalet’ on his Instagram page (@clayton__boyd) can easily see the same level of passion was put into those as well.

“I have an eye for detail, and have designed and built some of the premier equestrian centers in the world. There is no way I could build basic hangars. My helicopter is predominantly kept on my farm, and the hangar I built there seconds as my son and I’s fishing and hunting cabin. My hangar at KGLE is glass, steel, and black. A different design but equally as impressive with full amenities. I like architectural significance.”





“

“I have an eye for detail, and have designed and built some of the premier equestrian centers in the world. There is no way I could build basic hangars.”





I was born into a low middle-class family; I never inherited a penny. I created a brand and built what I have from the ground up. It's important for the young aviators to know that!"



**SMARTER SHADE. COOLER COCKPIT.
HAPPIER YOU.**





SCAN
HERE

Blocks Heat, Glare & 99.9% UV
Easy Install - No Tools or STC
Available for Turboprops, Twins & Light Jets

VISIT JETSHADES.COM



Your trusted Beechcraft and
Hawker parts source



More than 210,000 Part Numbers Available!

New

Overhauled

Used



Email: sales@selectairparts.com
Phone: 800-318-0010
www.selectairparts.com





28 • TWIN & TURBINE / August 2025

Boyd has enjoyed a lot of memorable times flying, but one full-circle moment sticks out above the rest.

“Growing up, I lived close to Barksdale Air Force Base in Louisiana and would always see the B-52s and other military planes flying over the school. I remember in third grade lying on my back [during recess] and watching all the aircraft fly over. And I remember sitting there on the playground and envisioning myself landing a helicopter there,” he recounted.

“Well, one day about five years ago, my son and I were flying back after looking at a piece of property, and just randomly flew over my old school yard. It had been bulldozed, and I landed right there on the old school grounds.”

Having accomplished his mission of becoming a dual-rated fixed-wing and rotorcraft pilot, Boyd still has some aviation goals he is working towards.

“My plan now that they recently came out with the PC-12 PRO is that I will eventually get one of those. But right now, I'm enjoying, learning, and applying. There is no other aircraft out there that really compares to the PC-12. I mean, it does everything and it does it as efficiently as you can,” advising that he is so open with his aviation journey, as he hopes it will help the next generation of pilots understand that flying is not out of reach.

“I enjoy making and sharing videos of our aviation adventures to help inspire the next group of aviators. I think social media puts a lot of pressure on people nowadays. Everything looks perfect, immediate, and easy, but the reality is that it all takes hard work, dedication, and time, especially in aviation. If anyone is trying to sell you a course or convince you they have life all figured out, they are either lying or a fool. The pursuit of the best version of ourselves; that's what we all should focus on,” Boyd said, noting that he models his own pursuit of excellence off his late best friend and fellow aviator, Dr. Ty Wallis.

“I was born into a low middle-class family; I never inherited a penny. I created a brand and built what I have from the ground up. It's important for the young aviators to know that! If I did it, so can they, as there is nothing really unique or special about me. Except, you won't outwork or out-grit me. Find your exception, direct that to a niche, and monetize it. Business can be that easy. Most pilots are very open and helpful, almost excited to share their knowledge and experience. It should be no different from the business mindset.” 



Grant Boyd is a private pilot with eight years of experience in aviation business, including marketing, writing, customer service, and sales. Boyd holds a Bachelor's and a Master's of Business Administration degree, both from Wichita State University, and a Doctor of Education degree from Oklahoma State University. He was chosen as a NBAA Business Aviation “Top 40 Under 40” award recipient in 2020.

He was chosen as a NBAA Business Aviation “Top 40 Under 40” award recipient in 2020.



SOME THINGS WEREN'T MEANT TO FLY. BUT YOUR PT6A ENGINES ARE. WE'LL MAKE SURE THEY DO.

As an independent, OEM-authorized MRO provider, we offer the most comprehensive and flexible MRO solutions for your P&WC PT6A engine, supporting operators from four overhaul locations and 11 service center locations worldwide. As a P&WC authorized PT6A Designated Overhaul Facility (DOF) with distribution rights, and with a rich legacy of over 60 years of experience, StandardAero is the smart choice for your PT6A maintenance needs.

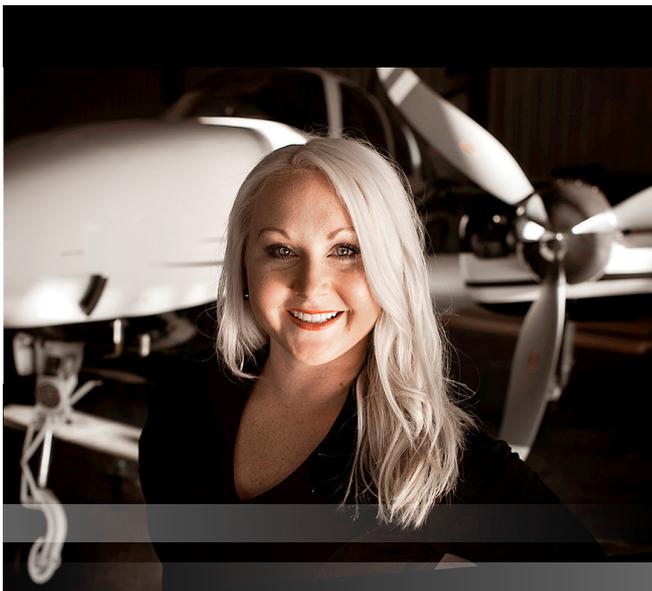
For further details, and to learn how we will keep you flying, please contact us today.



StandardAero

RAISING THE STANDARD OF EXCELLENCE

www.standardaero.com



TO ADVERTISE IN TWIN & TURBINE
MAGAZINE CONTACT:

JENNA REID,
ADVERTISING DIRECTOR

JENNA.REID@VPDCS.COM

816-699-8634



The Worlds Leading Supplier of New Surplus and
Used aircraft parts for nearly anything that flies!
From Single and Twin Cessnas, to Pipers
and jets like Citations.

Check with us for parts like:

- Airframe
- Piston Engine
- Turbine Engine
- Continental
- Lycoming
- Overhauled Rotables
- Exhaust Systems
- Wheels and Brakes
- Overhauled Propellers
- Hardware: AN, MS, NAS
- Pre-sewn Fabric Envelopes
- And More!

Free Online Inventory Search
www.preferredairparts.com

Preferred Airparts, LLC
Div. of JILCO Industries, Inc.

800-433-0814

Toll free, U.S. & Canada

Tel. 330-698-0280 - Fax. 330-698-3164

sales2@preferredairparts.com

We Buy Worldwide!

Sales Hours: 8:15am to 5:30pm EST

Ad Index

AssuredPartners Aerospace.....	19
Blackhawk Aerospace Technologies	3
CIES Corporation.....	11
Corporate Angel Network	23
Covington Aircraft Engines	5
Ice Shield/SMR Technologies.....	Inside Front Cover
Jet Shades	28
Luma Technologies	9, 22
Paralign Capital Partners.....	25
Preferred Airparts LLC	30
Select Airparts	28
SendAero (Airtex).....	18
StandardAero	29
Stevens Aerospace and Defense Systems ...	Back Cover
Turbines Inc.....	7
Vac Veterans Airlift Command	Inside Back Cover

TO ADVERTISE IN TWIN & TURBINE MAGAZINE, CONTACT:

ADVERTISING DIRECTOR, JENNA REID
816-699-8634 | Email: Jenna.Reid@VPDCS.com

TWIN & TURBINE

FOR THE PILOTS OF OWNER-FLOWN, CABIN-CLASS AIRCRAFT

Written **By** Pilots **For** Pilots



www.twinandturbine.com

Product Reviews | Turbine & Piston Operations | Safety & Training
Market Trends | Aircraft Upgrades | Industry News | Lifestyle Features



Practicing Dangerous Stuff

"Let's try that again, Dave," said the calm voice of Norm Thompson, senior instructor of the Baron program at Flight-Safety in Wichita.

It was day two of my annual recurrent in the Baron 58 simulator. I had just rolled to the left after an engine failure, five seconds after rotation, and before I retracted the gear. I should have lowered the nose, reduced power on the operating engine, and put the plane back on the runway.

But I didn't. Instead, I plowed ahead with too little air speed. Too little power. Now, struggling and behind the power curve, my decision was doomed. For a few moments, in slow motion, I realized that we were going to crash. And I was helpless to do anything to change the outcome. We slammed down hard off the runway. My copilot, Doug Moss, was likely seriously injured. My ego was devastated.

But I was right where I wanted to be. In a simulator and not in my PBaron. There are a critical few seconds on every takeoff in a piston twin that can be fatal. Between liftoff speed, gear retraction, and VYSE (best single-engine rate of climb speed) is a kind of "no man's land." And if an engine fails during those seconds, the only safe decision is to abort on the runway.

Norm reassured me that I was not alone. "That is the hardest one of the abort scenarios, but you need to be ready for it every time you take the runway," he emphasized. That crash will stay with me for a while. My family could have been on board. I owe them the best pilot I can be.

Norm let me think about it overnight. I didn't sleep well. The next morning, he slewed the sim back to the takeoff point, and we tried it again. This time, I was ready. We made it.

For 6 hours over three days, Norm took Doug and me through multiple challenging situations. Engine fires,



Ready to get a workout



Cold, gusty weather and icing are much better to encounter in the simulator

electrical failures, split flaps, ADC and AHARS issues, icing, and manual gear extension, to name a few. Combined with classroom instruction, we entered the FSI building at 8 A.M. and left at suppertime. We were exhausted, and we loved every minute of it. And that's what is so valuable about spending the time and money to do sim training. It's about those few seconds that may save the lives of your passengers. You simply cannot safely practice those moments in a real aircraft. Unfortunately, too many pilots won't make the investment to be as safe as they can be. There's no other way to say it.

I train at least twice a year, once in the airplane and the simulator. It's especially necessary for those of us aging pilots. Give it some thought.

Fly safe.. 

David Miller has owned and flown a variety of aircraft from light twins to midsize jets for more than 50 years. With 6,000 plus hours in his logbook, speaks nationally and writes on a variety of aviation safety topics. You can contact David at davidmiller1@sbcglobal.net.

COMBAT WOUNDED

THEY'VE GOT HEART, THEY NEED WINGS

Imagine a soldier returning home from combat facing devastating injuries and long-term hospitalization-- in a facility hundreds of miles away from their family.

Now imagine yourself bringing them together.



The VAC provides free air transportation to post 9/11 combat wounded and their families for medical and other compassionate purposes through a national network of volunteer aircraft owners and pilots.

FIND OUT HOW YOU CAN MAKE A DIFFERENCE.

VETERANSAIRLIFT.ORG - 952-582-2911

MAKING THE RIGHT DECISION DOESN'T HAVE TO MAKE YOUR HEAD SPIN

LET US HELP

When it comes to maintaining or upgrading your aircraft, our priority is to help you interpret the jargon, acting as your consultant to help you make the best decision that fits both your plane and your mission.

Our experts can enhance the comfort and performance of your cockpit and cabin systems, from the convenience of charging outlets and Wi-Fi to high-end performance upgrades.

With over 70 years of experience, we've been doing just that. Our mission is to provide the guidance and expertise you need so that you can focus on what matters the most - flying.



STEVENSAEROSPACE.COM

800-513-9164 | 24/7 AOG: 833-4AOGHELP

Greenville, SC | Nashville, TN | Denver, CO