

Song of the Day:
In My Life

Owner's Corner:
Paul Zweifel

The Process of
Painting a TBM

TWIN & TURBINE

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

AUGUST 2026 \$3.95 US
VOLUME 30 NUMBER 8

CIRRUS VISION JET G3:
THE NEXT GENERATION



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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.

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

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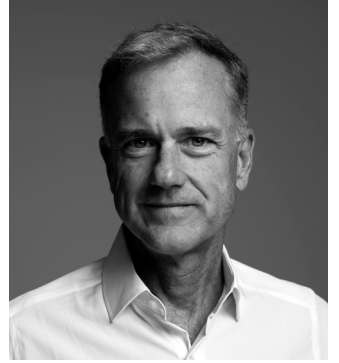
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Photo courtesy of Lance Phillips.

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One Engine, One Parachute

Throughout the last 30 years of my aviation career, there has been one constant in this ever-changing industry – Cirrus. No matter how hard Beech, Cessna, Piper, or Mooney tried to battle the up-and-comer from Duluth, those Minnesotans just kept winning. The naysayers, me being one, for many years discounted the design choice that made every Cirrus a Cirrus: the parachute. My thought always was that unless you're flying at night over mountainous terrain, why would you want to drift down uncontrolled under a canopy in an engine-out scenario? And that always begged the question: Why would I want to fly single-engine at night over mountains? But what I, and every other person trying to sell a competitive product against Cirrus, realized pretty quickly is that none of the naysaying really matters. The product, the marketing, the company's attention to detail, and the focus on listening to its customers just beat out the competition year after year. And slowly but surely, the players in the high-performance single-engine piston market keep dwindling.

Hats off to Cirrus for having a vision (no pun intended) and sticking to it. Innovation is an oft-overused word in aviation manufacturing, but Cirrus might be its definition. The physics of flight haven't changed, but Cirrus innovated by seeing what the market needed – a system. What is the system? Personal connection > community > coolness > training > performance > peace of mind.

This month, Rich Pickett gives us a peek into the latest innovator in the Cirrus lineup. Its Vision Jet G3 is an engineering marvel, satisfying its customers' desires while creating an experience no other manufacturer has duplicated. Cheers, Cirrus. **T&T**

A stylized, handwritten signature of Lance Phillips in black ink.

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With 11,000 SR series piston aircraft delivered as well, Cirrus has proven once again they listen to their customers and innovate.



Vision Jet G3 Cabin Interior

Cirrus Vision Jet – G3

The Next Generation

by Rich Pickett

Cirrus Aircraft has come a long way since I attended the unveiling of The Jet in 2007 in Duluth. Most of the early design tenets have remained constant and now with over 700 jets, now named the Vision Jet SF50, Cirrus has released their latest model – the G3.

With 11,000 SR series piston aircraft delivered as well, Cirrus has proven once again they listen to their customers and innovate.

I had the opportunity to fly the new Cirrus Vision Jet G3 with Matt Bergwall, Executive Director of Cirrus' Jet Product Line, for two days, prior to its public release. It was so much fun to fly it, but wasn't easy keeping it a secret. While in San Diego we kept it under wraps in my hangar at Montgomery-Gibbs (KMYF). Having flown all the versions, and obtaining a type rating along the way, it was another wonderful flying experience.

The G3 has over 30 enhancements to the G2+, combining exterior refinements, interior cabin functionality and comfort improvements, and new avionics capabilities with their latest Garmin G3000 suite.

Exterior

When approaching a Vision Jet G3 the first noticeable difference is the new Cirrus paint and graphic designs, particularly their Arrivée Special Edition style offering. With bold graphics and lettering it is easy to distinguish the models.

As you look closer you will see black Goodrich deice boots. Up until this model, Cirrus had utilized the Goodrich Silverboot pneumatic deice boots. While I always thought the silver colored deice boots had a nice appearance, they do take a bit more maintenance to maintain them in pristine condition, in addition a growing number of Cirrus Vision Jet owners are choosing darker exterior paint schemes, and the new boots complement these colors. Both the current, and previous boots, are urethane-based which offer great life and popular cosmetic products work well on both.

Cirrus introduced their Spectra line of wingtips with integrated recognition and nav lights in their G6 series of SRs. With the Vision Jet G3, they have expanded that offering to the jet, with the inclusion of extremely bright forward lights as well as a distinctive halo of LED lighting on the exterior of the wing tip. They provide nearly three times the illumination



Cabin entry at night



Cabin Interior at night





3D Safe Taxi and Progressive Routing – KMYF



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EVS above the clouds descending to KTYS

of the previous models. The illumination improvement was obvious to me when landing and taxiing at night and offered a great forward view of the runway and taxiways. The wingtip lights are also powered when the

aircraft courtesy lights are on, which along with the SF50s other courtesy lights provide lighting not available on other jets. Just another example of Cirrus' attention to detail and customer focus.

As you move around the airplane you may notice a new antenna beneath the aircraft. This is the VHF com antenna for the new Garmin GDR 66 datalink radio (more on that later). On the right nose, where the air conditioning vent door was located on the previous models you will notice a fixed louver. This was a very intelligent change; no longer do you have to deal with a vent door and actuator and the associated noise when it was open. Now the fixed louver provides adequate cooling for the exchanger, and I found it was much quieter in flight than with the previous design.

Step Inside

When you open the cabin door you will notice several significant changes. The first perhaps is the easier method for moving the forward seats. No longer is it a two-handed operation, one to lift the seat release lever beneath the seat and the other to disengage the track safety lock. Now with one hand lifting the release lever it simultaneously disengages the track lock, and you can move the seat.

The seat trim has also changed, with Alcantara-wrapped back and upgraded leathers on the seats, along with a more comfortable design. Cirrus installed cold shoe mount points on the seat backs for placement of personal electronic devices. It is a practical way to mount these devices for passenger use.

In the center row, the Executive Console option has been dropped, which not only saves 18 pounds, but also is not necessary now that the jet has outboard side tables that



3D SafeTaxi Progressive Taxiing KTYS at night

lift up vertically and rotate over the seat, with a retractable support flap for a tablet or phone. The seat weight remains the same, around 34 lbs. which make them easy to remove for more room.

One of the best cabin improvements is the rear seat. Previously the usefulness of the rear seat was limited, both in available room and only usable for children. There simply wasn't enough room for adults. With the redesign it can now be used by two adults, or perhaps three children.

Legroom for the rear passengers in previous models was limited, and Cirrus has improved that by changing the design of the center seats which now offers foot wells for the rear passengers. The center row of seats can still be easily removed in just minutes when you need additional space or payload.

A month prior to my test flights, I spent 10 days flying around the Caribbean in a Vision Jet 2+. While comfortable, the new G3 crew seats are even better, and a noticeable

improvement on multiple three-hour flights in that aircraft. The recline mechanism on the front and middle seats has also been significantly improved and provides a much smoother operation.

Now the fun part - flying the G3

The Vision Jet G3 incorporates Garmin's latest G3000 flight deck. This version builds upon the G2+ G3000 suite by adding several new features; 3-D SafeTaxi, Progressive Taxi Routing, automatic database updates via a cellular connection using the Garmin GDL60 and context-aware checklists for abnormal CAWS messages. An additional new feature is the Garmin GDR66 which provides ATC Data link which supports Controller Pilot Data Link Communications (CPDLC) within the US and Europe. CPDLC is a method to send ATC-related text messages between ATC and pilots. Since Eurocontrol and the FAA utilize different standards, each requires its own Garmin feature enablement.

Upon power-up the new Cirrus IQ Pro Advanced capability validated database currency and applied updates that had been downloaded automatically through the new Garmin GDL60. It was nice to know that our FMS would always be current.



Rich and Matt – Tradewind and Vision Jet G3

Taxiing out from the Crownair FBO at KMYF to Runway 28R, Matt and I could view a 3-D representation of all surfaces and the markings, including intersections, ramps, and hold lines. We first experienced the 3-D SafeTaxi when we flew Garmin's King Air 200 in 2024. The pictorial view is more than simply cool; it is an enhanced safety feature, displaying critical information on the PFD.

When we received our taxi instructions, we entered them into the Progressive Taxi Routing page. As you enter the assigned taxiways, hold short and runway instructions, your routing is overlaid on the 3-D SafeTaxi representation.

Our first flight was in the local San Diego area, flying approaches to Palomar (KCRQ) and back to KMYF. The plane is a stable IFR platform, and the autothrottle capability, first introduced in the G2 in 2019, is very useful in busy airspace. Another new FMS feature in the G3 is visual approaches – with pattern entry. While the visual approaches have been in Garmin's G1000 NXi and G3000 avionics, this is Cirrus' first implementation of landing patterns. The pilot simply decides which pattern (straight, left or right-handed), and either a straight, downwind, or base entry. The resulting pattern is loaded into the FMS and displayed on the MFD map, complete with altitudes.

The Cross-Country Flight Experience

The next day Matt and I departed KMYF on our first leg to Knoxville, TN, (KTYX) stopping at Tradewind Airport (KTDW) near Amarillo, TX, which is a great FBO and fast fuel stop.

As we climbed through the SoCal airspace, we initiated the logon process for the CPDLC. To utilize this, the pilot starts the process by logging into the associated ATC Center, in our case Los Angeles. The process couldn't be simpler – simply press the LOGON selection on the GTC, and in a few seconds confirmation is received. The pilot then confirms the contact as you do for each message. Now the fun begins.



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On the ramp at KTYS

Vision Jet G3 - CPLDC Message History

We were now in direct connection to ATC via the datalink. Our first message, signaled by a tone, was to change frequency. The new frequency appeared on the GTC, "Contact LOS ANGELES Center 126.8". I confirmed

by selecting Set Freq which then presented us with the option to load the new frequency into the selected radio. When completed, we did acknowledge the change by contacting ATC on the new frequency. As soon as we did that, Los Angeles Center assigned us FL310 – all through CPDLC.

It was a beautiful day to fly and as usual, the view from the flight deck on the Vision Jet was incredible. The sand dunes in the southwest desert shape shift with the winds, and the view always changes presenting a new experience on every flight.

As we were climbing to our flight level, one of the first observations with the G3 is the noise reduction over previous models. The replacement of the AC vent door in the nose with the new louver makes a significant difference.

ATC – Can you repeat?

The Garmin CPDLC implementation is capable of more than just frequency changes, and altitude assignments. When your aircraft is connected via CPDLC, the ATC data block is surrounded by a box and changes color when we acknowledge the transmission. Nothing could be easier.

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for different routings, and altitudes, to position reports and other flight updates. On our second leg from KTDW to Knoxville we flew through Fort Worth Center's airspace. The controller had some free time and asked us about our flight and the new CPDLC – since we were the first Vision Jet in his airspace with the capabilities. Apparently, Fort Worth Center is a testbed for CPDLC rollout, and it has access to features earlier than other centers. He mentioned his love of Knoxville and suddenly, we received a text message – GO VOLS for the University of Tennessee Volunteer teams!

Continuing to KTYs voice communication was a bit spotty and we could hear some aircraft having difficulty confirming their new assigned frequency. Flying the G3, we simply confirmed the frequency change on the G3000 and contacted the next Center.

As night approached, we checked on the weather at Knoxville, we

planned for descent through the clouds with potential icing and light snow at KTYs. The onboard Garmin GWX 8000 radar is an excellent complement to the SiriusXM weather and provides yet another layer of information. I also enjoy using the infrared Enhanced Vision System (EVS) cameras on the Vision Jet at night in flight. It can provide additional insight into the presence of the clouds invisible in our view out the windshield, and in our case, we were just above the stratus layer.

Descending through the clouds and light icing and landing, the new Spectra lighting package with increased illumination was very helpful. Taxiing to Cirrus' hangar at KTYs, the advantages of Garmin's 3D SafeTaxi and Progressive Taxiing were readily apparent, especially with light snow falling. Matt and I quickly put the G3

away to keep it under wraps until the unveiling a few days later.

Cirrus, Garmin, and their other partners have once again produced an excellent product that pushes the boundaries and moves aviation forward. With over 750 SF50s produced so far, they have obviously not only found a way to fill the need for personal jets, but they created the market. **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.

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The Process of Painting a TBM

by Lawrence Searcy



The old paint job

After the 2023 annual on my legacy TBM 700, the service center A&P mentioned that painted areas along the seams and wingtip edges needed paint to prevent corrosion. The areas were confined to a few connecting seams on the fuselage and the outer wingtips. These areas typically show signs of wear before other locations because the airframe flexes, expands, and contracts wildly with varying temperatures and high-altitude flight. Absent the few trouble spots, the paint still showed well from a distance. However, anyone who looked closely could tell that time had taken its toll on the old paint. The white had turned almost grey, was tarnished, and could not be polished to look better. The green still showed

well but was beginning to flake, especially on the wingtips.

The 2023 and 2024 annuals were a bit more expensive than I had budgeted, so paint would have to wait a couple of years until the budget allowed for a comprehensive makeover. I put off the project until the next two annuals, and the service center continued applying touch-up paint to the affected areas.

In April 2025, I was invited on a fishing trip at a friend's ranch in South Texas, where I could also catch up with some old high school acquaintances. I landed at the field and noticed a beautifully painted TBM on the ramp. Behind the plane was a large hangar advertising paint and interior work. I stopped one of the employees

wearing the shop's logo shirt and told him that I would be on the field for a few days and to quote a paint job for the plane. I handed him my business card (and yes, I still find them useful and hand them out regularly) and asked that he email a full strip and paint estimate. He would have that Thursday afternoon and all day Friday to look over the plane and prepare an estimate.

After the trip, I flew home and waited to hear from the shop. I was somewhat excited to get the paint process started and thought I had lucked into my first estimate by parking right next to a paint shop. Unfortunately, the estimate never arrived, even after calling and reminding the person on the phone of my request. I checked

that shop off the list, even though they were highly recommended by the TBM community. I'm in the customer service business, and that first impression did not bode well for how they would communicate with me during my project. I know from experience that businesses have good and bad days, and that is why I gave this shop a second chance by calling to remind them of my request. When I did not get it after the second request, it was time to move on.

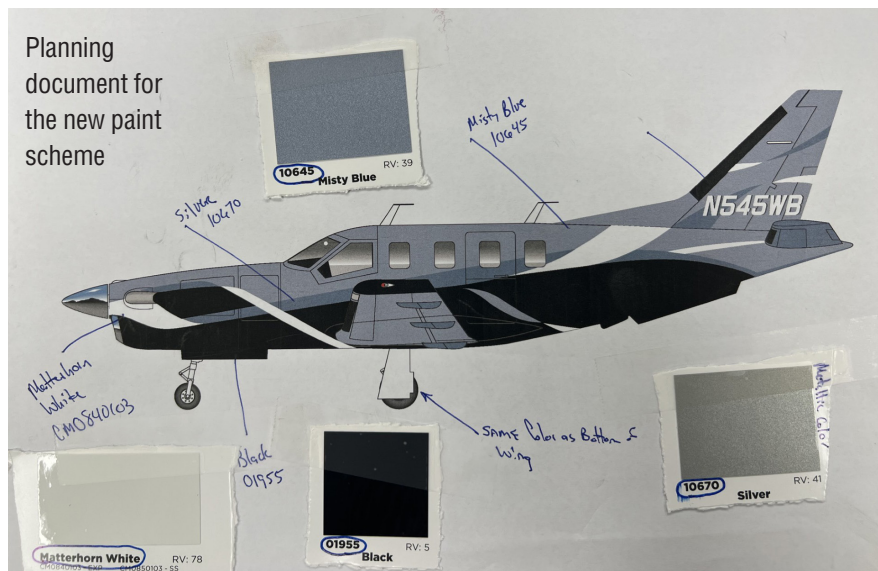
To begin the process anew, I posted on the TBM community forum and on the Facebook TBM page, asking for additional recommendations. Like most aviation micro-groups, the members have a wealth of knowledge and volunteered several suggestions based on their personal experiences. The TBM is a capable cross-country platform, so a paint shop anywhere in the United States would be reachable, but I really wanted something closer to home. I narrowed my search to shops within six hundred miles of my home base and began checking with the ones recommended on the community forums. Again, most were responsive and sent detailed estimates, and others either failed to respond or sent estimates lacking enough detail to make me feel comfortable moving forward. What I wasn't expecting was the question of whether I wanted a full strip and repaint or just a sanding and repainting with the original scheme. The pricing between the two

options was not drastically different, so I decided to have a full repaint with a totally new design.

All of the shops included their standard warranties and estimated how long the plane would be down. I was also surprised by the variance on how long painting would take. Some shops estimated thirty working days, while others said to expect at least sixty days or longer. Similarly, warranties varied drastically from one year to five years on workmanship.

While I analyzed the bids, I started taking pictures of planes at every FBO and scouring the internet for paint schemes. It didn't matter if it was a large jet or a small piston - if I liked the colors or the paint combinations, I would take a picture. My wife and I disagreed often on what we liked, so it took some time to conjure up a paint scheme that satisfied us both. There are companies like Scheme Designers that will assist with picking colors and a great scheme for the plane. In the end, I used a photo I found on the internet with a likeable design and inserted my own colors to mimic the example.

Once I decided on colors, I picked the paint shop, booked a delivery date, and had the shop send a first mock-up. Ultimately, I decided on a shop about 200 miles north of where I lived. There were both pluses and minuses of this decision. Their next opening fit perfectly with my schedule. Additionally, I thought it would be an



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easy drive back home when I needed to check on the progress of the plane. Unfortunately, after making my commitment, I discovered that the area around the paint shop does not have rental cars within a two-hour drive. I would have to find someone to fly me to drop off the plane and also to pick it up. Of course, that is where friends in aviation come in handy.

With logistics figured out, I set the date for drop off as January 5, 2026. The paint shop estimated 30 working days to complete, but I mentally prepared for longer and added two additional weeks for completion. I have learned that on legacy planes, maintenance always takes longer than expected, and this would be no exception.

In the meantime, I worked with the shop's owner on mockups. We experimented with variations of colors, and the shop tried to color-match from my sample photographs. I did not have any paint names or color numbers, so the shop was trying to create mock-ups from my emailed pictures. I received several mockups on paper, but unfortunately, the colors do not translate well from the computer to the screen or printed page. For instance, the blues look somewhat grey, and the whites had a more silver tint to them. To help with the visualization, the shop sent paint samples from their Sherwin-Williams book, and I pasted them on a two-dimensional mockup. The samples from the catalog were only two inches wide by one inch tall, which still made it hard for me to visualize the colors on the plane. The shop then sent actual painted metal with each color so I could take the samples outside and look at them in different lights. These samples each measured eight inches wide by five inches high, making the visualization process much easier.

I signed off on the final design and delivered the plane, with the understanding that the job would take thirty working days. Unfortunately, winter storm Fern put a wrinkle in the estimated time to complete the job when the shop was hit with an unexpected snow and ice storm. The effects of Fern shut down the area for

weeks, and the shop had to work with a skeleton crew, setting my job back a couple of weeks. (See also my article in the May 2026 T&T about Super Storm Fern and insurance considerations during maintenance).

Along the way, the owner of the shop sent me pictures and asked me to sign off on mockups to be sure the colors were correct and that the placement of the tail number met my expectations. For instance, their mockup had the tail number on the fuselage, but I wanted it on the tail as it had been with the old paint scheme. Watching the process from tear-down to taping, to masking off the scheme, and eventually to applying color was fascinating. There is a tremendous amount of work involved in making a custom paint scheme come together.

In the end, I am satisfied with the outcome. However, I do have recommendations for anyone undergoing a project like this in the future.

1. If the color scheme is going to completely change, hire a professional designer. I think I may have wasted time figuring out colors. I researched the cost of the designer, and in the scope of the whole job, the pricing is reasonable.
2. Ask for references from former clients, do research on the shop, and check all of their Google reviews. ChatGPT and other AI tools are great for checking reputation as well. The shop I used has downsized a bit, and getting them to fix items I have found since picking up the plane has been complicated.
3. Be sure to ask about the warranty on both materials and workmanship. I was surprised to learn how widely the warranties between shops varied.
4. Do a really good walk-around when the job is complete. Be sure the plane is outside where the natural light can help identify imperfections in the paint. Run your hands over every surface to check for rough areas that might have been missed on the final polishing. I found a large area on the tail cone that felt as though it had not been sanded, and the shop corrected

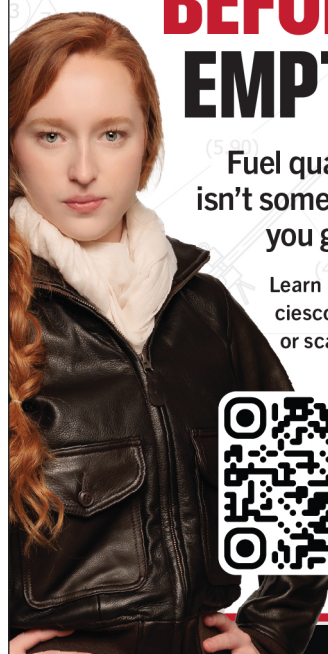


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In work at the shop

it while I waited. I did not get on a ladder and check unreachable areas. I wish I had because when I got home, there were areas that needed attention. Rather than flying the plane back to the shop, we agreed to have the correction done at my hangar, and the shop would issue a reimbursement.

5. Inspect all lights, mechanical surfaces, and do a thorough pre-flight before leaving. Many parts are removed during a full strip and paint, and any errors in reassembly need to be discovered early. I discovered that one of my position lights did not work because the screw used to reassemble it was too long and broke a critical component. Additionally, the lights were assembled backwards with the red and green

on the wrong sides of the plane. I learned later that there are services that will do a thorough third-party inspection after painting to ensure everything is completed correctly. If I were to do this again, I would have a second set of eyes on the final product.

6. I was told that ceramic coating should not be applied until at least 30 days after the paint is complete to allow the paint to fully cure. Be sure to clear up whether a third party applying the ceramic coating will void the warranty.

I knew going in that I was trying to bring a thirty-year-old plane back to life, so I did not plan on a perfect outcome. Overall, I am satisfied with the work completed, the outcome, and the price that I paid. While the project

took a few extra weeks, I never felt that I was being pushed back to accommodate other planes. The owner and his team remained in constant communication by phone and email and provided answers to my questions quickly. In the weeks after delivery, I have found several issues requiring attention, and the shop is working to correct the remaining issues, although their response time is longer than when I was actively working to get the job finished.

With a low-time Pratt and Whitney engine up front, updated avionics, a refurbished interior, and now new paint, I'm satisfied that my TBM will continue to serve my mission for many more years. If, on the other hand, I decide to move in another direction, I am confident the new paint will get my plane sold faster than one that has not been painted. For the time being, it's nice to hear a compliment from another pilot when I'm completing a pre-flight. **T&T**

Lawrence S. Searcy Jr recounts stories from more than 20 years of aviation experience. A 1,600-hour private pilot with an instrument rating, he is also an entrepreneur, attorney, rancher, and outdoorsman who flies himself and his family across the country for both business and pleasure in their TBM 700A. His previous aircraft include a Mooney M20J and a Piper Malibu Mirage.



Delivery day

Editor's Pics

Photo & Story
by Lance Phillips



WHAT'S A WIDGEON? WELL, A GOOGLE/AI WEB SEARCH SAYS, IT'S A MEDIUM-SIZED, COLORFUL FRESHWATER 'DABBLING' DUCK THAT FEEDS PRIMARILY ON AQUATIC PLANTS AND GRASSES. DABBLING IS THE TRAIT OF THIS BREED TO DIP ITS HEAD FORWARD INTO THE WATER TO GRAZE. THE GRUMMAN G-44 BEGAN LIFE IN THE 1940S AS THE J4F, A LIGHT, COMPACT, AND VERSATILE TRANSPORT FOR THE MILITARY. THIS ONE, SEEN AT AIRVENTURE IN 2025, WAS MANUFACTURED IN 1942. DIPPING THE NOSE OF THIS AIRCRAFT INTO THE WATER TO GRAZE... NOT RECOMMENDED. THE PHOTO WAS TAKEN WITH MY VENERABLE NIKON ZF AND ITS PERFECT COHORT, THE VOIGTLANDER 75 MM F1.5 LENS – ONE OF MY FAVORITE COMBINATIONS.



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JETS - 22,379

CHIEF PILOTS & OWNERS

COUNT	AIRCRAFT
8	ASTRA 1125
41	ASTRA 1125SP
59	ASTRA 1125FX
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 58TC
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

Song of the Day: In My Life

by Lawrence Searcy



Pilots often call their airplanes time machines for the ability to transport people and passengers quickly and efficiently. They are truly remarkable with their capacity to help reconnect with the people and places of the past. The 21st-century society is a mobile one, and many of us live far away from the place we grew up. With every passing year, I long for the relationships and places of my past and want to reconnect with them before it is too late.

When we first moved to Louisiana thirty years ago, a car-trip back to South Texas was a straightforward seven- or eight-hours (or 15 if you hit Houston traffic) and we made that drive several times a year. Such a journey was easy and uncomplicated for a multi-day holiday, but much harder for a weekend, a friend's birthday, or just a quick trip to visit family. Owning one of these time machines changed all of that. A weekend trip several hundred miles away was no longer a chore.

Early in my pilot training, my first flight instructor asked, "Why do you want to fly?" My response was an immediate "to cover the most ground in the shortest time possible." Some aspiring pilots want the same thing. Others want to work for the airlines or fly agricultural crop-dusters. A third group wants to stay low and slow, never really branching out more than a hundred miles or so. Finally, others morph from one



category to the next as income rises and abilities mature. There is no wrong mission, but the end goal was always clear in my head. I wanted to get places quickly and efficiently.

I moved rapidly in my training, and, like most new pilots, flew a rented Cessna 172 for several years. I moved up into complex airplanes with a rented Piper Arrow. With the wheels tucked up nicely under the wings, I ventured out a little farther and traveled a little faster. I bought a Mooney M20J as my first airplane and entered the ownership world. My wife and kids started to fly with me more often and became comfortable with me as a pilot. I sold the M20J and moved up to a Piper Malibu Mirage – introducing me to the flight levels, larger airports, more controlled airspace, and much longer distances. I'm now in a TBM 700, and there is practically nothing in the continental United States that is too far.

One of the greatest joys about flying is the ability to visit so many places efficiently. Whether the trip is for work or pleasure, the Time Machine carries you there with remarkable ease. One of those places we enjoy is far west Texas near Big Bend National Park. I returned from a solo trip out there on a recent Sunday, and my wife immediately told me the air conditioner in the back of the house was broken. For some reason, hearing that news brought a song into my head, and I started humming the tune out loud. The song was The Beatles' 1964 hit "In My Life."

How did The Beatles' "In My Life" come to live in my head that afternoon, in conjunction with the news of the broken air conditioner? I guess that something my wife said about the heat in the house conjured up a long-lost memory from my younger self.

Since it was a weekend, we knew there would be no help until Monday. We high-tailed it to Lowe's and bought a few fans to pull cool air from the front of the house to the bedroom. While the fans helped cool the bedrooms, the bathroom remained uncomfortably hot.

The sound of the fans, along with the stillness of the air in the bathroom, reminded me of my grandmother's hilltop beach house in Port Aransas, Texas. Window units cooled the bedrooms, while the main part of the house relied on the Gulf breeze passing through wide open windows. The bathrooms, on the other hand, had no air except for old Hunter ceiling fans clanking away, trying to move hot summer air. The sound of our newly purchased fans in our bedroom brought back a flood of memories from that old beach house high on the hill. Walking through our house, I realized I was still singing the words,

There are places I'll remember
All my Life, though some have changed,
Some forever, not for better
Some have gone and some remain
All the places have their moments
With lovers and friends, I still can recall
Some are dead and some are living
In my life, I've loved them all.

It is not unusual for a random song to suddenly pop into my head. I don't know if it's caused by dreaming about a topic the night before, or maybe it was a melody playing in the background or on a TV commercial. ChatGPT says it's a common occurrence for the mind to fill quiet space.



“One of the greatest joys about flying is the ability to visit so many places efficiently.”

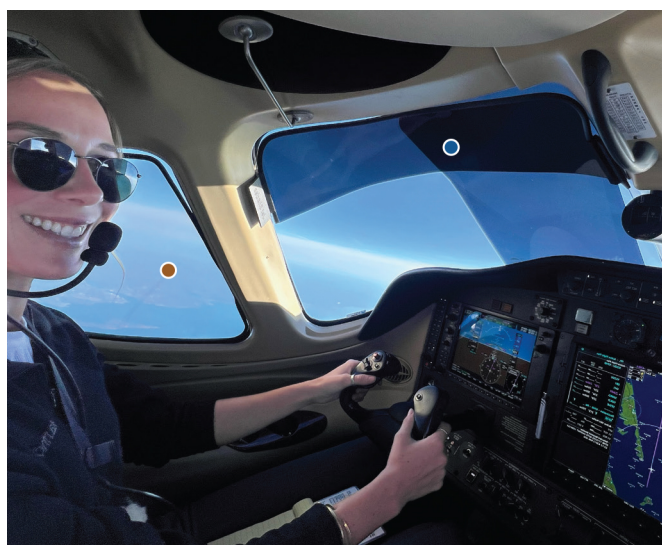


Apparently, minimal external inputs in the morning or throughout the day leave spaces that need to be filled, and music is one of the ways that the brain fills the void of fragmented memory.

A couple of years ago, I created a family text chain called the “Song of the Day” or “SOD” for short. The SOD was my

way of sharing these random songs that appeared in my head with my immediate family. At first, I began by sending it to my wife and children and expanded it to include some other close friends and family. Each SOD would include a brief explanation of why I liked the song and maybe a relevant fact or two about the artist involved. The SOD moved from a daily post to a more periodic post when I would hear a nostalgic song that would spark a particular memory. For me, these long-forgotten lyrics of “In My Life” set off a memory chain sufficient enough that I just had to share the song with the SOD recipients and listen to it all the way through myself.

As I listened, I couldn’t help but make the association with our trips in the Time Machine and all of the places we have been as a family. A song, or an entry in a logbook (or diary), can instantly bring back forgotten memories. The same is true about great summer car trips. The songs in the plane, in the car, or at the destination match past experiences and will forever remain stored



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in the far reaches of the brain until, at some later date, they are brought forward. These memories resurface like déjà vu prompted by a song, a smell, a taste, or even a sound. It only takes a small spark to light that fire.

The plane has allowed our family to revisit the places of my and my wife's childhood and to find new adventures and exotic locations of our own. I'm not sure Port Aransas, South Texas, or the Big Bend region would be considered exotic by the general public, but for our family, it still holds a certain allure.

For our first anniversary, my wife bought us a weekend package at the Gage Hotel in Marathon, Texas. The trip would have been a nine-hour drive for a weekend getaway. I had just completed my first year in law school, and she was working full-time in Houston. As much as we wanted to go, we didn't have the time or money for the vacation. Twenty years later, we had a little more time and some savings, so we finally made the trip in the Mooney. The Time Machine cut seven hours from the trip.

The dichotomy of age is that as you get older, work demands hopefully ease, and maybe there is a little more cushion in the bank account for vacations. At the same time, you are burning daylight, and there is only so much time left to revisit those favorite places or find new ones. I'm happy that on that certain day, so many years ago, I stopped by the Pineville Municipal airport, read the sign that said "Cessna – Learn to Fly Here," and walked in and said to the man inside, "I want to fly." My first long cross-country was to Refugio, Texas, for a hunting trip. Even in a C-172, the trip was cut in half. From this moment on, I was sold on flying.

Renting and later buying a Time Machine remains one of the best decisions of my life. Flying and owning a plane have not always been easy, and budgetary constraints have cut into our use of the plane several times. But in the end, the old saying is true – "Time is Money." So as my days go by, we will continue to board the Time Machine, tune in the XM Radio, and discover the next SOD. That random XM song may just determine the Time Machine's next destination. Or maybe some other external prompt will populate the space in my brain and resurrect another forgotten memory.

Google says that John Lennon wrote "In My Life" about his childhood bus route through Liverpool, "before pivoting to a broader, heartfelt meditation on his past." His words stoked my own meditation on past experiences and thoughts of future destinations. But for now, I reminisce and raise a glass to the SOD, The Beatles, and the "places I'll remember" because "I have loved them all." 

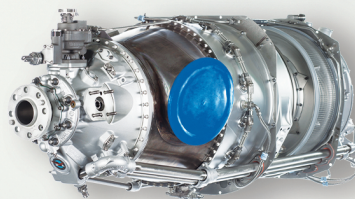
Lawrence S. Searcy Jr recounts stories from more than 20 years of aviation experience. A 1,600-hour private pilot with an instrument rating, he is also an entrepreneur, attorney, rancher, and outdoorsman who flies himself and his family across the country for both business and pleasure in their TBM 700A. His previous aircraft include a Mooney M20J and a Piper Malibu Mirage.



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Paul Zweifel

by Grant Boyd



One of the major draws of the Cessna Citation family is that a pilot can fly all aircraft in the 525 lineup with a single type rating. This was one of the selling points for Paul Zweifel, who purchased a 2020 Citation CJ4 in December 2025.

Working his way to the top of the single-pilot-flown Citation food chain was a more-than-two-decade-long progression that began as a teenager. Zweifel first became interested in aviation by seeing a local business owner in Scotland, South Dakota, fly his Bonanza off a grass strip.

"I had always been around his aircraft and listening to his stories about how he was able to fly, so I understood

the utility and fun of flying from a young age," Zweifel said, noting that at the same time he began flight training, he also started working for a flight school. Most of his weekends during high school were at the airport, either flying or earning a paycheck that went towards lessons.

Zweifel soloed after about twelve hours behind the yoke. He didn't fly the Cessna 152 he first soloed in for long, but the tail number, N49541, will always be in the back of his mind. After all, how can you forget the tail number that you first learned to fly in? He went on to pass his checkride on his 17th birthday in a Cessna 172.

"Soon after I got my license, I ended up leasing an older 172 from a guy in Minnesota and flew it everywhere. I would



fly to church if I could; I enjoy it that much. After high school, I worked for a company that had several aircraft. I flew on their aircraft often to job sites and business meetings. But I didn't fly much myself for five or six years."

Missing having the controls in his own hands, Zweifel joined a Sioux Falls-based flying club that had a 172, Archer, and a Dakota. He explained that all his flying after getting back into the cockpit initially was for fun.

"After a while, I started using the flying club planes more for my own personal travel and was flying their Dakota a lot for my business [Direct Companies, which is involved in automation, data, and technology] that I started in 2007. I tried to get the club to upgrade aircraft to a faster, more capable aircraft."

Other club members didn't have similar needs, and Zweifel wound up purchasing his first plane, a Cirrus SR22. He immediately worked towards his instrument rating after the purchase and owned this aircraft for two years before moving into a brand new SR22T in 2015, which was purchased while at Oshkosh with his son Parker.

"After about two years again, exactly, an opportunity came up to buy an older CJ1 out in California. A widowed person owned the airplane, and it had to go through a lot of inspections because it hadn't been flown much," Zweifel recalled.

"At the time, all I had was high-performance, complex, and an instrument rating. When I sent the plane out for inspections at West Star in Grand Junction, Colorado, I signed up for my type rating at LOFT in Carlsbad, California. I got my type rating, multi-engine, commercial, and high-altitude endorsement over a 20-day period."

After a marathon three weeks in training, Zweifel was excited to see the new-to-him airplane taxi up to the FBO ramp. He shook the contract pilot's hand, pumped some Jet A, and set off with a mentor pilot (his instructor at LOFT)







to complete insurance's required 20 takeoffs and landings. He then completed an in-aircraft checkride before a solo, nearly 1,200 nautical mile flight home to Sioux Falls Regional Airport (KFSD).

The CJ1 was replaced by a Citation Mustang with a Garmin panel three years later, which meant a new type rating was required. With each new aircraft, Zweifel appreciated aviation even more for how it helped his business reach new heights.

"I sold that Mustang after about a year and bought a CJ2, which I did paint, a new interior, and avionics upgrades. It extended our range down into the southeast and into areas that we previously weren't efficient at getting to, either due to fuel, payload, or number of people we needed to fly with," he said, saying that after three years, he decided that a 525C would be the next step.

The CJ4's nearly coast-to-coast-capable legs have expanded the Direct Companies' range significantly, while still being able to fly into airports with short runways. Oftentimes, the 870-gallon capacity provides tankering ability, bringing fuel out and back from Sioux Falls.

Zweifel's mission profile is varied and routinely demonstrates the versatility of the CJ4. Some flights may be a few hundred nautical miles or less, while some are over 1,300 nautical miles direct with a full passenger load. He flies about 300 hours per year, mostly for business purposes.

"I would say that our mission is all but typical," Zweifel explained. "There are times when we take half a dozen to eight guys as far as Oregon or Florida. But we also have a



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lot of trips to Iowa, Illinois, Indiana, Ohio, and other nearby states, where we might create a bus ride out of it. We will drop two, drop two, drop two, and then come back to pick them up whenever they are done at the job site. I have found aviation to add a lot of efficiency to our business; the response capabilities for our customers have been huge.”

The quality of life the CJ4 has added for the employees of Zweifel’s company has been immense as well. How else would you be able to get them to multiple states in one day and be back for dinner?

“There are many trips we would have to stop for fuel with the CJ1, CJ2, or Mustang. The CJ4 provides so much in terms of capabilities, even over others in its same class. So far, we haven’t had a mission the CJ4 couldn’t fulfill, and we travel across the United States with it, often out of South Dakota,” he explained.

“The CJ4 has been phenomenal for us in speed, range, and overall capability. We have local maintenance [for Citations] here in Sioux Falls, Textron Service Centers are tried and true, and the training aspect has been great from a product standpoint.”

Ask any aircraft owner what their gripes are with their airplane, and they’ll more than likely say that it’s not fast enough. Jockeys of Citations are no exception, and Zweifel’s only wish was that the FJ44-4A powered CJ4 was a 0.80 Mach plane (its Mmo is 0.77 Mach).



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If a jet flies fast, time flies faster. Getting into aviation as a teen felt like it was yesterday, and Zweifel's children are already eagerly beginning their own aviation journeys, having been frequent cockpit companions throughout their lives. His 17-year-old son took his checkride in June to become a private pilot. Aspen and Raegan, his daughters, also want to pursue a similar path and have started studying.

In addition to being a commercially rated fixed-wing pilot, Zweifel is licensed to fly rotorcraft as well. He recently sold a Robinson R44 helicopter and is looking to get another one in the near future.

"What I love the most about aviation is that it's the only time machine I have been able to find. When days are long and years go by fast, this is the only way for me to buy time, and ever since I saw Back to the Future, I have been looking." **T&T**



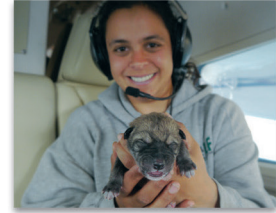
Grant Boyd is a private pilot with eight years of experience in aviation business, including marketing, writing, customer service, and sales. Boyd holds a Bachelor's and a Master's of Business Administration degree, both from Wichita State University, and a Doctor of Education degree from Oklahoma

State University. He was chosen as a NBAA Business Aviation "Top 40 Under 40" award recipient in 2020.

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Left: Chris Crisman/TNC/LightHawk; Right: Lincoln Athas/WCC/LightHawk



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Those Pesky Little White Lights

The afternoon sun was sweltering as the passengers arrived. Several were new to the airplane and uncomfortable in small jets. Boarding completed, the right engine was started, and soon the air-conditioning system was cooling things off. On this Citation, the initial checklist is fairly lengthy. It took several minutes for the second engine starter to engage. Simultaneously, a nervous passenger in the cabin yelled if it was okay to change seats. Then, the front-seat passenger mentioned that their headset was not working.

On this day, everyone and everything needed the pilot's complete attention.

"November three nine six delta mike, wind three one zero at fourteen gusting to twenty-five, right turn zero nine zero, climb and maintain two thousand, cleared for takeoff three one," were the instructions from the tower.

As the airplane neared the hold short line, all hell broke loose. The three large PFD screens started flickering. Audible warning tones blared through the overhead speakers

and headsets. Red and yellow messages flashed with an intensity the pilot had never seen before.

"Tower, I think we need to taxi back to the ramp and sort out some issues," the pilot told the controller.

Then, all the displays went blank, and it got very quiet. Except for the rumble of both engines. As the passengers exited onto the ramp after engine shutdown, one yelled, "Why is this engine still running?"

All of this confusion and over \$10,000 in repairs were caused by one tiny white light. The starter for the left engine remained engaged and continued demanding huge amps from the battery until none were left.

That's when it got quiet and dark.

During training, we are continuously reminded to watch for red and yellow messages, normally glaring right in front of us. But the little white ones can be important too. In this Citation, only a dimly backlit starter light, buried on a pedestal by the pilot's knees, would have indicated that the starter was stuck on. That, and another tiny white "boost pump" light that remained on well after it should have extinguished.

These pesky little white lights tell an important story about what is happening to the airplane. It's easy to overlook them, especially during busy moments.

In most pressurized airplanes, we must verify system operation by making sure that the cabin is indeed pressurizing. No big lights to tell us anything. Just a subtle, tiny light buried in a stack of others. And if you miss that tiny light during your after-take-off checklist, the next time you will notice it is after the cabin exceeds a critical altitude, normally 10,000 feet. In a jet, climbing at 5,000 fpm, it doesn't take long. I will never forget sitting on the rear couch of my Falcon 10 one night with Patty, seeing that light illuminate on the master caution warning panel. I moseyed up to the cockpit and mentioned it to the two professional pilots.

Oops.

We all make mistakes. That's what checklists are for. Fly safe. **T&T**



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.



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