

Behind
the Scope

Post-Maintenance
Preflight

New Starlink
STCs

TWIN & TURBINE

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

FEBRUARY 2025 \$3.95 US
VOLUME 29 NUMBER 2



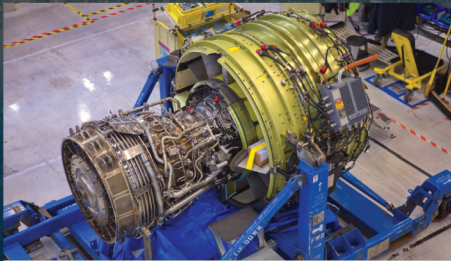
Owner's Corner

Kodiak M.D.

A Better Way To Buy And Sell Parts Online



Airframe



Engine



Instrument

Direct Aircraft Parts

Buy with confidence, knowing you're getting top-quality aircraft parts and services from trusted businesses in aviation. As an online marketplace, we connect you directly with the suppliers, ensuring you have access to exactly what you need for your aircraft. With a wide range of products from leading sellers, you can shop with peace of mind, backed by reliable industry expertise.



DirectAircraftParts.com

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
Jamie Wilson
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

FEBRUARY 2025 • VOL. 29, NO. 2

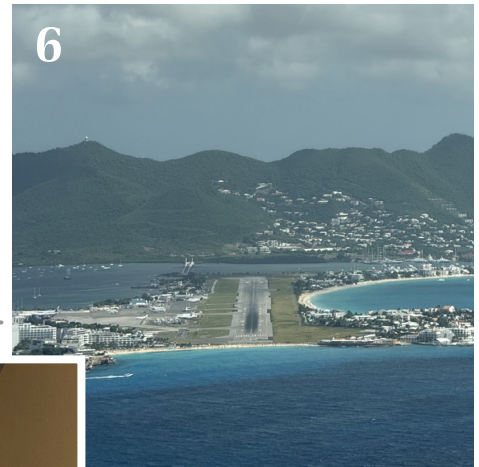
Editor's Briefing

2 Staying Sharp in the Winter Months
by Lance Phillips

Position Report

4 When Experience Isn't Enough: Breaking the Accident Chain
by Dianne White

6



6 Holiday Flying
by Ed Verville

12 Behind the Scope
by Mindy Lindheim



12

16 Aeromech Launches STC for Starlink on Citation 560XL and Beechcraft King Air Aircraft
by Tigre Pickett & Rich Pickett

20 The Critical Importance of a Post-Maintenance Preflight
by Dale Smith



16



24

Owner's Corner

24 Kodiak M.D.
by Grant Boyd

On Final

32 It's Not Where You Start, It's Where You Finish
by David Miller

COVER PHOTO:

Courtesy of Amir Yazdan

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



Staying Sharp in the Winter Months

The NFL season is done. College football is long over. The NBA and NHL are firing up, but we're not quite sure where each team will wind up. Baseball is far in the future. And it's cold outside. Do I really want to warm that engine block while my fingers freeze? It's that time of year for some who don't fly professionally or don't do FIKI when we are unsure what to do with ourselves.

It's also one of the most important times of the year when we can relearn that stuff we might have forgotten. We can gain different perspectives, find out what's new and learn how other pilots fly safer.

Dianne White discusses this month how, even in our tech-rich environment, with seemingly endless ways to improve flight safety, we can lose stick and rudder skills.

Have you ever taken off from Teterboro, landed in St. Maarten, and then jetted to Reno, NV? Well, Ed Verville chronicles his holiday flying routine so that we can understand how to better accomplish some of those departure and arrival procedures we don't see very often.

Mindy Lindheim takes us behind the scenes in Orlando's busy TRACON (terminal radar approach control facility), and Rich and Tigre Pickett dissect Aeromech's new Starlink STCs for the Citation 560XL and King Air aircraft. We also hear from Dale Smith about the critical importance of a thorough post-maintenance pre-flight inspection.

Our cover story details the journey Dr. Amir Yazdan has taken to fly the perfect airplane... for now. Find out what led this busy physician to his prized possession and what he might be flying in the future. To close, David Miller takes us all the way back to the airplane that started his ownership adventure, the Beechcraft Baron.

Many thanks to these great writers and pilots who help us stay sharp during the dark winter months. And let's look forward to the first hints of spring next month.

A handwritten signature in black ink that reads "Lance Phillips". The signature is stylized and fluid.

lance@twinandturbine.com



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

Position Report

by Dianne White



When Experience Isn't Enough: Breaking the Accident Chain

Why do seemingly good pilots crash? They have plenty of experience, attend recurrent training, have plenty of time in type and have no record of prior incidents or accidents. They are not bravado or known as habitual risk takers.

So why do they take off one day and make a mistake that results in an accident? That's the question we ponder when news reaches us about a fatal crash, and we pray it's not someone we know. Even when it's not, and without any knowledge of their experience, training and circumstances, it is sad to realize a family needlessly lost someone.

If you learned to fly before the Internet age like me, we didn't have all the resources available today to learn what might have led to a pilot having a really bad day – and what we might do to avoid a similar situation. One of my favorite columns in *Flying Magazine* was “I learned about flying from that,” which gives first-hand accounts from average Joe pilots who lived to tell their stories and share their hard-earned wisdom. Today, there are numerous sources and experts, many on social media, who dissect and interpret accidents, often before the NTSB published a preliminary report.

You're most likely familiar with the concept of the accident chain of events, which identifies a series of decisions and factors that lead to an accident. It isn't just one action that caused a plane to go down; sometimes it starts with an attitude, complacency, or the infamous killer “get-home-itis.”

We're going too fast. (I'm guilty of this.) We have a commitment we must make; we get behind schedule and in a hurry. In this multi-tasking, always-connected world, we can easily continue that pace once we reach the hangar. Besides, the reason we have an airplane in the first place is to go fast, right?

As a sage instructor once advised: Slow down. Take time for the full checklist. Take time for the approach. (Don't accept a shortcut if you're unprepared for it.) Fly with a co-pilot, if possible. Statistics show that accidents are reduced by one-third when a second pilot is sitting up front.

High-quality training is the best insurance you can buy. If you have diligently trained for normal operations and emergency scenarios, there is less chance the workload

will build up on you when the heat is on, resulting in you getting behind the aircraft and making a fatal mistake. Should a mundane trip turn into a terrifying emergency situation, training is your edge for survival.

Why Are Stall/Spins Still a Thing?

With all the technology, resources, and state-of-the-art training within easy reach, how is it that stall/spin accidents are still among the most insidious and preventable causes of fatal crashes? In our primary training, the majority of us have spent a lot of time talking about stalls and demonstrating them either in the actual aircraft or in the simulator. Once you move into turbine equipment, more recurrent training time is spent on systems and flight management. If you don't prioritize it, stick and rudder skills – especially outside the 10 percent of the envelope you usually fly in – can become neglected.

Considering the fact that stall/spin accidents still occur in all classes of aircraft today, it begs the question of how well pilots understand what causes the airplane to stall at virtually any airspeed between the bottom of the white arc to the barber pole.

Here's a quick refresher: An accelerated stall is any stall that occurs at a higher-than-1G stall speed. As you know, airplane flight manual speeds are usually defined at maximum gross weight. You'd also agree that stall speeds decrease with reductions in airplane weight. Therefore, the only way an aircraft can stall at higher than the 1G V-speed is when the airplane weighs more than maximum weight.


How does an airplane exceed its maximum published weight? Besides the obvious answer of overloading the plane with people and fuel, it is when the aircraft's wing is loaded at greater than 1G. Enter a banked turn and hold altitude, and the wing will “load up” with more than the normal force of gravity (known as load factor). The steeper you bank the aircraft, the higher the G-load in level flight. A rapid pull-up from a dive also loads the wing, increasing stall speed. Abrupt, severe maneuvering also adds G-load.

Additional G-load is, by definition, an increase in weight (a 6,000-pound airplane under a 2G load weighs 12,000 pounds, for example). If the “effective weight” of the aircraft under G-loading exceeds the maximum gross weight of the airplane, then the stalling speed under that

load will be higher than the published V-speed for the flap (and other lift-generating devices) position.

Without question, one of the best ways to experience and practice accelerated stalls is in an aerobatic aircraft while under the guidance of an experienced instructor. Ask anyone who teaches in these aircraft, and they will most likely tell you that the biggest weaknesses they see in "conventional" owner-pilots are their awareness and mastery of accelerated stalls and spin recovery.

Accelerated stalls are one of the more sneaky dangers that get pilots in trouble, and often fatally so, when they occur in the traffic pattern or during a circling approach. One of the most useful advanced training encounters is to understand, recognize, and experience an accelerated stall in a structured environment with a qualified aerobatic instructor – with the intent that you'll never find yourself actually in one while sitting in the left seat of your airplane.

Stay safe out there! 

Dianne White is a 35-year aviation industry veteran and the past editor-in-chief of *Twin & Turbine Magazine*. She is the former executive director of the Malibu/M-Class Owners & Pilots Association (now PMOPA) and has worked with numerous general aviation companies throughout her career as a consultant and executive. She is an active instrument & multi-engine-rated pilot and owns several aircraft. You can reach her at editor@diannewhite.com.



SELECTairparts

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

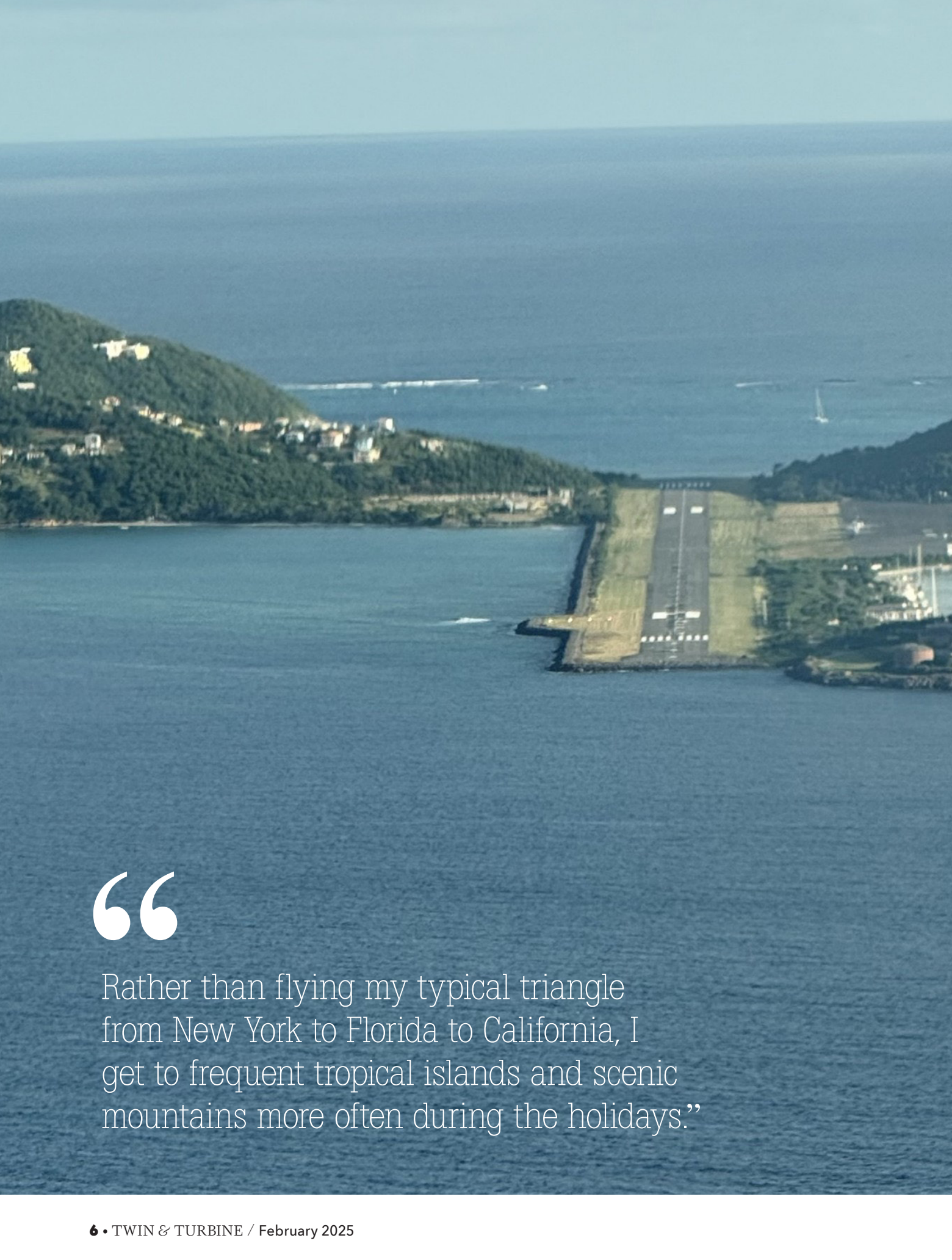


Connectivity shouldn't make your aircraft look like a "porcupine with wings".

Get worldwide talk, text, and email with an antenna that fits in the palm or your hand.

sendaero.com





“

Rather than flying my typical triangle from New York to Florida to California, I get to frequent tropical islands and scenic mountains more often during the holidays.”



Holiday Flying

by **Ed Verville**

Visiting New York City during the holidays is always a fun and beautiful experience. However, public transportation in NYC can quickly become an annoyance at the very least. But even flying expensive private jets around New York can become exasperating. During the holidays and spring break, my charter clients' trips make a quick transformation from businessmen and women, movie and TV stars, and politicians to family vacation travelers. Rather than flying my typical triangle from New York to Florida to California, I get to frequent tropical islands and scenic mountains more often during the holidays.

During this past Christmas and New Year's season, we flew to five tropical islands that even included a few overnights: The Grenadines are a long hop from NY, near Grenada.

St. Maarten is always a fun stop especially visiting the beach with airliners flying overhead on a very short final. Next, we brought in the New Year in San Juan, Puerto Rico. And our last island stop was in Anguilla, near St. Maarten.

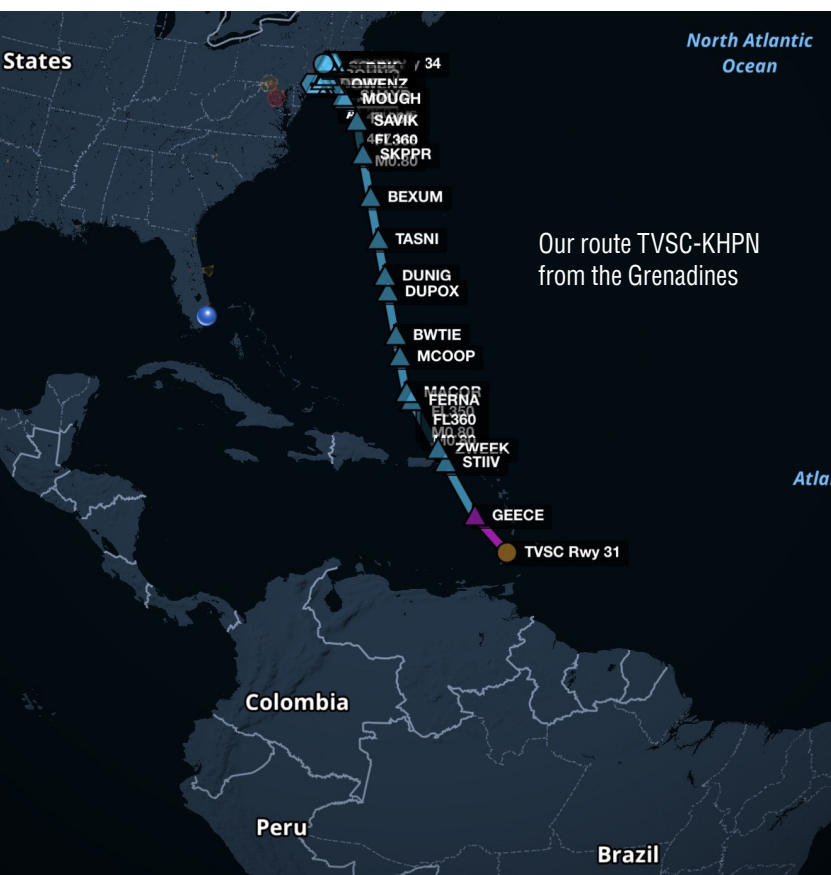
Approach to land in the Grenadines

We also had the pleasure of flying to Montrose, CO. The weather was reported VFR on the ASOS; however, by the time we finished flying the ILS to Runway 17, it began snowing, and we did not break out until minimums. The TAF at Montrose was not very accurate. The weather later went well below what was being reported, with less than ¼ mile visibility in fog. The next morning did not prove to be any better. The weather was again ¼ mile visibility but with freezing fog, that prohibited our takeoff for several hours. Soon the picturesque Montrose FBO quickly started filling up with pilots and passengers. With this newly acquired “airport appreciation time,” I had time to chat with passengers (who were not even mine) and had the pleasure of bumping into former colleagues and jet students as well.

After escaping the Montrose weather, we flew to Reno, NV. Reno has two North-South runways and one East-West runway. The winds were gusting to 28 knots out of the West, but the long runways and all the approaches are in the North-South



Grenadines at twilight



The takeoff view at St. Maarten



Landing on Runway 10 at St. Maarten



The FBO at Montrose, CO KMTJ

direction. Twenty-eight knots provide a challenging crosswind for the Bombardier Challenger (no pun intended). So, my FO/SIC, who was flying, elected to take a visual approach to runway 26 directly into

the wind. During the approach briefing, we were fixated on the large mountains to the SE. But then, on the visual approach to runway 26, we quickly learned why there were no approaches to this runway. We had

the pleasure of maneuvering around a smaller mountain while on short final approach. I guess the lesson learned could be: Be careful what you ask for, you just might get it. After a short stop, we moved on to Burlington, VT, for another approach at ILS minimums. It was beginning to feel like I was back in the flight simulator.

Next was a quick repo to the New York area. On any given day, the approaches in use at Teterboro, NJ (KTEB) Airport are largely driven by what approaches are being used at Newark, NJ Airport. The approach from the North is most frequently the RNAV (GPS) Y Rwy 19. It is hit or miss if we are going to start the approach at the STRAD Intersection IAF or be vectored onto final. Another interesting observation is that the LPV minimums (with the angling more accurate WAAS lateral and vertical guidance) are 241 ft MSL (235 ft AGL), while the LNAV/VNAV minimums are 1096 ft MSL (1090 ft AGL). This 855 ft difference is due to the 693 ft

tower just to the West on final approach. Look out of the right window on your next approach and you will see what I am talking about.

When approaching Teterboro from the South, as we did a few days later, you will often receive the ILS to Runway 06, with circling to Runway 01. This requires a bit more maneuvering and provides a scenic view of the Met Life Stadium while flying the circling approach.

Caution, extra maneuvering increases risk. Back in May 2017, there was a fatal Learjet 35 accident that occurred while conducting this approach.

The NTSB report stated:

“The controller had vectored the flight for the instrument landing system runway 6 approach, circle to runway 1. When the crew initiated the circle-to-land maneuver, the airplane was 2.8 nautical miles (nm) beyond the final approach fix (about 1 mile from the runway 6 threshold) and could not be maneuvered to line up with the landing runway, which

should have prompted the crew to execute a go-around because the flight did not meet the company’s stabilized approach criteria. However, neither pilot called for a go-around, and the PIC (who had assumed control of the airplane at this point in the flight) continued the approach by initiating a turn to align with the landing runway. Radar data indicated that the airplane’s airspeed was below the approach speed required by company standard operating procedures (SOPs). During the turn, the airplane stalled and crashed about 1/2 nm south of the runway 1 threshold.”

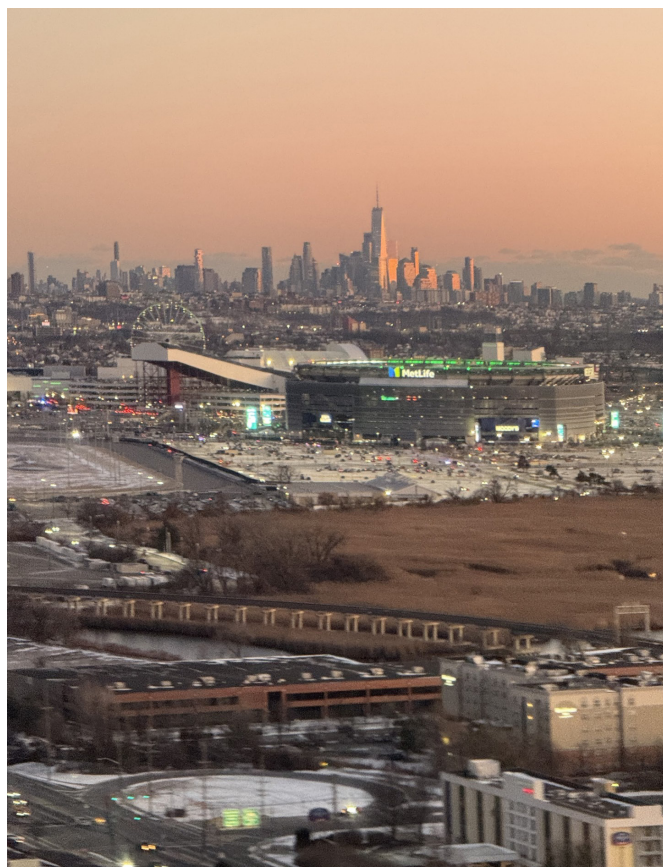
“The National Transportation Safety Board determines that the probable cause of this accident was the pilot-in-command’s (PIC) attempt to salvage an unstabilized visual approach, which resulted in an aerodynamic stall at low altitude. Contributing to the accident was the PIC’s decision to allow an unapproved second-in-command to act as pilot flying, the PIC’s inadequate and incomplete pre-flight planning, and the flight crew’s lack of an approach briefing.”

“

When all was said and done, our crew (two pilots and a flight attendant) were all more than ready to celebrate our own holidays with family and friends who were waiting for us at home.”



The ILS Rwy 06 before starting circling to Rwy 01 at KTEB



Met Life Stadium

Upon taxiing to the FBO, we found the ramp to be more crowded than we had ever seen before. Inside the FBO was standing room only with passengers waiting to board their flights to the islands or mountains to celebrate the holidays, and flight crews obtaining supplies for their airplanes.

The next morning was nearly as crowded. Fortunately, we had fueled the night before, but we still needed to de-ice. It took a while, with a few prompts, before we were de-iced, but eventually, we were ready to go fly, albeit after a \$2,500 de-icing fee. We were assigned Runway 24 with the RUUDY 6 RNAV Departure Procedure. We briefed the



Morning de-icing at KTEB



The welcome table

departure carefully as I have had many colleagues mess this one up. It provides a top altitude of 2,000 feet, but first, it has you level off and cross WENTZ Intersection at 1,500 feet. This altitude restriction is often missed by crews.

Our two-week work rotation ended with 24 legs, several 14-hour days, some minor maintenance issues, five islands, four NY overnights, mountain flying, freezing fog, de-icing four times, and multiple approaches down to minimums. Overall, we had a great trip and delivered many happy passengers on their vacations. When all was said and done, our crew (two pilots and a flight attendant) were all more than ready to celebrate our own holidays with family and friends who were waiting for us at home.

P.S. Thank you to our families who allow us to do what we love. **T&T**



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. Ed has been instructing RNP-AR Approaches for the past three years.

Behind the Scope

by Mindy Lindheim



Kevin Lindheim at the Enroute/Center ATC Simulator Lab at Embry-Riddle Aeronautical University



My visitor pass to tour F11, Orlando Approach facility

In the complex dance of aviation, where countless moving parts must align seamlessly, air traffic controllers are the behind-the-scenes choreographers. They guide pilots through crowded airways, stormy weather, and complex arrivals, ensuring every flight ends safely. For me, this world isn't just fascinating—it's personal. My husband, Kevin Lindheim, has been an air traffic controller for the past eight years, and watching his career from the sidelines has given me a deep appreciation for the job. His stories about the challenges of ATC have always intrigued me, but seeing them in action during a tour of Orlando Approach's radar facility really put it all into perspective.

The experience was both eye-opening and humbling. Watching the controllers handle a nonstop stream of radio calls, juggle complicated radar displays, and make split-second decisions gave me an even greater respect for the skill and dedication their work demands. It also made me think about the dynamic between pilots and controllers—a partnership that's crucial to aviation safety but often underappreciated.



Orlando TRACON



Orlando TRACON's onsite training simulators



As I watched my husband and his colleagues in action, I couldn't help but wonder: What are the most common mistakes pilots make in their exchanges with ATC? More importantly, how can understanding these pitfalls lead to safer skies?

Inside the Facility

I have toured two air traffic facilities, both of which my husband has worked as a controller at: Atlanta Center and Orlando Approach. They varied in size and equipment but shared many similarities. When I arrived at Orlando Approach, I checked in at a secure gate with an armed guard surrounded by barbed wire fencing. My name was put on the list ahead of time, so they were aware of my arrival, and I was swiftly let inside the secure area.

My VIP guide (husband) brought me inside the facility and showed me around a relatively small building. There were some offices, training rooms, a kitchen/dining room, a few places to relax on break, and, of course, the radar room. The building is nothing to write home about, as it looks like it hasn't been updated or improved for decades.

It was impossible to ignore the challenges the controllers face daily—many of which go beyond the radar screens. The facility struggles with unresolved maintenance issues, including bathroom water leaks, flooring torn up for months, and even mice problems in the radar room. Controllers work with outdated equipment, adding another layer of complexity to an already demanding job. Despite these obstacles, the team's professionalism and safety commitment never wavers, which is a testament to their resilience. I could share a lot more detail on the working conditions I experienced firsthand, but for now, we will stay on track to the radar room - where the magic happens.

The Radar Room

The radar room is an impressive operation, and shadowing behind the controllers for a few hours helped me better understand exactly what they see and prioritize from their side of the screen, as opposed to me flying in the cockpit. Orlando Approach is divided into several "chunks" of airspace defined by both vertical and lateral limits. Each fully certified controller at the facility is qualified to work in every sector and rotate sectors throughout the day.

As you look around the room, you will see all the stations set up for each sector, each with several screens, keyboards, a rolling chair, and staffed with a controller on a headset talking to aircraft in real-time. It looks like a complicated call center as it is a small space with lots of people talking all at the same time. The converging voices were initially hard for me, as my untrained brain had difficulty focusing on just one station while I could clearly hear all the other stations mumbling clearances and vectors simultaneously. Admittedly, after about an hour or two, I was finally able to tune out the others while I "plugged in" with one of the controllers to listen in for a session.

Each controller likes to set up their station in a different way—much like pilots do in the cockpit. They have preferred

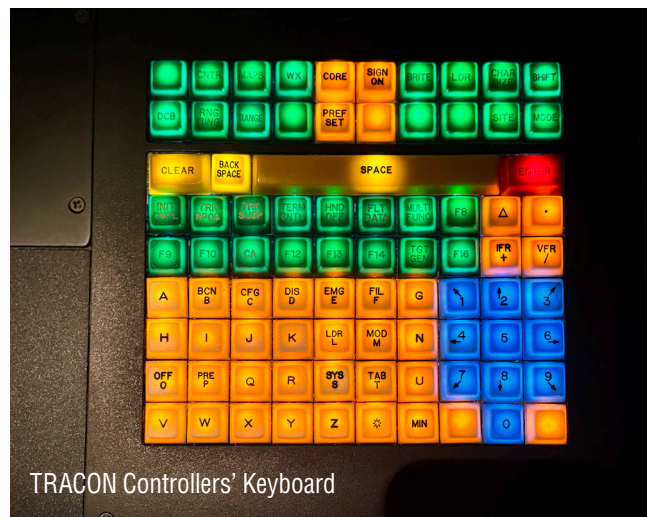
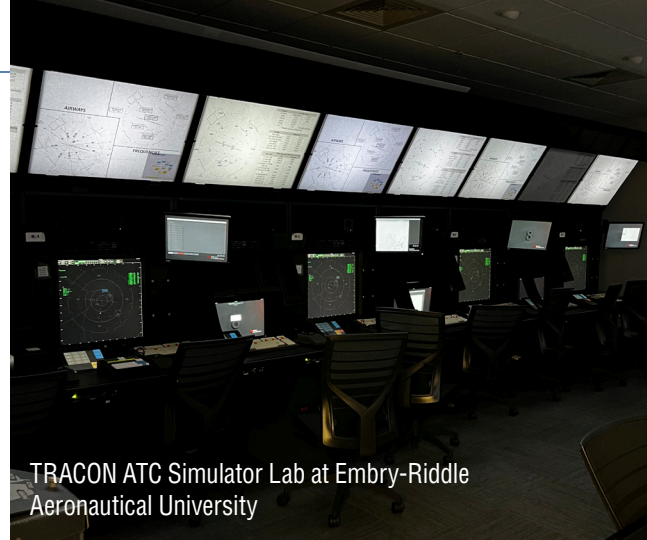
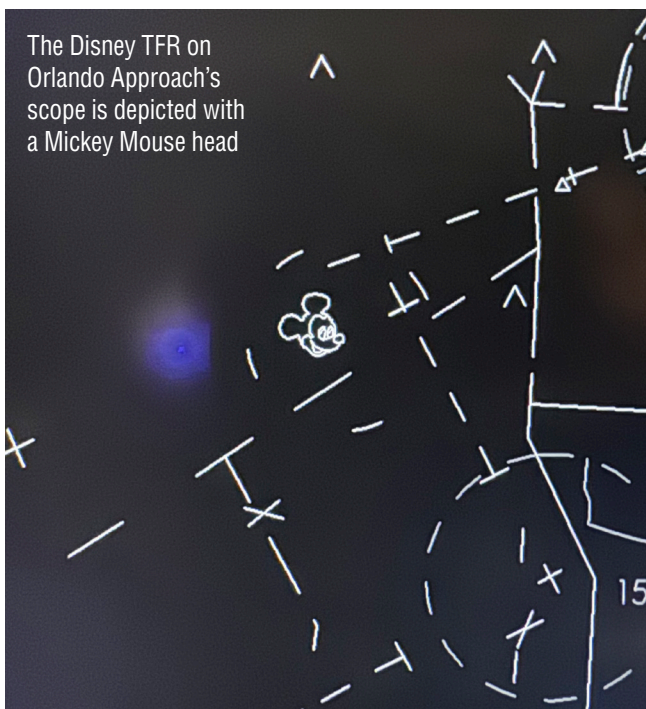
zoom levels, various filters, labels they like to see or hide, etc. When rotating into a station, the current controller briefs them to get acquainted with what is happening in real-time, and then they set up their station according to how they prefer and get to work.

Common Mistakes and Tips

I had several goals for this tour, but one of them was to better understand the most common pilot errors that controllers see on a regular basis. Identifying deficiencies is the first step to improving upon them. In no particular order, here are a few of the takeaways that I gathered from my time at Orlando Approach:

1. Pilots entering the Class B airspace without a clearance. Central Florida has a high density of flight training, so it is common for student pilots to speak with Orlando Approach and assume their clearance into the airspace without hearing the magic words “cleared into the Class Bravo airspace.” A reminder to all that you must hear those words to enter the airspace VFR. Of course, if you are IFR and vectored inside, you are automatically cleared. They also see this airspace violation with aircraft not speaking to them, flying VFR, and squawking 1200, which may result from poor situational awareness and complacency.

Another “gotcha” in Orlando is with the ILS Runway 7 into Orlando Executive Airport (KORL). Many students request to fly practice approaches with Orlando Approach, and this particular ILS has a final approach fix of DNMR at 2,000 feet that sits perfectly inside a Bravo shelf that starts at 2,000 feet. Typically, the clearance in this scenario instructs aircraft to “remain VFR.” Unless expressly stated that they are cleared into the Bravo, flying this approach VFR will violate Class B airspace.



2. Busting altitudes on the SID. This one is a bit interesting as the controllers reported that they don't usually have issues with aircraft on “descend VIA” clearances when on arrivals, but rather, they commonly see mistakes on the standard instrument departures with a “climb VIA” clearance. For example, when taking off northbound on the DDANY THREE Departure at Orlando International Airport (KMCO), pilots will quickly see that the top altitude noted on the plate is 7,000 feet. The controllers will see aircraft take off and head straight to 7,000 feet, which causes great danger on their scope. A closer briefing will educate the pilots that there is an intermediate altitude restriction of a maximum altitude of 5,000 feet at MIEGS prior to the final altitude of 7,000 feet.

Why is this important? Well, nearly every departure is going to cross the arrivals at some point, and there will be routing, altitudes, or both that keep the inbound and outbound traffic apart from each other. This is exactly the case on the DDANY THREE. The maximum altitude at MIEGS of 5,000 feet keeps departing traffic safely below the inbound arrivals and allows for the climb up to 7,000 feet only after passing the intersecting traffic.

3. VFR jet traffic should expect to be treated as IFR. This is more of a tip than a mistake, but it was noted that

high-performance aircraft inbound to large airports, such as MCO, should be expected to be sequenced similarly to that as if they were IFR. Of course, you wouldn't be cleared for an instrument approach while VFR, but be prepared with the approach-in-use plates accessible as it would be common to be cleared to a fix on that approach and subsequently cleared to join the final course inbound. The controllers must fit the VFR traffic in smoothly and efficiently, so be prepared with the proper plates to streamline the process.

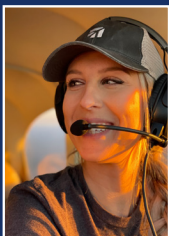
4. Ask once for the preferred runway. The last takeaway is another tip/request from our fellow ATC folks. The controllers are very aware of who is an airline and who is general aviation and are also cognizant of where these aircraft park upon landing. At airports such as Orlando International, there are four parallel runways, and if you are cleared to land on the farthest runway from your parking spot, you may be looking at a half-hour taxi.

The controllers don't want this for you any more than you don't. Their suggestion was to request your preferred runway just once with the Final Approach Controller. Sometimes, they cannot get you on your preferred runway, and if you spend some time in the TRACON as I did, it will become vastly obvious why not. In the cockpit, it is sometimes hard to see the big picture and understand why you are not receiving your request; let it be known that they are not attempting to make your day tough just for fun.

Thank You, ATC

Air traffic controllers are essential to aviation, often working in challenging environments to keep flights running smoothly and safely. By understanding their perspective and addressing the issues they face, we can foster a stronger partnership between pilots and controllers that ensures safer, more efficient skies for everyone. As always, if you are unsure about something – just ask! Hopefully, you will be comforted to know that there are very friendly and knowledgeable faces on the other end of the mic.

If you enjoyed learning some intel from ATC, consider subscribing to the Orlando TRACON monthly newsletter. To subscribe, all you need to do is send an email to OrlandoRadarBriefs@gmail.com. 



Mindy Lindheim is an experienced pilot, aircraft broker, and aircraft owner. She has Textron Aviation factory experience as both a sales director and demonstration pilot and has since worked her way up to earning a Citation 525S type rating and selling aircraft for Lone Mountain Aircraft. Mindy is very active

on social media to educate, inspire, and share aviation experiences on her accounts @schmüindy. You can contact Mindy at Mindy@ChasinTailwinds.com.


StandardAero



WE'LL MAKE SURE YOUR KING AIR ISN'T A HANGAR QUEEN!

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 treat your engines like *royalty*, please contact us today!



RAISING THE STANDARD OF EXCELLENCE

www.standardaero.com

Aeromech Launches STC for Starlink on Citation 560XL and Beechcraft King Air Aircraft

by Tigre and Rich Pickett



Aeromech's Citation Excel testbed



Closeup of the Starlink installation



Under the Starlink antenna

Aeromech Incorporated, an industry leader in aviation solutions, has secured an FAA Supplemental Type Certificate (STC) to integrate SpaceX's Starlink Aviation System into Citation 560XL series aircraft. In addition to their existing STC for King Air aircraft, this latest approval marks a significant step forward in onboard connectivity for business aviation. The collaboration between Aeromech and SpaceX provides operators with streamlined, high-speed internet capabilities using SpaceX's proprietary Line Replaceable Units (LRUs).

Streamlined Connectivity with Starlink

The Starlink Aviation System is redefining expectations for onboard connectivity. With a robust satellite network already in operation, SpaceX's Starlink provides powerful, high-speed, low-latency internet access, ideal for aircraft flying virtually anywhere. The system has been developed to maintain consistent and reliable internet connections, a crucial advantage for operators prioritizing both productivity and entertainment while in the air.

Aeromech's STC incorporates various elements required for integrating the Starlink hardware into Citation XL and King Air aircraft. SpaceX's approach to the antenna system, with an AeroTerminal Kit designed for aerodynamics and a low-profile form factor, ensures minimal drag and efficient satellite communication. The lightweight antennae are paired with a power supply unit and a Wi-Fi router, effectively turning the host aircraft into a flying communication hub.

First-Hand Experience in the Sky

Recently, we had the opportunity to experience the Starlink system in the air on a Citation XL at NBAA BACE in Las Vegas. The performance was nothing short of impressive. Upload speeds averaged about 130 Mbps down and approximately 8 Mbps up, demonstrating the capability of the system to provide high-speed internet even at 13,000 feet above Henderson, Nevada. We managed to stream Netflix, pull up YouTube videos, and even make FaceTime calls—all without noticeable lag. One of our engineers streamed Trent Palmer videos while others onboard were downloading and watching other content simultaneously. At one point, 16 devices were connected to the system, maintaining consistent performance throughout.

Testing the system's limits, we were able to download a gigabyte of updates for Mario Kart Tour and played a multiplayer game without significant issues—latency was comparable to what we experience on the ground. Additionally, a reporter was able to use FaceTime with family members, and they noted the video quality was superior to their experience in hotels. It is clear that the Starlink system, even with the smaller Starlink Mini, was up to the task of providing seamless, high-speed connectivity in the sky.

Efficient Installations and Flexible Service Plans

The Starlink system installation time reflects the scale of integration involved. King Air aircraft installations are estimated to take less than a week, while the more complex Citation XLS takes under two weeks. This timeframe includes incorporating intercostal structural support to meet the Citation's interior wiring and complexity requirements.

Data plans provided by SpaceX offer flexibility for operators. The entry-level plan, starting at \$2,000 per month, provides 20GB of data, with \$100 per additional gigabyte. For operators with higher demands, an unlimited data package is available at \$10,000 per month. Importantly, neither of these plans requires an annual commitment, and subscriptions can be managed month-to-month, including pausing service when not needed.

Comprehensive Installation Support and Partner Network

Aeromech has crafted a turn-key solution, supplying not only the STC and integration packages but also managing engineering, parts procurement, and installation. The company is a full-service provider for Starlink installations, coordinating the necessary FAA approvals and managing installs through Part 145 repair stations. This full-circle

approach simplifies the process for operators, ensuring they have one reliable source for installation and support.


Aeromech partners with several well-known service centers, including Duncan Aviation, West Star Aviation, Textron Aviation, and Elliott Aviation, to ensure widespread accessibility of the installation services. The company also supports installations at its locations in Florida, Kansas, and Washington, demonstrating Aeromech's commitment to customer convenience.

The Future of In-Flight Connectivity

The partnership between Aeromech and SpaceX exemplifies the growing importance of connectivity in the aviation industry. Business jet operators are increasingly looking for reliable, always-on internet solutions to keep both productivity and comfort high during travel. With the vertical integration of the Starlink system—where SpaceX controls the entire process from satellite bus to aircraft terminal—the connectivity experience onboard is notably seamless and reliable.

Anthony Wiederkehr II, COO of Aeromech, underscores the benefit of SpaceX's model. He notes that much like Apple's vertically integrated approach, Starlink's system is simplified by having fewer contractors and more unified oversight, enhancing reliability and reducing failure points.

Conclusion

Aeromech's collaboration with SpaceX is setting a new standard for in-flight internet. Introducing the Starlink Aviation System into the Citation 560XL and King Air offers operators a dependable, efficient, and flexible connectivity solution. Whether for work or leisure, staying connected while airborne has become more accessible and more advanced than ever. 



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.



Tigre Pickett is an ATP-rated pilot flying for a regional airline, as well as a commercial single- and multi-engine pilot type-rated in Citation 525-series jets. He brings his passion for aviation to managing multiple CitationJets in Southern California alongside his father and Co-Captain, Rich Pickett. Tigre also enjoys exploring new destinations with his family in their Cessna Turbo 206. Follow Tigre's professional aviation journey and discover more content on PersonalWings.com and their YouTube channel, where he shares insights and adventures from the skies.

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
1	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 Critical Importance of a Post-Maintenance Preflight

by Dale Smith



FAA AIM 6-1-1

Pilot Responsibility and Authority

1. *The pilot-in-command of an aircraft is directly responsible for and is the final authority as to the operation of that aircraft.*

Don't kid yourself; even on a CAVU day, flying is a dangerous undertaking. And it can be even more so during that first flight after any maintenance or inspection.

According to a report by the NTSB, over a 10-year period, there were over 1,470 accidents (7.1 percent of the total) where a "maintenance-related" error was found to be the primary cause. (While the report doesn't say, we'll assume that these accidents happened either on that first post-maintenance flight or shortly after that).

The report went on to say that, among those, "installation errors" were the most common causes, followed by "maintenance," "maintenance inspection," "annual inspection," and "service of aircraft."

While there are no statistics to support the following, I don't think it's a stretch to say that a number of these accidents could have been avoided had the aircraft's pilot taken the time to perform a thorough post-maintenance pre-flight, especially for those accidents that were caused by improperly installed flight controls—13 percent of the total.

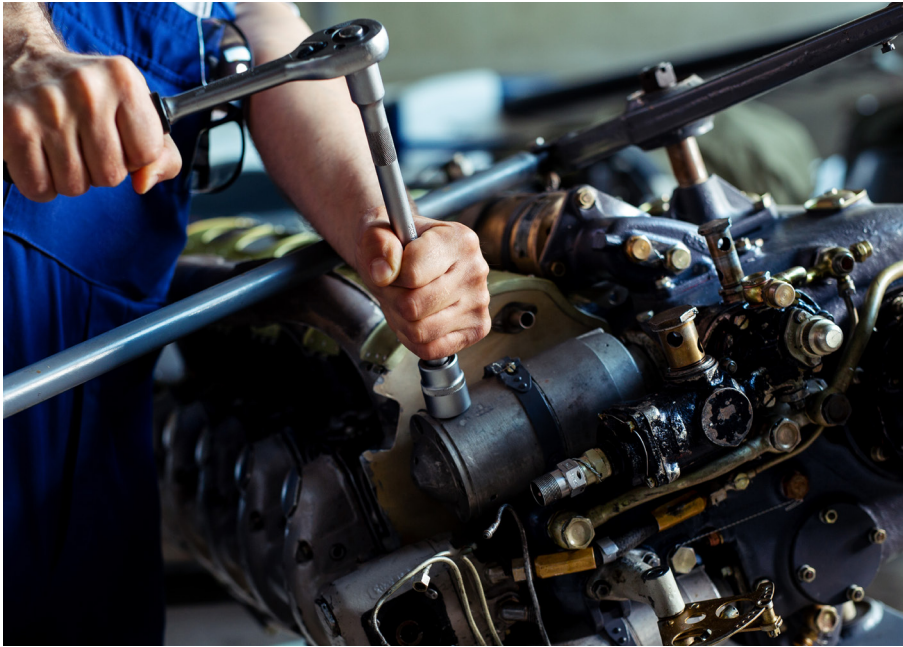
But wait. If the work was performed by a licensed FAA technician, how can so many of these types of accidents happen? While there is a plethora of reasons why A&Ps (and all humans, for that matter) make mistakes, the

bottom line is that, as the "Pilot-In-Command," you carry the ultimate responsibility for the airworthiness and safety of the airplane.

That's why, no matter how "minor" an inspection or maintenance task seems on paper, a thorough post-maintenance pre-flight inspection should be every pilot's SOP.

"The first thing I do before I get in an airplane that has had any maintenance done on it is to verify what work has been performed," said Chris Bishop, Director of Flight Operations for the Blackhawk Group. "I will talk to the mechanic and ask specifically what they did and what other parts or systems were removed and reinstalled to accommodate that work?"

"For example, if any of the flight control surfaces were removed, I want to verify their installation and correct



David Zaworski. “We have a process for recording these items and then to check on them during the maintenance process and provide ongoing feedback to the aircraft owner.”

“Keeping that communications loop open as the work progresses is key. Then we close it when we talk the owner through all those specific points during the aircraft’s delivery,” he added. “The information puts them in the right mindset of what they need to check during the delivery flight, which sets them up for success.”

But, while having the MRO provider take the lead on telling you what is happening and why, don’t lose sight of the fact that as the aircraft’s PIC, you have final responsibility. So, if, for

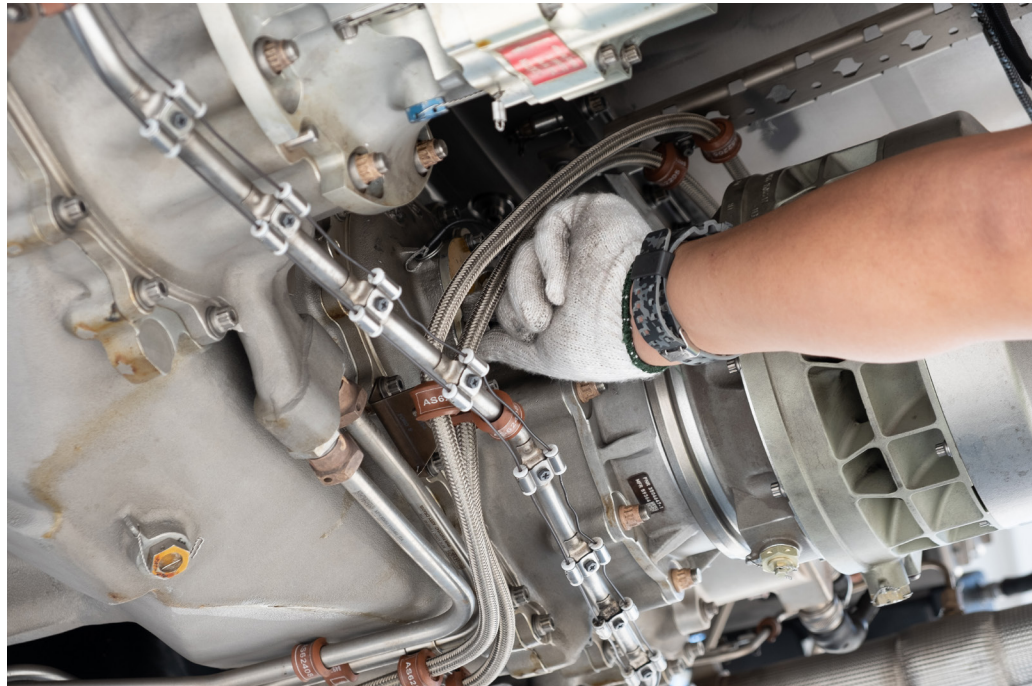
movement,” he continued. “I check the manual and electric trim tab travel. This is not only for the correct direction and full deflection but also for the cockpit indicator to be correct. I’ve found instances where the movement is correct, but the cockpit indicator had been installed upside down.”

Upside-down indicators or incorrectly operating ailerons may seem like obvious things to catch, but we are dumbfounded when we hear a story about some pilot who didn’t notice the “obvious” until it was too late.

Start with knowing what you need to know.

David Campbell, the Blackhawk Group’s Director of Service for their AVEX Performance Center, said that the first step in doing a thorough post-maintenance pre-flight is “assuming that things may not be the way you expect them to be.”

“In your normal operations, you are usually the last person to ‘touch’ the airplane after a flight. That’s not how it is after any maintenance, and many people have had their hands on the airplane,” he said. “It’s very important for the owner/pilot to have complete clarity between themselves and the MRO before and during the maintenance visit. You need to know exactly what has been done to the airplane so you know what you need to look at.”



Campbell added that it’s also an excellent idea to pay extra close attention to how the airplane “feels” before any maintenance or inspections are done. Take notes on all the temperatures and pressures, fuel flows, autopilot functionality, etc. It may help to take photos of the panel during the cruise flight to help remind yourself.

“In our MRO operations, we recognize that any owner-supplied squawks are insights into the aircraft’s operations, and those are key,” explained the Blackhawk Group’s VP of Operations,

some reason, your MRO isn’t proactive in their communications, then you need to take the lead.

“From the original quote to how the squawks are being addressed, the owner should be very inquisitive and curious about what work is being done,” Campbell said. “They need to ask who is doing the work, what are the processes for FAA compliance, and confirm that the latest version of the aircraft’s maintenance manual is being used. Don’t take anything for granted.”

"If for any reason you feel that the shop doesn't have the level of oversight you want or won't allow you to talk to the mechanic doing the work, then find another shop," he continued. "It's all part of the overall post-maintenance safety network. There are a lot of layers to it, and having everyone on the same page is at the center of it all."

Speaking of asking questions, it's critical that if you don't fully understand what anyone is telling you about any part of the project, you ask for clarification and don't stop asking until you get a satisfactory answer. Our experts all agreed that this is no time to let your "right stuff" ego get in the way.

Bishop also explained that to help keep everything and everyone on track, the Blackhawk Group uses the aircraft OEM's post-maintenance test flight checklist as its guideline document. Since it's located in your aircraft's manual, you familiarize

yourself with what it covers while the aircraft is in the shop.

"It goes through every system in the airplane, so when we hand it back to the owner, they are not the first to fly the airplane after maintenance," he said. "Whereas some other shops may not follow the published checklist. They may only check to confirm the specific repair and then send the owner off with the airplane."

Make sure time is on your side.

One key point that everyone from the Blackhawk Group stressed was the need for the pilot to have plenty of time set aside to do the required pre-flight.

"I've heard that you are 11 times more likely to overlook something that's part of your SOP if you are rushed during any part of the process," Bishop said. "The first post-maintenance flight is much too important to skip on even the smallest detail. You can't just grab the airplane and go."

Too true that. There are plenty of post-accident stories where the central theme is the "pilot was in a hurry to get going."

"State of mind is critical during this phase," Zaworski added. "Pilots also have to take a look at their own level of currency or fitness for this important flight. I think it's a very good idea to review the FAA's IAMS SAFE program before the flight."

The FAA's PAVE (Pilot, Aircraft, Environment, External Pressures) and IAMS SAFE (Illness, Medication, Stress, Alcohol, Fatigue, Emotion) acronyms are personal safety checklists designed to help pilots assess their own well-being and determine whether they can uphold the FAA's aeronautical decision-making standards and regulations.

Safety experts say that taking the time to access each of the individual components of these acronyms will give pilots a chance to acknowledge and address any areas where they may be challenged before their next flight.

Now that you have a "checklist" for your flight readiness, don't overlook the importance of using the OEM's

checklist – you remember the one you followed so diligently during your training days and probably don't use it too often today.

"I rarely see anyone walking around their airplane with the checklist in their hand," he continued. "This is the ideal time to do just that. You may be overlooking things that you haven't even bothered to look at for a long time."

Don't fall into that "it was fine the last time I looked" trap. As was mentioned earlier, many other people have had their hands and tools on your airplane since you last flew it. It's literally your first flight in a "different" airplane.

"It's also very important to eliminate distractions during your pre-flight," Zaworski stated. "Every experienced pilot I've worked with has a personal minimum about being distracted during their pre-flight. If they're interrupted, they will go back and start that section over. It's kept them safe and well."

If you're not totally confident that the published checklist will help identify any possible discrepancies during your walk around, ask the A&P who did the work to show you the specific areas that were worked on.

Please put your hands on panels, antennas, and controls to make sure they're attached properly. It's better to have something come off in your hand than during the takeoff roll.

Take a good look at your new avionics displays.

While it's easy to understand the importance of a thorough post-maintenance pre-flight after any airframe or engine work, many pilots don't appreciate the same need after instrument or avionics work, especially if it's just installing new displays, radios, or electronic engine instruments.

You can't perform an adequate preflight if you don't know how your new systems are supposed to perform. How else will you know if everything is operating as advertised?

You have to know what you are testing and why. Pilots need to take the

The advertisement features a woman in a black leather flight jacket adjusting her sunglasses. The background is white with a red and black graphic at the top. The text reads: "GOT RANGE ANXIETY? CHANGE THIS." Below this, it says "Our fuel sensors provide the gold standard of fuel level reliability with unparalleled accuracy." At the bottom, there is a QR code and the text "SCAN FOR MORE". The iFS INC. logo is in the top right corner.

initiative to educate themselves on whatever equipment they are paying a rather large sum of money for the shop to install.

Most major avionics manufacturers offer very comprehensive training programs on their products. For example, Garmin's online training offerings are only second to their in-person courses, and they are excellent. (I've taken several of them myself more than once and have learned more than I thought possible each time.)

While watching videos or completing other online training is highly recommended, you can still learn a heck of a lot by just reading the unit's POH. Along with being your "on-demand" refresher tool, it offers other benefits.

"The other thing that's important about reading the POH is that it can often prompt the pilot to ask specific questions of the installers about how that unit should interact with the other equipment in their panel," explained Mark Lee, President and CEO of Forge FlightWorks. "Again, you won't know if the unit is operating correctly unless you clearly understand how it is meant to work."

He went on to stress that an in-depth preflight is the time to make sure that you're getting all of the new features you are paying for. Today's avionics have a lot of features and capabilities that have to be activated during installation. It's not that uncommon for something to get overlooked. Now's the time to confirm everything is as it should be.


Also, while it's pretty rare today, in some installations where the shop is integrating new digital equipment with some legacy analog instruments, the pilot may have to flip a toggle switch to select one input or another.

You need to know what's controlling what and that all required placards are in the right place.

Don't be the weak link in your safety chain.

If it's not painfully obvious to you by now, your next post-maintenance pre-flight needs to be highly detailed. If you expect you can plop yourself in

the left seat, hit the master switch, and expect everything to work in total harmony, well, you may be in for a rude awakening.

"How do you, as PIC, ascertain the airworthiness of your aircraft," Campbell asked. "If you go into every pre-flight situation asking and thoughtfully answering that question, you can't go wrong." 

Dale Smith has been a commercial, private and business aviation marketing and media communications specialist for nearly 40 years. He is an award-winning aviation journalist and aviation artist. Dale has been a licensed pilot since 1974 and has flown more than 40 different types of aircraft. Contact Dale at dalesmith206@comcast.net.



Let's make this *easy*

Get fast, effective financing solutions for your aircraft with **AOPA Finance. Our streamlined process and dedicated team are committed to delivering results that exceed expectations.**

- Expert Guidance and Tailored Solutions
- Access to Lenders with Competitive Rates
- Streamlined and Hassle-Free process



Contact us today to get started with a rate quote
800.627.5263 | aopafinance.com

Kodiak M.D.

PHOTOS COURTESY OF AMIR YAZDAN



Amir Yazdan in front of his Daher Kodiak 100

More often than not, operators of cabin-class aircraft begin their journey in a single-engine piston. The transition to the flight levels is a natural and gradual progression and is aligned with the natural desire to go faster and farther.

Amir Yazdan, M.D., a hair transplant surgeon from Southern California, decided to forgo piston flying quicker than most and moved to turbine ownership with the purchase of a Daher Kodiak 100 before finishing his private pilot training.

“The standard path is you start out in a 172, then go up to a 182, Cirrus, or something else as you build time and move up into a turboprop or jet eventually. But I wanted to get out of a piston airplane as soon as possible,” he explained.

“I think a lot of people confuse the cost of an airplane with its complexity and how hard it is to fly. A lot of people felt the same way when I bought my Kodiak, but I would argue that it's actually easier to fly than a 182. And it's safer; I don't think anyone can argue the fact that having a PT6 in the front is safer than having a piston engine,



The Kodiak loves dirt

and safety was my biggest criterion for wanting to get out of a piston airplane.”

Yazdan's pursuit of aviation was long overdue, having fostered an interest in flying since childhood. But like many others, he wasn't able to pursue this interest until he was well into his career.

A friendship with Matt Keegan (featured in *Twin & Turbine's* August 2023 issue) can be partly attributed to the reason why he decided to add flight training to his busy schedule. Just like in surgery, sharing personal

insights and working as a team has found a way into the Kodiak's cockpit.

“I always wanted to fly but just didn't have the money to do so until later in life. I was flying with Matt one day [as a passenger] and told him that I really wanted to learn how to do this. He told me that he was a CFI and would teach me how to fly. It has really helped having somebody like him in my corner,” he began.

“You are always learning, so I've flown with other pilots more than necessary because it never hurts to have a

helping hand – especially from someone who has thousands of hours of flight time more than me. Matt introduced me to Rich Manor (@FlyingWithRich on YouTube), who has become one of my other mentors and has also really helped me to progress as a pilot.”

Yazdan similarly likes to educate others about his aviation journey and aircraft, which he discusses in great detail on his YouTube channel ‘KodiakMD.’ A frequent question he receives is why he chose the Sandpoint-built turboprop.

“The biggest criterion was that I wanted something very safe, and the Kodiak ticks that box. One of the features that drew me towards the Kodiak was its wing design. It has a split wing design, so you have full aileron control even at stall. So, if you stall the plane, it doesn’t really dip a wing, and you can at least maintain level flight,” he stated.

“That feature was a big selling point for me as a new pilot. Another was the newer certification of the Kodiak. All of the aircraft’s certifications are from 2007, whereas a lot of other airplanes [in the category] are from 30, 40, or 50 years ago, right? That was a big thing to me,” Yazdan explained before adding additional perspective about the other aircraft he had considered.



Yazdan frequently flies with his staff, medical supplies, and other equipment, spread between the cabin and the standard-equipped under fuselage cargo pod

“The Kodiak has a pod [in its standard configuration], whereas the [675-horsepower] Cessna Caravan does not. The Kodiak is also much easier to reconfigure, as you are able to remove all the seats within a matter of minutes. The Kodiak’s interior is much nicer as well and has an option for the Summit Interior, which is a business jet style interior from the factory.”

From a systems perspective, the Kodiak is designed to support the pilot – in all types of weather. There are a number of features that new and seasoned pilots alike can appreciate.

“The other thing that was important to me was being able to fly when there is icing. The airplane has a TKS system that has allowed me to fly through a lot of weather. I have quite a bit of IMC time in icing conditions in this aircraft, and it’s very safe.”



The Kodiak 100 has a Garmin G1000 NXi avionics suite



Yazdan flew his custom West Coast Chopper back to California from Austin, Texas (pictured with Jesse James)



The Kodiak 100 can quickly move between passengers and cargo

Some other notable aspects of the 2022 model include the G1000 NXi avionics suite (sporting two PFDs and one MFD), a digital standby instrument, and multiple other backup systems throughout. Another helpful inclusion is the underwing magnetic dipsticks, which allow pilots to verify fuel quantity without a ladder.

Las Vegas is a common destination for Yazdan, as this is where his company, Modena Hair Institute, has its second location. The 200-nautical mile flight saves the team time and allows them to serve their patients better.

“A big benefit of the Kodiak is its ability to carry passengers and payload well. I have an office in Vegas and fly back and forth all the time for work – once a week or so. Being able to carry my team, our surgical supplies, and anything else we need is important and the [under fuselage cargo] pod has really helped a lot.”

Most of Yazdan's other flights are less than 500 nautical miles, a sweet spot for the single-engine turboprop. The Kodiak sees a variety of destinations, mostly in the western half of the United States, some of which are off-pavement.



When it comes to PT6A Service & Support, there's unmatched strength in the

POWER OF ONE.

For more than 50 years, Covington has remained true to the power of one. We are one family. Servicing engines from one manufacturer. With one guiding commitment: To build our company one relationship, and one engine, at a time. And, as the one and only family-owned Pratt & Whitney Canada factory-designated overhaul facility, no one knows the PT6A better, nor delivers more uncompromising support. All with a level of trust and compassion you simply won't find anywhere else. Call or visit us today. It would be our privilege to put the power of one to work for you.



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



“...We have also flown down to Baja several times and have landed on some dirt runways, which is a lot of fun.”

Give your plane a higher purpose.



Wings of Hope's Airplane Donation Program

Give your plane a new life by donating it to Wings of Hope. Your plane, even if it is no longer airworthy, can play an essential role in our mission of changing and saving lives through the power of aviation. Our donation process is easy and the tax benefits are significant.

wingsofhope.ngo




Questions? Contact Mike Piccirilli at 314-705-9250 or mike.piccirilli@wingsofhope.ngo.

CLEMENS AVIATION



Heavy Inspections
Avionics Install - Garmin G1000, G5000 & GoGo Avance Installation
Complete Interior & Aircraft Refurbishment

Jabara Airport KAAO
 3628 N Jabara Rd / Wichita, KS 67226
 Email: sales@clemensaviation.com
Call Us: 316-636-9700 ext 107



"I like to fly as high as I can. When going to Vegas, I'm typically flying at 11,500 feet – nobody's really at these altitudes. The Kodiak burns about 50 gallons an hour or so, and time en route is about an hour and ten minutes, assuming no winds. We true at about 165 knots and that's not gunning the plane. I don't go full ITT to the top of the yellow but rather fly the plane a bit more conservatively just to save the engine. You don't need to run the engine as fast as you can."

The Kodiak has enabled Yazdan to see the world from a different vantage point. He enjoys that the aircraft is capable of being a corporate shuttle on one flight and then a recreational vehicle on the next.

"I did all my instrument training in the Kodiak, as well as my commercial training and check ride. So, I'm flying it a lot, and in the first year, I flew it almost 200 hours. Outside of where I fly for work, we have taken the airport to Sedona, Park City, Tahoe, and Jackson Hole. We flew over Yellowstone, and that was pretty cool. We have also flown down to Baja several times and have landed on some dirt runways, which is a lot of fun."

Yazdan says that, like anything else meaningful in life, flying takes considerable time and effort to be successful. He is continually improving his piloting skills and has his eyes set on his next challenge, jet ownership.

"Right now, I have at least a hundred jet hours and about 800 other turbine hours. I have my SIC in a Citation M2 and passed my check ride a few weeks ago for the Citation Mustang 510S type rating after completing my training with Rich Manor (who also helped me train for my commercial check ride)," he explained.

"I think I'm going to buy a Mustang soon. The Kodiak is really fun, and you can put a lot of people in it, but it's slow. If you want to go to Cabo, for example, it's five and a half hours away in the Kodiak but two and half hours in the Mustang. Outside of work, I usually just fly myself or with my wife and kids. So, we don't need a lot of space, and the Mustang fits that need perfectly." **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.

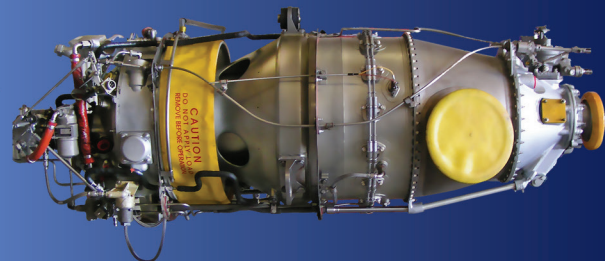
TURBINES INC.

PRATT & WHITNEY PT6A

FLAT RATE OVERHAUL

NO B.S. - NO BUREAUCRACY

ENGINE	BASIC	CAPPED PRICE
PT6A-11 / -21	\$ 169,000	\$ 240,000
PT6A-27/ -28	\$ 180,000	\$ 245,000
PT6A-34 / 34AG	\$ 190,000	\$ 255,000
PT6A-112	\$ 169,000	\$ 225,000



Engine must be a normal time expired core with no missing parts. Basic price includes accessory overhaul. Basic price does not include CT Blades or 1st Stage Reduction Gears. Replacement parts may be new PWC, overhauled PWC or PMA. Pricing does not include life limited parts, freight, insurance or taxes.



812.877.2587

turbines@turbinesinc.com

/turbinesinc

youtube.turbinesinc.com

linkedin.com/company/-turbinesinc/



35% to 85% off!
New Surplus Aircraft Parts

Chosen for value and service

**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

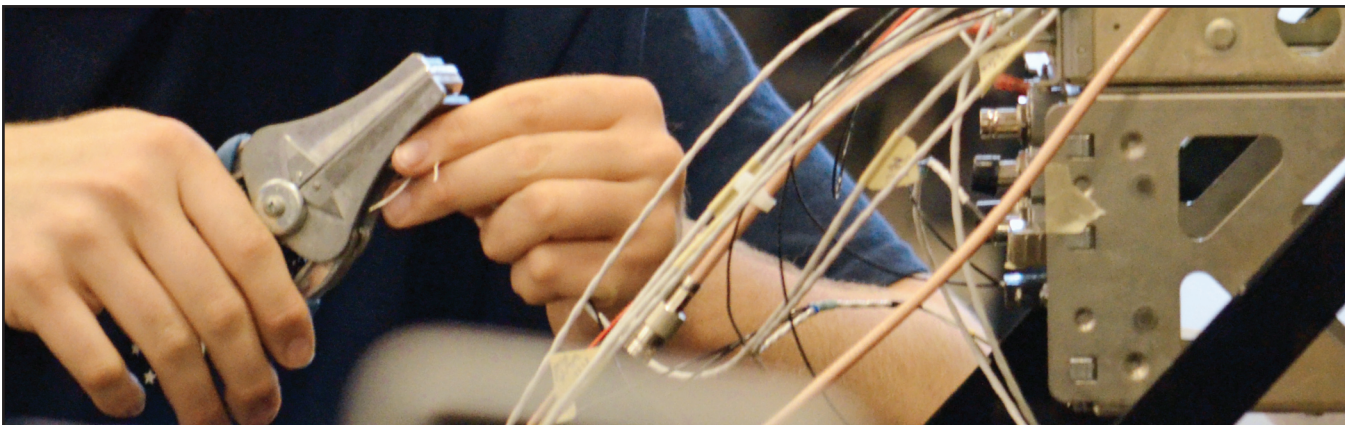
Preferred Airparts, LLC
Div. of JILCO Industries, Inc.
800-433-0814
Toll free, U.S. & Canada
Tel. 330-698-0280 - Fax. 330-698-3164
sales2@preferredairparts.com
We Buy Worldwide!
Sales Hours: 8:15am to 5:30pm EST

Ad Index

AEA Training	30
AOPA Finance	23
CIES Corporation	22
Clemens Aviation	28
Covington Aircraft Engines	27
Direct Aircraft Parts	Inside Front Cover
Preferred Airparts LLC	30
Select Airparts	5
SendAero (Airtex)	5
StandardAero	15
Stevens Aerospace Defense Systems	Back Cover
Turbines Inc.	29
Vac Veterans Airlift Command	3
Wings of Hope	28

TO ADVERTISE IN TWIN & TURBINE MAGAZINE, CONTACT:

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



Upcoming AEA Training



aea.net/training • aea.net/training • aea.net/training • aea.net/training • aea.net/training • aea.net/training

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



It's Not Where You Start, It's Where You Finish

It's been over a year since I sold my Citation Mustang. I've been moping ever since. I started swearing at the cat, only to find out we don't own a cat. I argued with Patty over the most trivial matters like the Supreme Court or the future of our Republic. I dug a moat around our house.

It was simply time to get back into the left seat. But first, I had to deal with some realities.

But alas, I realized that after flying for forty years in air-conditioned comfort, Patty and I needed to be slightly more pampered.

While in Wichita for Baron training in FlightSafety's simulator, I found a beautiful 1979 model 58. Fantastic interior, excellent paint and new Garmin avionics. "What do you mean it's not pressurized," Patty questioned.



Stephen Hammers' beautiful B55



Gourmet lunch with Dan Krause

I caught a Southwest flight to Chicago and met Dan Krause, owner of a well-restored, pressurized Baron. Dan was the consummate host, even preparing lunch for us as we flew to Indianapolis. He included an apple and an orange in the Tupperware container.

What I realized is that you meet some of the nicest people while looking for an airplane. Especially ones built over forty years ago. Each one has a unique story. The logbooks are written like a historical novel. Handwriting analysis was necessary. Ever had an uncle "disappear" for ten years and then show up at a family dinner? One of the Barons I flew seemingly

disappeared for ten years, then showed up with eleven additional hours in the logs. I had a blast educating myself.

Then, by chance, I noticed a "project" pressurized Baron in Reno, Nevada.

"Yes, that's exactly what you need," said Patty. Another project."

Next month, meet my project.

Fly safe. 

I don't need and can't afford a turbine-powered airplane. Two engines have always been my preference.

At the age of seventy-three, this will likely be my last ride.

It appears to me I buy airplanes so that I will have stories to write about in T & T.

Why not end my ownership career the way it began?

With a Beechcraft Baron. But which one?

My first owned airplane was a B55, the "Baby Baron." I set off to find one.

I traveled to Nashville, Tennessee, to visit Stephen Hammers, owner of probably the nicest B55 in the world. Winner of a restoration award from the American Bonanza Society, this beauty had everything. Steve was kind enough to take me for a flight after picking me up in his fully restored 1965 Mustang convertible. We spent the day talking airplanes, selling businesses, and life in general.

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.



TO ADVERTISE IN TWIN & TURBINE
MAGAZINE CONTACT:

JENNA REID,
ADVERTISING DIRECTOR

JENNA.REID@VPDCS.COM
816-699-8634



STEVENS AEROSPACE AND DEFENSE SYSTEMS

EST. 1950

What Sets Us Apart?

Our people. Walk into any of our three service centers, and you'll immediately feel the difference. Our team brings more than just expertise—they bring heart, passion, and a love for aviation that's impossible to miss. Whether it's solving complex maintenance challenges or sharing stories about favorite airframes, our people are the lifeblood of everything we do.

- **Engagement:** We believe in partnerships, not just projects. Your aircraft is always accessible, and we're always here to walk you through every detail.
- **Expertise:** From seasoned industry veterans to fresh, innovative minds, our team combines decades of experience with forward-thinking solutions.
- **Passion:** It's not just about fixing planes—it's about helping our customers achieve their goals and reach their next destination.

Our Commitment to You

As we celebrate 75 incredible years, we want to reaffirm our gratitude and dedication to you—our customers, partners, and team members. Your trust and support have been the foundation of our success. Together, we've not only maintained aircraft but also built relationships that stand the test of time. Here's to 75 years of innovation, passion, and taking flight—and to many more as we continue honoring our commitment to you!

Looking to the Future

While we take pride in our history, our focus is always forward. Today, Stevens Aerospace offers comprehensive MRO capabilities, including maintenance, AOG support, avionics, interiors, paint, and government services—all delivered with the same personal touch that started it all.

STEVENS AEROSPACE.COM

800-513-9164 | 24/7 AOG: 833-4AOGHELP
Greenville, SC | Nashville, TN | Denver, CO

