

Checkride
Follies

Emotional
Health

Fatal
Tailwinds

TWIN & TURBINE

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

JULY 2025 \$3.95 US

VOLUME 29 NUMBER 7



Beyond the Quote:
How BWI is Modernizing Aviation
Insurance from the Ground Up



INTRODUCING BLACKHAWK PERFORMANCE CENTERS

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

BLACKHAWK.AERO

Conrad Theisen

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



**ENGINE
UPGRADES**

**AVIONICS
UPGRADES**

**PROPELLER
UPGRADES**

**AIRFRAME
MODIFICATIONS**

**MAINTENANCE
& SUPPORT**

EDITOR

Lance Phillips
lance@twinandturbine.com

EDITORIAL OFFICE

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

PUBLISHER

Dave Moore

PRESIDENT

Matt Kenny

PRODUCTION MANAGER

Mike Revard

PUBLICATIONS DIRECTOR

Jake Smith

GRAPHIC DESIGNER

Marci Moon

TWIN & TURBINE WEBSITE

www.twinandturbine.com

ADVERTISING

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

ADVERTISING COORDINATOR

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

GENERAL AVIATION

ADVERTISING INFORMATION

Aviation.Publications@VPDCS.com

SUBSCRIBER SERVICES

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

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

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

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

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

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

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

Contents

JULY 2025 • VOL. 29, NO. 7

Editor's Briefing

2 The Road to AirVenture
by Lance Phillips

4 Checkride Follies
by Ed Verville

4



8



8 Beyond the Quote:
How BWi Is Modernizing
Aviation Insurance from the
Ground Up
by Tigre Pickett

**12 Evaluating Emotional
Health in Aviation**
by Lawrence S. Searcy Jr

18 Journal Entries:
Flying Around South America
by Peter Fraser



18

Owner's Corner

26 Jamey Johnson
by Grant Boyd

On Final

32 Fatal Tailwinds
by David Miller

26



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



The Road to AirVenture

The last few weeks leading up to EAA AirVenture in Oshkosh have been super busy. The Pinnacle Air Network (www.pinnacle.aero) consists of some of the longest-tenured and successful MROs, FBOs, charter, and aircraft sales organizations in business aviation, and I've been flying all over North America attending exciting events centering around the Pinnacle members and partners.

A few years ago, Pinnacle saw a need to start a subcommittee focusing on human resources leaders within the network. This subcommittee has grown exponentially in numbers and activity. Within the business aviation environment, it is the most robust group of human resources leaders I have seen. This year, the network held its annual HR leadership meeting (called PANL, Pinnacle Air Network Leaders) in Fort Lauderdale at Banyan Air Service's Executive Airport terminal building. The group took advantage of the opportunity to fine-tune HR best practices, discuss new software programs, learn about new hiring practices, and build on the camaraderie developed over the past few years. What this means for owners and operators of business aircraft is that they're laser-focused on customers' needs by making sure their employees are taken care of first.

From Fort Lauderdale, the next stop was Fargo, North Dakota. I had never been to Fargo, so it was beneficial not only to see a new place but also to visit a world-class Pinnacle Air Network member's facility at Fargo Jet Center (FJC). Last July at EAA AirVenture, Will Cutter and I welcomed Jim Sweeney, president of FJC, into the Pinnacle Air Network. Not only has Jim become active as a Pinnacle executive committee member, but FJC's human resources leader, Lindsey Stacklie, has become instrumental in the PANL team's growth and vigor in a short amount of time. Network principal members and their guests attend the Pinnacle annual meeting each year, usually in the summer, and they enjoy the personal industry connections in addition to the preferred partner presentations received at the three-day event. Pinnacle welcomed NBAA SVP of events, Jo Damato; Boeing Distribution's Joel Givens; StandardAero's vice president, Joe Capra; Greteman Group president, Ashley Bowen Cook; and their newest preferred partner, Laversab. Lindsey Stacklie gave the group an update from our PANL meeting in Fort Lauderdale, as well.

Last month, T & T highlighted another Pinnacle member, Stevens Aerospace & Defense, for reaching the phenomenal milestone of 75 years of success in our competitive industry. At the Fargo meeting, Stevens' vice president of sales, Phil Stearns, accepted Pinnacle's annual award for excellence in engine overhauls and hot section inspections through StandardAero. Congratulations to Phil and everyone at Stevens Aerospace & Defense for so many years of success and continued leadership in our industry.

Next stop...Prince Edward Island, Canada (PEI). I am heading there as I type this month's Editor's Brief. Each year, StandardAero hosts a customer event and airshow at PEI, and this year I expect it to be as exciting as ever. After PEI, I look forward to seeing everyone at EAA's AirVenture in Oshkosh once again. The fun never stops.

Fly safe.

lance@twinandturbine.com



TWIN & TURBINE

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

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



www.twinandturbine.com

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

Checkride Follies

by Ed Verville



A feathered prop in flight

Most FAA Practical Tests or Checkrides go off smoothly, safely, and end with the issuance of a new certificate or rating. This is how both the pilot applicant and the pilot examiner prefer the event to occur. But occasionally things go awry.

A required task of the Commercial Pilot Airman Certification Standards (ACS) is that multiengine (ME) pilot applicants receive a simulated engine failure during takeoff before rotation. The guidance says that the pilot should “Close the throttles smoothly and promptly when a simulated engine failure occurs” (CA.IX.E.S1) and “maintain directional control” (CA.IX.E.S2). My recent applicant did

not do either of these. I failed the engine during our takeoff roll, and we started a forty-five-degree turn to the left from the yaw of the good engine. Rather than struggle to pull the pilot’s hands and throttles back, I pulled the mixture control on the remaining good engine to idle cutoff. This brought us to rest well left of the runway centerline, near the edge of the runway, with both engines and propellers stopped. The mixtures were at idle cutoff, but the pilot applicant still had the throttles in the full power position. The tower controller directed the airplane behind us to go around and asked if we needed assistance. It took us a while to restart

the engines, but we were eventually able to do so under our own power and cleared the runway.

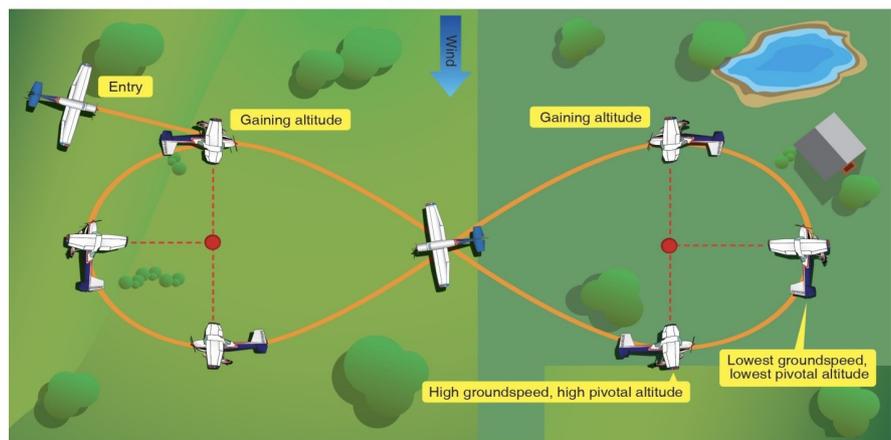
That same day, while conducting a Commercial Pilot Single Engine Checkride, we were attempting to perform the advanced ground-reference maneuver Eights on Pylons. Eights on Pylons is a fun commercial maneuver where the pilot pivots the airplane around two points in sequence. But rather than maintain a constant altitude and constant distance from the point as with the Turns Around a Point maneuver, the altitude is varied somewhat to maintain a “pivotal altitude.” This is to keep the lateral axis and line of sight (which is near



The venerable Piper Seneca multi-engine trainer

the airplane's wing tip) pointing at the pylon. This is still used by the USAF for their Lockheed C-130 gun ships with guns pointing out of the left side of the fuselage. This "pivotal altitude" needs to be calculated based on the airplane's ground speed. The formula to determine pivotal altitude is to square the ground speed and divide by 11.3. My commercial pilot applicant did a great job calculating the pivotal altitude for the Cirrus SR20 Airplane. She calculated it to be 1,300 feet. The problem entered when she attempted to fly the maneuver at 1,300 feet above mean sea level (MSL) rather than flying it 1,300 feet above ground level (AGL). This put us at less than 400 feet above the ground as the terrain around our airport is 950 to 1,000 feet MSL. We started receiving yellow ground proximity caution messages, followed by red warning messages with an audible "pull up" message. Most light airplanes would not even provide such advanced ground proximity messages. We aborted the maneuver and climbed back to a safe altitude. Of course, the lower altitude would have never worked for the maneuver, being 1,000 feet below what was required and calculated.

Two other interesting checkrides were re-examinations that had been



Eights on pylons

Figure 7-10. Eights on pylons.

unsatisfactory or failures from another examiner. We, as FAA Designated Pilot Examiners (DPEs), try to finish the checkrides that we started. However, on occasion, we may need to finish a practical test that someone else started. These usually happen at some of the larger flight training centers where they have examiners fly in for a week of checkrides and then head back home, or to their day jobs flying jets.

During the first re-check, I was performing the exam for a private pilot checkride. The applicant had satisfactorily completed all the required maneuvers but had failed on airspace. While attempting to return

to her departure airport, she became focused on Detroit Metro Airport and attempted to land there. She had advised me that the tower controller was trying to be helpful, repeatedly stating, "The airport is at your 11:00 position, now 10:00 position." She said she replied with "Yes, I have it in sight" and continued to the KDTW Airport with Class B Airspace. She totally owned her mistake, and after a short airplane ride with me, returning us to the airport we departed, and a review of airspace, she became a private pilot.

For the second re-check, the applicant had stated that he taxied out to Runway 25L at Deer Valley Airport in Arizona. The applicant further



Lockheed C-130 at Bagram AFB, Afghanistan

immediate action memory items with lightning speed. In his haste, he elected not to troubleshoot the cause of the failure but continued to shut down the troubled engine with the windmilling propeller. He quickly went through the mantra “Identify, Verify, Feather,” but feathered the wrong propeller, resulting in our twin-engine airplane now becoming a glider. (This is not the only time this has happened to me.) To exacerbate the situation, he excitedly started calling out to me, “Mr. Verville, Mr. Verville, did I fail my checkride? Can I do it again?” I do not recall if I was more shocked that we were in a gliding multi-engine aircraft, or that

advised me that while performing the runup after the long taxi, he saw a fuel cap from his Piper Archer resting nicely on the wing. He pointed it out to the pilot examiner, who stated, “That’s certainly not within standards,” and they taxied back in. The applicant fared much better during his re-test and was issued a new certificate. I hope and believe that his preflight inspections are now more thorough.

Multiengine checkrides can be very exciting (as mentioned earlier). The FAA lists several “hazardous attitudes” that pilots can possess. Most applicants are on their best behavior during checkrides so I seldom see most of these. But one that does pop up is “impulsivity.” As pilots we are prone to push buttons and move levers much too fast.

During one such multiengine (ME) checkride, I had things go very wrong. On every ME test, the examiner is required to have the applicant do a full engine shutdown followed by some maneuvering and a restart. Yes, every time I fly a multiengine airplane on a checkride, I perform an engine shutdown. I believe I have shut down over 1,000 engines in flight! In this instance, while at a safe altitude, I failed the right engine by moving the mixture to idle cutoff to start this scenario. The applicant went through his



my applicant was so far removed from flying the airplane that he did not seem to be aware of the critical nature of our situation. I immediately advised him, "We really should start up one or two of these engines before we discuss the ramifications of your checkride."

On other occasions, I have had multiple applicants attempt to land on the last one-thousand feet of a 4,000-foot runway. This demonstrates how we can become fixated on a task. Even professional pilots are hesitant to perform a go-around on their own initiative. They will immediately go around if advised by ATC or if they receive a windshear warning. But most pilots believe that they are "just a little high" or "just a little too fast," even when they are significantly off, and that they can fix it. This is interesting because all airlines have a "no fault" go-around policy that encourages a stabilized approach.

While conducting my first multi-engine checkride in Denver, Colorado, I was about to do my first required full shutdown of an engine at altitude when a light bulb went off in my head. The minimum altitude I can hold in a ME airplane (PA44-180 with 180 HP each) with an engine failure is usually around 4,500 feet MSL. However, in the Denver area, the airport elevation was 5,885 feet. I quickly realized that we would be in a continuous drift down to our single-engine ceiling, and this altitude was well below the airport elevation! I looked at the applicant and said, "Why don't we go up another 2,000 feet before we start this maneuver?" **T&T**



Ed Verville is an experienced FAA instructor and examiner for business jet pilots and air-crew programs. He has 15,000 flight hours in more than

100 different makes and models and holds type ratings in the Bombardier CL-65, CL-30, CL-604, and Boeing 747. You can see Ed speak about "Loss of Control" and "Instrument Departures" at EAA Oshkosh and Sun 'n Fun at their FAA Forums.



The official insurance partner of free spirits and obsessives.

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

877.413.2922 | assuredpartners.com/own



“

No one wakes up excited to buy a policy,” White admits. “So we’ve built our mission around making the experience fast, easy, and personal.”





Beyond the Quote:

How BWI Is Modernizing Aviation Insurance from the Ground Up

by **Tigre Pickett**

No one loves buying insurance, but when you need it, you want to be certain it works. In aviation, where risk carries real consequences, a well-structured policy can mean the difference between a minor inconvenience and financial catastrophe. Yet for many aircraft owners, the process of securing coverage remains a frustrating chore—slow, impersonal, and needlessly complex.

That's where BWI Aviation Insurance comes in. Founded in 1977 and based in Corona, California, this family-owned brokerage is transforming the aviation insurance experience through a powerful mix of technology, deep expertise, and personal service.

Since Matt White took over the company from his father in 2016, BWI has grown from serving just 800 customers to more than 10,000 nationwide, becoming one of the fastest-growing aviation insurance brokers in the country. But this growth hasn't come from simply riding the market—it's come from rethinking how the entire insurance experience should feel.

"No one wakes up excited to buy a policy," White admits. "So we've built our mission around making the experience fast, easy, and personal."

From Fax Machines to iFlyQuote

Matt grew up in the business, faxing quotes from his dad's office as a teenager. In 2018, he made a decisive leap into the digital age by spearheading the creation of iFlyQuote, a proprietary and patented quoting engine that required a sizable investment. With a few keystrokes, BWI's system can ping all participating aviation underwriters and deliver real-time quotes in under 30 seconds—a process that traditionally took 2–3 days.

"It's a game-changer," White says. "We even license the platform to competitors. For us, it's not about hoarding tech—it's about raising the bar across the industry."

The Heart of a Family Business

Despite their technological edge, BWI still answers every phone call with a real person, usually on the first ring. They've earned over 700 five-star reviews on Google and have retained the kind of administrative team that knows clients by name.

Matt's father, founder Bill White, still comes into the office once a week. "We're one of the few remaining family-owned aviation insurance brokerages," Matt notes. "That means something in this industry, especially with the consolidation the industry has seen."

When Planes Become Lawn Ornaments

In aviation, accidents and claims don't always align with business hours. In fact, the majority of customers are flying Friday through Sunday—that's why BWI runs a 24/7 claims hotline, supported by email and call-back protocols to make sure even weekend fliers aren't left in the lurch in their time of greatest need.

"We've had people call in from a lake in Alaska or the backcountry in Idaho," White says. "If it's Friday night and you flipped your bush plane, we'll make sure the claim gets started right away."

And when insurers hesitate, BWI doesn't just submit paperwork—they advocate. In one case, a longtime client totaled a ski-equipped aircraft during a winter landing. The insurer balked, claiming the skis weren't covered. But BWI reminded them of the owner's five-year spotless history and long-standing relationship. The claim was paid in full.

"Being a broker isn't just about finding the cheapest policy," says White. "It's about showing up when it counts—and helping our clients understand the long game when it comes to coverage and loyalty."

Navigating a Changing Landscape

The aviation insurance landscape has been turbulent. In 2016, around 20 underwriters served the market. By 2020, only 12 remained, and premiums climbed steadily through 2024. But recently, eight new insurers have entered the fray, and rates are beginning to soften again.



“Over the next 3–8 years, we’ll see premiums continue to soften,” White predicts. “But customers still need a broker who understands their risks, especially as liability awards and aircraft repair costs keep going up.”

White is also attuned to the aging pilot population and the underwriting challenges that come with it. While insurers were once quick to decline new customers over 70, two major carriers have recently broadened their acceptance, particularly for seasoned pilots with strong histories and recent training.

“Turns out, you can get coverage well into your 90s,” White says. “It just depends on your flying story. That’s where we come in—we ask the right questions and build a case.”

A Broker with Reach—and Roots

In 2019, BWI opened a second office in Anchorage, overlooking Lake Hood and two minutes from Anchorage International. With access to the largest float-plane base in the world and events like the Great Alaska Aviation Gathering, BWI has rapidly expanded its presence in the state synonymous with aviation adventure.

Their policies now cover everything from personal jets and turbines to commercial rotorwing operations.

White also serves as a tech lead for Aviation Insurance Associations, where he’s building a master database of aircraft makes, models, and usage profiles to help streamline risk assessments across the industry. The database will hopefully help to streamline the industry and offer clarity compared to the murky data contained in the FAA’s registration database.

White is also employing his senior admins to help bring up the next generation of aviation insurance experts. “There’s a talent gap in aviation insurance,” White notes. “We need to attract the next generation of underwriters and brokers who understand both airplanes and analytics, and it’s a great job because you get to see, touch, and talk about aircraft all day!”

Final Approach

Aviation insurance may never be exciting, but with firms like BWI leading the charge, it can be efficient, supportive, and even—dare we say—pleasant. Whether you’re flying a Piper Cub or a Gulfstream, BWI’s blend of technology, transparency, and tenacity is raising the bar for what aircraft owners should expect from their insurance provider. **T&T**

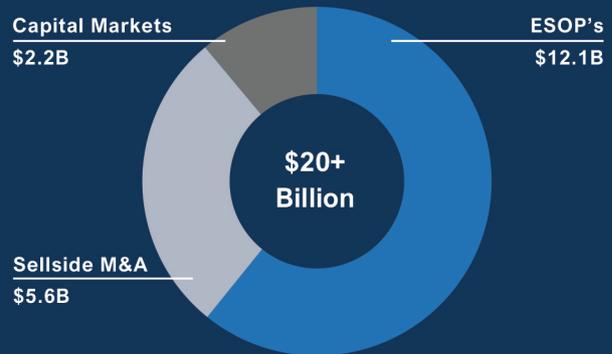


Tigre Pickett is a commercial single- and multi-engine pilot type rated in the Citation 525-series jets. With his father and Co-Captain, Rich Pickett, Tigre manages multiple CitationJets in southern California. Tigre has a passion for aviation and loves to fly various aircraft, exploring new destinations with his family in their Cessna

Turbo 206. You can follow his exciting journey as a professional pilot alongside Captain Pickett on their YouTube channel and find more aviation content on **PersonalWings.com**.



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



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



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

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

Evaluating Emotional Health in Aviation

by Lawrence Searcy

On October 16, 2015, my dad died eating a taco, watching *Dances with Wolves* and drinking a beer. I was there, sitting next to him, checking emails and thinking about work. To this day, I regret not making the most of the last few seconds with my dad. But who could know that right then and there, while enjoying his mid-afternoon lunch, he would collapse and die.

Why share something so personal, and what does it have to do with flying? Just one day before this incident, I had flown my Mooney M20 J to San Antonio with two of my kids to visit my parents. After the emotional toll of his death and the funeral later, piloting the Mooney back home with my kids was not an option.

The trip started when my mother called me earlier in the week and asked to see her grandkids. We live in Louisiana, and we make the trip to San Antonio often to visit my parents and my siblings, and their kids. Having the Mooney made the trip easy and enjoyable.

The weather was nice and starting to cool a little bit with Fall on the horizon. Arrival into San Antonio was a little bumpy in the afternoon air, but landing was uneventful. When I exited the plane, I was shocked to see how frail my dad was compared to a month earlier, when I saw him for the Labor Day weekend. He was now walking with a cane and was unsteady on his feet. Fortunately, both my sisters and most of their kids also live in San Antonio, so we were able to gather most of the extended family that night for dinner. My dad sat at the head of the table and was mostly quiet, only interrupting periodically to talk about a movie or a book he liked. At



Flying a 172 with my dad as co-pilot, 2013

the time, his quietness did not alarm me, and I thought he was just tired.

The next day, we decided to go for a family lunch. My dad opted to stay home and asked that we bring him a taco – this is San Antonio after all. Arriving back home later in the afternoon, my mom fixed him a beer, warmed his taco, and took it to him in the living room. I sat down next to him on the couch. He was

watching Kevin Costner trying to coax the wolf into his camp, and he commented on how much he loved the movie. A fourth-generation Texan, my dad loved movies like this.

For a second, I turned to take a phone call and check a few emails since it was a workday for me. I heard my mom cry out. My dad was on the ground and could not get up. I tried to lift him and administer the



MOUNT UP—Lawrence Searcy, 21-year-old Trinity University student and a commercial pilot, prepares to go aloft in his early Army Air Corps primary trainer, a Ryan PT-22. Lawrence and his father, Eastern Air Lines DC-8 jet pilot Capt. Tyson Searcy, own and fly the antique purely for the thrill of open

cockpit flying. The Ryan boasts a five-cylinder 165 hp Kinner radial engine and cruises at 110. The plane was found in a barn in North Texas by an Austin enthusiast and completely restored. Searcy Sr. traded another plane for it.—Colorphotos by Hal Swiggett.

August 18, 1963, San Antonio Express News, when my dad was in college and flying for the CAF (Stinson Airfield – San Antonio, Texas)

Heimlich Maneuver, thinking he had choked on his lunch, but his weight was too much for me. My older sister ushered the young kids out of the room and upstairs to spare them from witnessing anything more than what they had already seen. My younger sister called her physician husband to come home immediately. He worked down the street and had just left to walk back to his office after lunch. He arrived within minutes and knew immediately that my dad had not choked but instead suffered from some massive medical event.

We called 911 and waited for the police and EMS to arrive. I called my wife in tears and told her what happened. She packed up with our other daughter and began driving to San Antonio. Emergency services arrived quickly, took control, and the family began the process of coming to terms with what happened.

I was obviously an emotional basket-case and would remain so for the next several days as funeral arrangements were made, my sisters and I wrote the eulogy, and we grieved as a family. Over the next week, family members and friends arrived, the service was planned, and the funeral was held. In just a few days, I had been on a frenetic rollercoaster of emotions. Now it was all over, and I had to get



August 2010 Mustang Beach Airport – Port Aransas, Texas on a fishing trip

home. But how would I get the plane back to Louisiana?

I took mental stock of my emotional health and quickly concluded I could not make the flight back to Louisiana. I was simply not in the right frame of mind to fly. Imagine the pain index we all see in hospitals and doctors' offices. It's the linear chart showing a smiling face, which indicates no pain, and moves right with increasing frowning faces depicting heightened levels of pain. At the end is a grimacing face representing a 10 on the pain scale. The same type of chart should be available for pilots to

characterize emotional health. For me, at that time, I was on the far-right side of that chart, depicted by the most severe pain. That meant in my go-or-no-go decision matrix, I was not going to fly until I could safely say my emotional health was back on the left side of that chart. I had never had to think about this before, but I knew instinctively that my mental health was not good enough to fly that day.

After I sold the Mooney, I bought a 1989 Piper Malibu Mirage and was introduced to pressurized flying and the insurance requirement of annual recurrent training. My initial training instructor, Hank Gibson from

Texas Top Aviation, introduced me to the Malibu and Mirage Owner's and Pilots Association (MMOPA) Flight Risk Assessment Tool (FRAT) developed by MMOPA to aid their pilots in assessing flight risks before taking off. The app allows pilots to fill out a questionnaire about an upcoming flight and weighs factors to determine if the pilot should undertake the flight. Questions in the app consider total flight hours, time in type, weather, physical and emotional health, and other factors. The app then issues a score with green being a low risk factor, yellow is cautionary,



Our Family in June 2015 – four months before my dad passed away. Far Left: my sister Meredith Campbell, my dad, Lawrence Searcy Sr., my mom, Aubrey Searcy, and my older sister Catherine Comeaux. Your author is at the far right.

and red being a no-go unless the risks can be mitigated.

All good pilots do advance research on flights and risk assessment for the particular trip. We anticipate and re-search weather on the flight path, we pre-flight the plane and check the oil, review runways and wind patterns

at the destination airport, and check NOTAMS. In addition, we take stock of our physical health. Do we have a cold? Are our ears bothering us? Or have we had the flu, making us weak, such that we would choose not to fly? I would bet, however, that most of us do not think long and hard about our

emotional health before flying. Even small things like an argument with your spouse or kids can interrupt the pre-flight mental flow, increasing the risk of that flight.

Stress and anxiety from events like a death in the family can impair judgment, decision-making, and overall performance. The human mind simply cannot isolate or box out the grief, such that all of your attention can be focused on flying the plane. There are enough factors outside of our control that make flying dangerous, without adding additional dangers by flying when our mind is occupied by such a strong emotional loss. In this condition, we simply are not thinking clearly to mitigate the inherent dangers of piloting an airplane.

On that Thursday in October after my dad's funeral, I knew immediately I would be out of the cockpit for a while. My dad had inspired my passion for flight. I remember going to the FBO in San Antonio as a kid

**SEE US AT
EAA AIRVENTURE!
HANGAR C
BOOTH 3047**

SMARTER SHADE. SAFER FLIGHT.

At 30,000 feet, UV is intense and cabin temps fluctuate. Jet Shades™ blocks heat, glare, and UV —reducing fatigue and keeping you cooler.

Scan for Jet Shades Packages

www.JetShades.com

**35% to 85% off!
New Surplus Aircraft Parts**

**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

and watching him get the plane ready to fly. He and his father both flew in the Confederate Air Force (now the Commemorative Air Force), and as a family, we routinely flew in the Beech 18 that he flew in air shows for the CAF. We nicknamed that airplane as kids "The Chocolate Airplane" because of the World War II paint scheme that still decorated the fuselage. My dad had ratings in all sorts of planes and helicopters, and I know he would have cautioned me against putting my family in the Mooney that day. I did not feel confident that I would perform to the best of my ability, and anything less than total confidence when flying is unacceptable.

Luckily, my partner in the plane and a friend came to San Antonio to pick up the Mooney and fly it back home. I hopped in the passenger seat of my wife's SUV, and we all drove the seven hours back home. It is the only time I can remember that I had no desire to fly instead of drive. I cannot

remember another time that I was not looking up in the sky and whispering to myself something like "we could have been home by now if we were flying." Instead, I was happy to ride silently, lost in my memories.

Next time you are pre-flighting your trip, stop and add an emotional assessment to your own FRAT checklist. Are you on the smiling side of the emotional scale or the other end of the spectrum? Just because the weather is perfect, the plane is mechanically sound, and you just have to get to your destination, doesn't make it a good day to fly. If your emotional engine is not in peak performance mode, consider driving instead. **T&T**

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

GOT RANGE ANXIETY? CHANGE THIS.

Our fuel sensors provide the gold standard of fuel level reliability with unparalleled accuracy.

SCAN FOR MORE

Certified & Available Today

LED Caution Warning Panel Suite, with Gear Status & Solidstate Dimming/Logic Control Unit

Cessna 425 Conquest I

- LED Reliability & Lighting Performance
- Drop-in, Plug & Play Replacement
- Includes New Solid-state Logic/Dimming Control Unit
- One-piece LED Gear Status Module
- Five Year Warranty

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

LED Gear Status Display
(Single modular unit)

TWIN & TURBINE

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



17,000+ Jet Owners

12,000+ Turboprop Owners

6,000+ Twin Piston Owners

5,000+ High Performance
Move-Up Single Owners



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

FOR ADVERTISING INFORMATION, CONTACT:

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

TWIN & TURBINE

Contact us for more
information and the
full mailing list.

JETS - 22,379

CHIEF PILOTS & OWNERS

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

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

TURBOPROPS - 16,319

CHIEF PILOTS & OWNERS

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

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

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

TWIN PISTON - 7,649

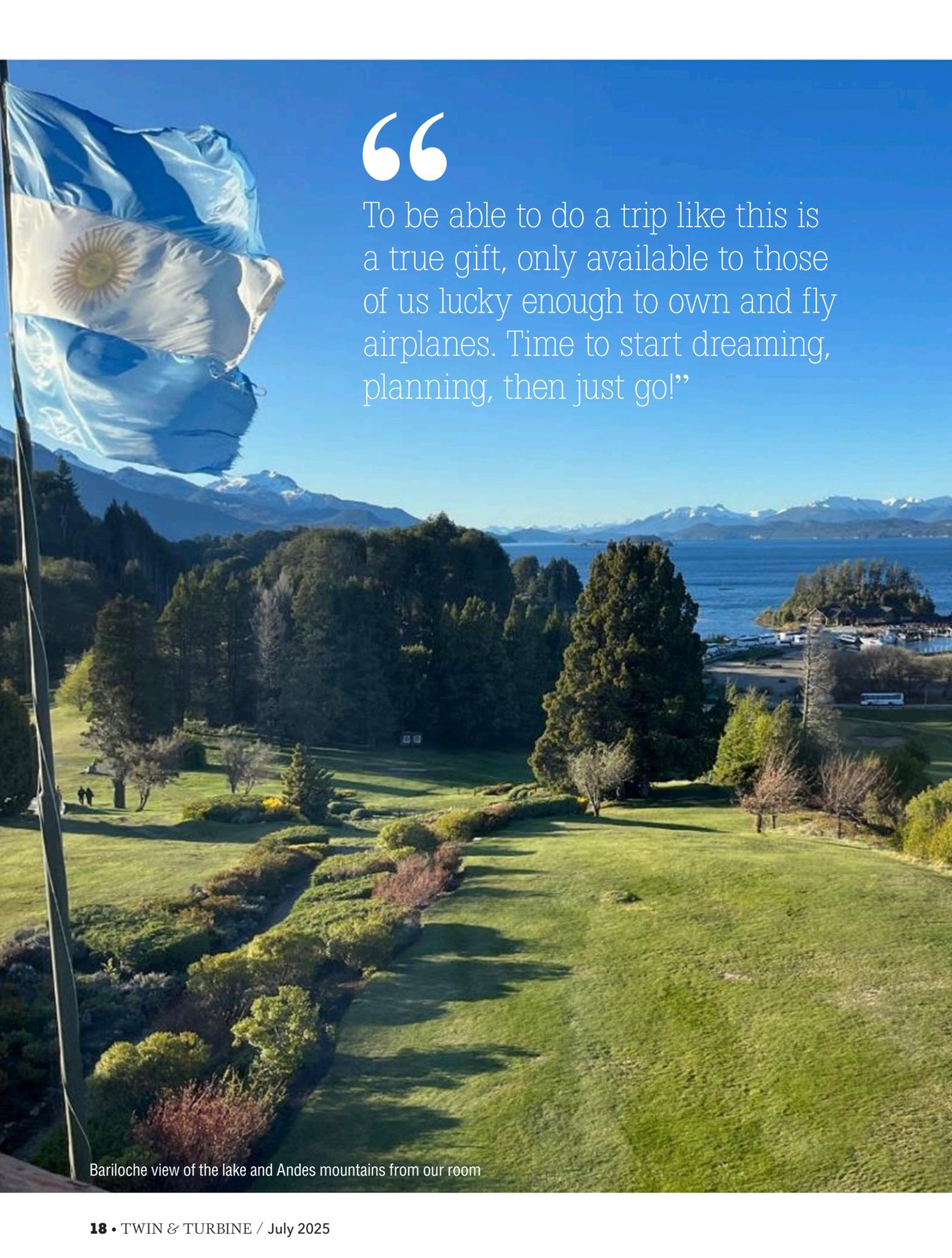
OWNERS

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

HIGH PERFORMANCE MOVE-UP SINGLES - 10,002

OWNERS

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



“

To be able to do a trip like this is a true gift, only available to those of us lucky enough to own and fly airplanes. Time to start dreaming, planning, then just go!”

Bariloche view of the lake and Andes mountains from our room



Journal Entries: Flying Around South America

by **Peter Fraser**

Some songs just make you want to get up and go – and so it was with Frank Sinatra's "Come Fly with me" ringing in my ears as we headed off for a memorable three-month swing through the Caribbean, South, and Central America. Our steed for this jaunt - our 1975 Dash 10 Grand Renaissance Commander 690A.

We had flown from our home base in Corvallis, Oregon, to Eagle Creek airport outside Indianapolis. We had the annual inspection completed there prior to the trip. So, we departed with a clean, squawk-free aircraft.

The following was our route; stops are shown in ICAO code.

KSEF – MKBS 2.4HRS

Out over the blue Caribbean Sea, then transit across the green and verdant island of Cuba, no problem if you have the overflight permit.

Ian Fleming International Airport is beautifully located on the north coast of Jamaica. It is a non-commercial airport, with all the facilities of a major international airport but without the size, costs and inconvenience. We were the only aircraft. We were picked up and whisked to the fabulous “Goldeneye” resort; once home of Ian Fleming, author of all the James Bond books, hence the name.

Originally, we were going to stop in San Juan, Puerto Rico, but with Hurricane Fiona causing flooding, etc., we opted to bypass the storm to the south and go to Martinique.

MKBS – TFFF 3.6HRS Flew across the Caribbean's blue waters with islands sprinkled here and there and the odd puffy cumulus cloud poking up toward our cruise altitude of 27,000 feet, but never quite making it. This makes for a wonderfully relaxing flight. Martinique airport is large but very easy, as it has a separate General Aviation terminal. It is a French Island, very well kept, very French. Rented a small car and saw the entire island in a leisurely couple of days.



Our Commander 690 A



Transport at Kaieteur Falls



TFFF – SYCJ 2.2HRS Another easy, almost cloudless flight to our first sight of South America. Low, flat, jungled with wide and lazy rivers snaking their way to the sea. We land at Georgetown, Guyana. We have come specifically to see Kaieteur Falls.

An hour flight in an old well well-used Cessna 206 to get to Kaieteur Falls. Initially, the country is flat and cut through with large rivers, and farms giving way to jungle stretching as far as you could see. Legal and illegal gold mines mar the otherwise pristine landscape. Soon, the hills and valleys start to appear, then the plateau that gave birth to the falls grows ever closer. Here are the pristine jungles seeming to go forever, and in their midst the magnificent Kaieteur Falls. We do a very low pass before a bumpy landing on the short dirt runway. This is a national park, the rangers come out to greet us, and a young woman is introduced as our guide. A short ten-minute walk and we burst through the dense bush right on the edge of the falls. We were the only visitors to this mesmerizing and beautiful spot. A rare and treasured gift. The weather was wonderful, clear and not even oppressively hot. Then, in a few minutes, the clouds built and a torrential downpour started, drenching us to the bone, but it was warm, so no harm, just nature on full display. Back at the runway, we waited for the worst to pass, then another hour flight back to the capital.

Suggest using Ogle airport rather than the main airport. It is more General Aviation oriented and much closer to the city, about a 20-minute drive. From the main airport, it can take up to 2.5 hrs. due to very bad traffic.



Short finals at Ian Fleming Jamaica

SYCJ – SBEG 2.2HRS A beautiful flight over endless jungle. Approaching Manaus, there are huge lakes, apparently a paradise for fishing, and reachable by float plane; maybe next time! Manaus is a large, sprawling city amidst the jungle, sitting on the great Amazon River. Very easy arrival in Brazil, the ground handler whisked us through the formalities. The next day, we hired a speedboat and were taken on a wonderful tour of the river. We swam with pink river dolphins and saw the convergence of the Amazon and Negro rivers, a sharp line dividing the combining rivers into brown on one half and black on the other.

SBEG – SBCY 3.1HRS The jungle slowly cedes its dominance to open bush country and then cattle farms. Cuiaba is a very large, modern city. We were met by our lodge guide and sped off for the couple hours' drive to the Pantanal. This is a huge area that floods during the wet season, but now, during the dry weather, it is more accessible. Spent three wonderful days walking, horseback riding, and lastly boating on the large rivers that bisect this natural world. Famous for its Jaguars, it lived up to its reputation. We saw five of these magnificent creatures up close from our high-speed launch.

SBCY – SBFI 2.3HRS Mainly open country, large ranches becoming more frequent the closer we got to Iguazu. Another easy and quick transit through the airport and off to the magnificent Belmond hotel, a pink beauty, the only hotel inside the boundary of the Iguazu Falls National Park.

The spectacular Iguazu Falls will take your breath away. They seem to go on forever, with each turn on the rim side path giving you yet another stunning panorama. The park opens at 9 AM and closes at 5 PM; outside these times, the falls are only available to guests of the Belmond. I spent many hours as the only person alongside this wonderful, awe-inspiring spectacle, a rare gift in this overcrowded world.

We took a high-speed, large RIB boat equipped with three 300 HP engines to right under and into the cascading torrent at the base of the major falls, a thrilling but very, very wet outing. Should not be missed!

We visited the Argentine side of the falls but found it more like an amusement park.

On departure, with ATC's blessing, we circled over the falls; they simply asked us to let them know when we wanted to continue our flight.

SBFI – SADF 2.5HRS Almost following the mighty Rio De La Plata, farming dominates the landscape. Beautifully manicured fields stretch to the horizon, off into Uruguay and Paraguay. The great city of Buenos Aires comes sweeping into view, a huge sprawling mass. We got radar vectors into our General Aviation airport. The airport is full of executive jets, turboprops, and myriad general aviation types. Very fast and easy entry into our fifth country, Argentina. The city has a very European vibe, wide avenues, great restaurants and nightlife. We even managed to get a Polo lesson at a nearby estancia! We also ate at a famous steak restaurant where the portions are huge, and they cut the steak with a spoon to demonstrate the tenderness.

SADF – SAZS 3.2HRS The countryside gets sparser and drier the further west and south we go. Then, in the distance, the thin white line on the horizon slowly rears up into the mighty Andes mountains. Passing the beautiful, deep blue Lago Manuel Huapi, we landed on a sparkling, clear day at the San Carlos De Bariloche airport. We were the only private aircraft there. The handler who was meant to meet us never appeared, but it was an easy task to get through the small airport. This was where we had our only real concern with the aircraft. The right engine had what appeared to be a serious oil leak. Oil was all over the lower cowling, and when I removed the side panels, I could see

pools of oil in the channel running under the engine. I cleaned the engine and the surrounding area as well as I could. Then did a five-minute engine run, from this I could tell it was a seep, not a major leak, which would spray oil everywhere. After multiple phone conversations with the engineers at maintenance back in Indiana, I decided to forgo a couple of hours' flight further south to probably the most remote of our planned stops. Instead, after our visit, we proceeded directly to Santiago and regrouped there.

Bariloche and the surrounding mountains and lakes are a scenic delight, we spent several days driving around in our rental car appreciating the scenery, along with the great roads and great hikes.

SAZS – SCEL 2.2HRS We crossed over the Andes mountains and were awestruck at the views of the craggy snow-covered peaks. Easy arrival with radar vectors onto the unneeded ILS as it was another CAVOK day. Wonderful FBO, modern, all marble and glass. Immigration and customs done right in the FBO.

We checked on the oil leak, and it seemed less, if anything, hardly noticeable on the dip stick, although oil stains can be easily seen on the cowling, but very little oil makes a big mess. We kept a close eye on it as we proceeded. Santiago is a great city with the Andes mountains providing a grandiose backdrop. Here we rented a car and drove south to the Chilean wine country, then further south to the land of lakes and volcanoes. Beautiful scenery, wonderful hotels and restaurants, great smooth roads, so well sign-posted almost impossible to get lost.

SCEL – SCCF 2.5HRS This was one of the most spectacular flights I have ever done. The air was silken, and the visibility beyond was perfect as we flew along the spine

of the Andes mountains. Ever-changing topography from snowcapped peaks jutting into the high teen thousands, to steep valleys, bottomed by rushing aqua blue rivers, multi colored hills disappearing into the hazy blue distance. As we approached Calama, the land was high, dry and harsh but with an ethereal beauty.

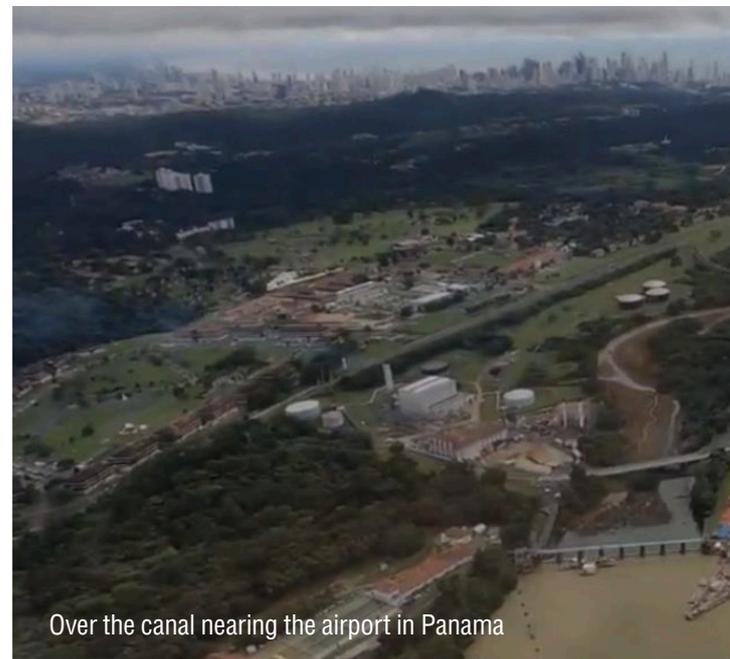
We landed here to visit San Pedro De Atacama and then take a four-day tour into Bolivia. Both are truly spectacular places of high, remote mountains, rugged scenery and virtually uninhabited desolation. The huge salt flats in Bolivia are truly a wonder to behold. We even stayed at a hotel built almost entirely of salt. We also stayed at the



Your author with an enormous Nicaraguan cigar



Iguazu Falls



Over the canal nearing the airport in Panama

world's highest altitude hotel. The "Tayka del Desierto" at 15,091 feet. Breathtaking not only for its altitude, but also for its isolation and stunning views.

A dawn balloon ride over the high desert of the Atacama was another of the highlights of this amazing area.

SCCF – SCDA 0.8HRS A very quick flight down to the Pacific Ocean at Iquique, famous for its huge dunes and cliffs rising abruptly only a mile or less from the pounding ocean surf. We stopped here to go paragliding as it is famous for the soaring conditions, the constant sea breeze creating a never-ending ridge soaring paradise. I flew over the city, then further south along the huge dunes, soaring until sunset.

SCDA – SPZO 2.2HRS The approach, landing and departure at Cusco at 10,850 feet, nested amongst towering peaks, with a runway in the middle of the city, is truly spectacular. The weather for both was brilliant VFR. You need good climb performance on departure, even in our rocket ship, we had to slow from our normal 160 knot climb to 130 to make the altitude restrictions. Rather than go more directly, we routed over La Paz, Bolivia, and Lake Titicaca, well worth the extra few miles to see the magnificent scenery of these unique places. We had visited Cusco previously and made the stop mainly to see a good friend, so we only spent the night. We stayed at the Hotel Monasterio, a wonderful, not-to-be-missed experience.

SPZO – SPQT 2.7HRS Scattered low-level stratus clouds appeared as we passed from the high Andes and its plateau to over the mighty Amazon jungle. Another VFR arrival put us into Iquitos on the Amazon River, a great place to experience the surrounding jungle. We landed on an unusually cold day – the locals told me they had never experienced cold like this. It only lasted a day until we were back to the normal hot and humid atmosphere. A guide from the river lodge where we were booked met us in the terminal. After an hour or so drive, we arrived at the river where our

outboard-equipped launch awaited. It was a wonderful, scenic ride up the river, a good two hours to our remote lodge. Set right on the banks of this great, wide river, it has all the amenities you could ask for, as a bonus, almost no bugs. We spent a couple of days on amazing scenic river trips, fishing for piranha, and jungle treks where the guide picked up and showed us various snakes, spiders and frogs with poison on their backs. We saw great flocks of white egrets rising in unison as we cruised the river. Another amazing experience among so many on this great continent.

SPQT – SKCG 3.1HRS Cartagena, Colombia one of the oldest Spanish colonial cities, they are preserving the history alongside the very new city. Hotel Casa San Agustin in the old city, converted from an old colonial mansion, is exquisitely beautiful. We hired a driver for a city tour and spent an interesting day both in the car and walking. The Signature FBO is very good, and everything is done there for both arrival and departure. It is on the opposite side of the runway to the normal passenger terminal, so very fast and easy. We were delayed about an hour on departure. Very heavy rain was flooding the airport, but once it stopped, departures began soon after, as things drained and dried quickly. Soon we passed the weather and again settled into another flight in the clear skies.

SKCG – MPPA 1.3 HRS The Panama Canal views coming into land are wonderful. We hired a speedboat for a canal tour and spent a very interesting half day seeing the sights and dodging the ocean-going ships plying the waters. Incredible city, amazing what questionable money can build. We were the only private aircraft on this General Aviation field, so very easy and also inexpensive.

MPPA – MRLB 1.7HRS Liberia, Costa Rica. This is on the dry side of the country. It was the first time we saw multiple US corporate jets on the trip. Playground of the wealthy, I guess. We hired a car and spent a couple of days exploring, from the mountainside coffee plantations to the jungles. I had spent many days flight testing Boeings coming out of the large maintenance facility at the airport of the capital city, San Jose. Also, I had been here on previous vacations, so we did not do too much exploring, but this is a country of infinite possibilities.

MRLB – MNMG 0.7HRS A quick scenic flight to visit Granada, Nicaragua, on the shores of the huge Lake Nicaragua. We stayed on the lake shore and visited Ometepe Island using the regular scheduled ferry. While walking around Granada's cobblestoned streets, eating the wonderful food, and enjoying the sights, sounds and smells of this old city, we wondered why it has such a bad reputation. Famous for its cigars, we visited one of the factories to learn about the manufacturing process. Almost everything was done manually. I even got to cut and roll my own. Funnily, our binoculars were confiscated on arrival and had to be reclaimed on departure, after paying a fee of \$20 or so. President's orders, apparently.

MNMG – MHRO 1.2HRS Gorgeous flight over Honduras' coffee and tobacco-covered hills, interspersed with pris-



tine forests. Approaching the coast, steep-sided mountains gave way to the blue Caribbean Sea and the gorgeous island of Roatan. Another very easy and quick transit through the airport, immigration and customs. Stayed at the beautiful Ibagari resort and made several great scuba dives in the warm, clear waters, teeming with a huge variety of marine life. Nice to be on the ocean after months ashore. A fitting and relaxing end to our foreign flying adventure.

MHRO - KBRO 3.4HRS Flew over the Yucatan peninsula with its rich history and storied Mayan ruins. Then out over the gulf and into our first real IFR approach of the trip; 400 overcast, rain, and heavy gusts. Brownsville is a very nice place to return to the U.S., with friendly customs officers who are both quick and efficient. We refueled at the local FBO and were off to New Mexico.

KBRO - KABQ 3.0HRS Flew across the long, empty, and mostly flat Texas country. Then, approaching Albuquerque, the mountains shrug off the flats and rise like a battlement guarding the city. But at our 28,000-foot cruising altitude, it is hardly intimidating. Coming back to the US makes you realize how flying here truly is incredibly easy and efficient. The FBO gave us a ride to the hotel, and we tucked into a delicious Mexican dinner.

KABQ - KCMA 2.6HRS Another sparkling day of smooth air put us into Camarillo airport, home of one of the best airport restaurants anywhere, the "Waypoint" cafe. We

visited friends for a couple of days. Then headed home to Corvallis, Oregon.

KCMA - KCVO 3.1HRS We eased down, into the lovely Willamette Valley, spreading its green fields, bounded by the lazily winding Willamette River. Then a couple of chirps of the tires and another great trip was in the logbook.

You probably don't need Sinatra to get you dreaming of similar escapes. With your aircraft and a small taste for adventure, a flight like this is just waiting for you!!

We used the following companies to assist with the trip: VAMOS Expeditions out of Lima, Peru, for all hotel and tour reservations. It is wise to have one company do this because if you are delayed, one call is all you need, not multiple conversations with downstream hotels. Also, they have extensive experience and provide invaluable guidance on hotels, tours, etc.

For clearances and ground handling:

Argentina - Aerowise

Brazil - Athena

Chile and Peru - AviaSur

Others - Skyplan of Canada.

I have travelled worldwide not using handlers, but on holiday, and especially with passengers, it is very worthwhile.

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



send



sendaero.com

Costs are pretty outrageous in Brazil. One landing ended up costing \$3,500, but this included all enroute and approach navigation fees for the entire Brazilian route. Generally, it was between \$500 and \$1,200 per stop, including: landing, parking, customs, immigration, handling, and navigation fees.

Fuel was almost exclusively through World Fuel. Except in the U.S., where I used CAA and Everest.

I used a GPU at every stop – not needed, but for me, just insurance.

ATC was excellent and easy to understand everywhere. We filed IFR for each leg, it was easy and a very similar operation to the U.S. Most of the time in radar contact. Usually cruised at 285 kts at 480 lbs. per hr. at FL260, 270 and 280.

The weather for the entire trip was basically VFR with just a couple of exceptions:

SKCG – rain, low clouds (+/- 1,000 feet) on arrival and departure.

SADF – Very windy on departure – up to 35 to 40 kts, that big tail is a nuisance!

KBRO – Rain, low clouds and gusty

Enroute, we would occasionally divert around build-ups. Generally departed between 9 and 10 AM to avoid the afternoon buildups common in the tropics.

Stayed at each stop between 2 and 8 days.

Cost? Well, I don't really want to know. So worthwhile regardless, and how many people get to do this?

My wife has an Instagram account, [@airsafari.sa](https://www.instagram.com/airsafari.sa), with lots of videos and photos, not only of this trip but also flying around southern Africa.

I would be happy to share information on all aspects of planning and doing a trip like this. Just email me at: twoflyers@outlook.com

If you have an interest in my previous flying life, 40 years of flight testing and worldwide aircraft delivery, check out my book "World Beneath My Wings" available at Amazon, Barnes and Noble, etc.

To be able to do a trip like this is a true gift, only available to those of us lucky enough to own and fly airplanes. Time to start dreaming, planning, then just go!

Blue skies and tail winds! 

Peter Fraser was born in the heart of Africa and spent 40 years test flying and delivering aircraft worldwide. He is a skydiver, sailor, paraglider, lover of the great outdoors, and inveterate traveler. You can order Peter's book "World Beneath My Wings" on Amazon today.



Excellence you can trust, maintenance you can count on.

Convenient locations

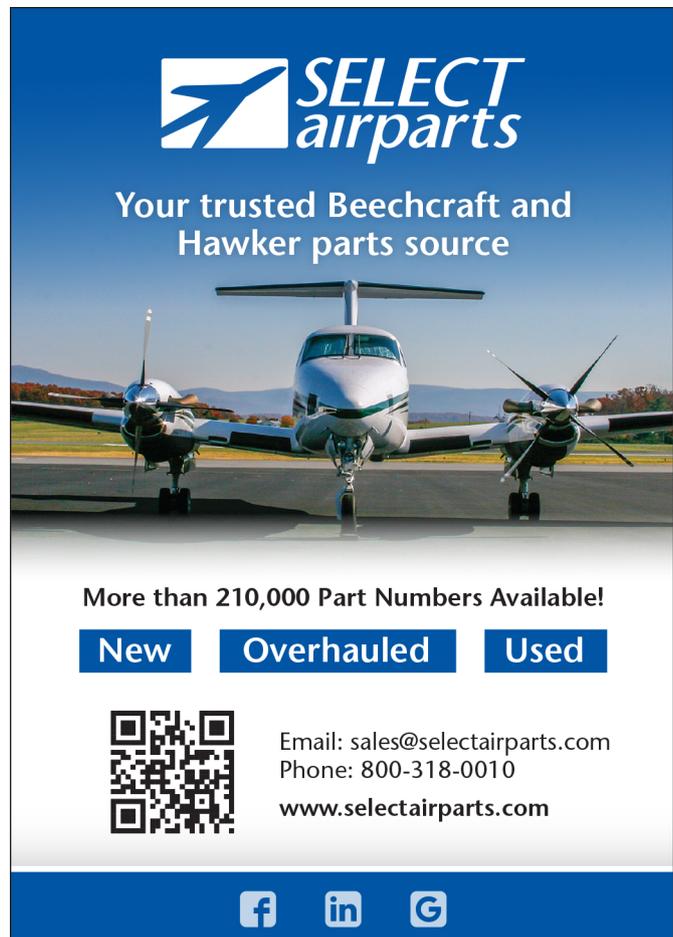
Bend
1.541.388.0019

Redmond
1.541.504.3848

**skyservice**

AIMING HIGHER. REACHING FURTHER.

© 2025 Skyservice – All Rights Reserved



**SELECT**
airparts

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

Jamey Johnson

by Grant Boyd

PHOTOS COURTESY OF JAMEY JOHNSON EXCEPT BELOW



PHOTO COURTESY OF WARNER MUSIC GROUP

Jamey Johnson, a multi-platinum record-selling country music singer and songwriter, first became interested in aviation because of his profession. The Grand Ole Opry member initially caught the itch for flying as a passenger aboard chartered flights when traveling the country while on tour. He spent so much time in the air that he became curious about what it would be like to fly in the cockpit.

"I've been flying on the road as a passenger for as long as I can remember. And my pilots would be teaching me things as we went, long before I was ever logging hours. I would just go to the front of the plane and sit there, and get little lessons over time," Johnson recalled.

"And I remember when it became apparent to me that it was time to start logging hours. When the [COVID] lockdown went into effect, my airplanes were grounded, and my pilots had to go work for other people because we weren't touring. So, I ended up with airplanes that I couldn't fly because I didn't have pilots to fly them, and I couldn't fly them myself."

While he wasn't able to fly for music at the time, he was able to fly for love. Jamey purchased a Cessna Cardinal to train

in, as well as to visit his then-girlfriend (now newlywed wife) in Mississippi.

From the outset, Johnson was very intentional with his flight training and worked on his initial ratings with several instructors at John C. Tune Airport (KJWN) for a more well-rounded education.

"I got online and registered with Mzeroa for ground school and began logging hours with a flight instructor. And it wasn't long before I had several flight instructors. One of them, Rhonda Miles, is also the head of multiple of my foundations. She was pretty much the overseer of all my training, and Wes Meeks was also my instructor, who is a longtime pilot and served with me in the Marine Corps."

From the start, Johnson had his sights set on flying larger metal than the Cessna 177 he owned, and now he predominantly flies a Part 91-operated King Air 200 (as a dry lease). The importance of this aircraft to his music career is significant. Many of the locations where the singer-songwriter performs are not easily accessible by commercial aircraft and would require several days in a tour bus to reach.



"There's not always going to be a convenient commercial flight getting me where I need to go right when I need to go. So, you have to consider general aviation as the solution to that problem," he said. "In other words, if I've got to be in Nashville until two o'clock in the afternoon and then have a show somewhere that night in a small town in Missouri, [flying makes it possible]. With general aviation, I get to go straight to a small aircraft where I can load myself, the dogs, the guitar and gear, and everything else that can get us up to places where there isn't a commercial solution."

During one tour-heavy year, Johnson logged nearly 500 hours in the King Air. But, on average, he accumulates a fraction as many hours during a standard year. In the second half of 2025, he has nearly 30 shows planned – from Texas to New York.

"I don't do much personal flying anymore. That girlfriend, who I used to fly to, I finally got her promoted to fiancée. She's about to be promoted to wife, or she's promoting me. We're both in Nashville now, so now most of my flying is going to be just from A to B to get my business done."

Johnson, as a singer, is much like the King Air, a business machine; authentic, traditional, dependable, and not overtly flashy. Pilots of the twin-engine know what to expect each and every mission and are able to lean on its many positive attributes, including the ability to fly into most airports.



“The positives of the King Air would be payload. It holds about 500 pounds in the rear baggage area. We can carry up to two pilots and seven passengers, eight if somebody sits on the toilet in the back. Some of the other positives are that you can land on shorter runways and take off on shorter runways,” he said.

“The kinds of shows that I’m doing a lot of times are in smaller towns, and if you’re playing there, you either have to fly a jet to one of the larger airports and then take a bus out to where you are performing. With the King Air, though, I can land right there by the facility and get picked up right there and get to the venue and back [easily].”

To showcase the King Air in a real situation, Johnson provided an overview of a real-world flight that he intends on taking for a show in September. What would have been a six hour drive non-stop takes less than a third of the time in the air.

“[When flying from] John C. Tune Airport in Nashville to Hot Springs, Arkansas. which is KGWN to KHOT, with four passengers, 200 pounds of luggage, our estimated time en route would be 1 hour and 33 minutes. Our fuel burn would be 254 pounds per hour per engine, so two engines would be 254 times two, and that is at 24,000 feet. That would give us a takeoff distance of about 2,870 feet of ground roll. A flaps-down landing would be 2,260 feet, and a flaps-up landing would be 2,820 feet at 126 knots. That is also at 28

**NEW
for Twin
Cessna**

Plug & Play All the Way!

LED Caution Advisory Panels & Gear Status Lights

Cessna 340/340A, 401B, 402A/B/C, 404, 414/414A, and 421A/B/C models

- LED Reliability & Lighting Performance
- Drop-in Plug & Play Replacement
- New Cable Harness & Connector included
- 16, 18, & 22-Station Configurations
- Ten Year Warranty



LED Gear Status Display
(Single modular unit)

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

degrees Celsius with a pressure altitude of 5,433 feet and a takeoff weight of 12,500 pounds with a headwind component of 9 and a half knots.”

It's hard to knock something you are so fond of, but Johnson noted if there was anything “wrong” with the King Air 200, it's that it's not the fastest aircraft out there.

“The only [downside] that I would even mention would be the speed. If you're trying to take a long flight, a King Air 200 can be a slow way to get there, especially if you're taking a lot of long flights every year. You know, if you're flying from Nashville to Phoenix, Los Angeles, or anywhere else on the West Coast, it can be a day's trip to get out there. But having said that, it's a benefit on short trips because it's going to take you just as long to get there on a jet. And the King Air is going to burn less fuel, while also probably being able to carry a higher payload.”

Johnson is excited for both his aviation and music careers continuing to progress. In November he released his sixth studio album, *Midwest Gasoline*, and continues to craft new songs for himself and other artists.

“I'm a commercial pilot now with over 1,500 hours, so I am eligible to take the ATP examination. So, as soon as I can afford to get my head out of the studio for a while, I'll get back into the aviation books and go work on my ATP certification. I figure that looks better on paper to the insurance company, but also feels better to me knowing that I went the extra mile and got the highest certification that I can get in general aviation. It would feel good knowing that I had the wherewithal to practice and study to this level,” he said.

As a relative newcomer to the industry, Johnson is always happy to experience new aspects of aviation. He noted that EAA AirVenture, which he attended as a Textron Aviation Ambassador (and performer for their guests), was an unforgettable experience.

“Oshkosh is a big draw for aviation enthusiasts, but I never saw myself as an aviation enthusiast. Then I went to that show with Textron, and it really blew my mind. I didn't know what I was about to see, and my tail is wagging now for the day that I get to go back and see that again. What a show!” he said.

“I've flown a bunch of King Airs and fly a Citation II from time to time. Then I've taken on a CJ3 on some trips and have a standing offer to fly a World War Two bomber, a B-17, down in Alabama. Then I also got my seaplane rating down in Florida [at Jack Brown's].” 



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.

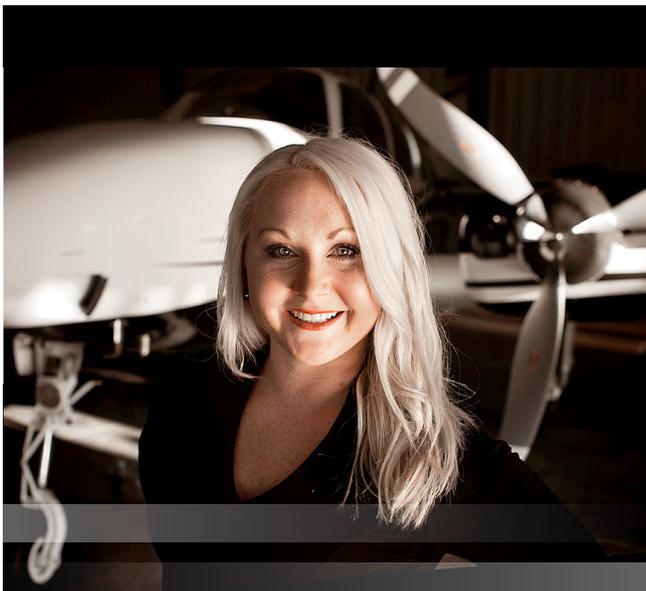


POWER HOUSE

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



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



TO ADVERTISE IN TWIN & TURBINE
MAGAZINE CONTACT:

JENNA REID,
ADVERTISING DIRECTOR

JENNA.REID@VPDCS.COM

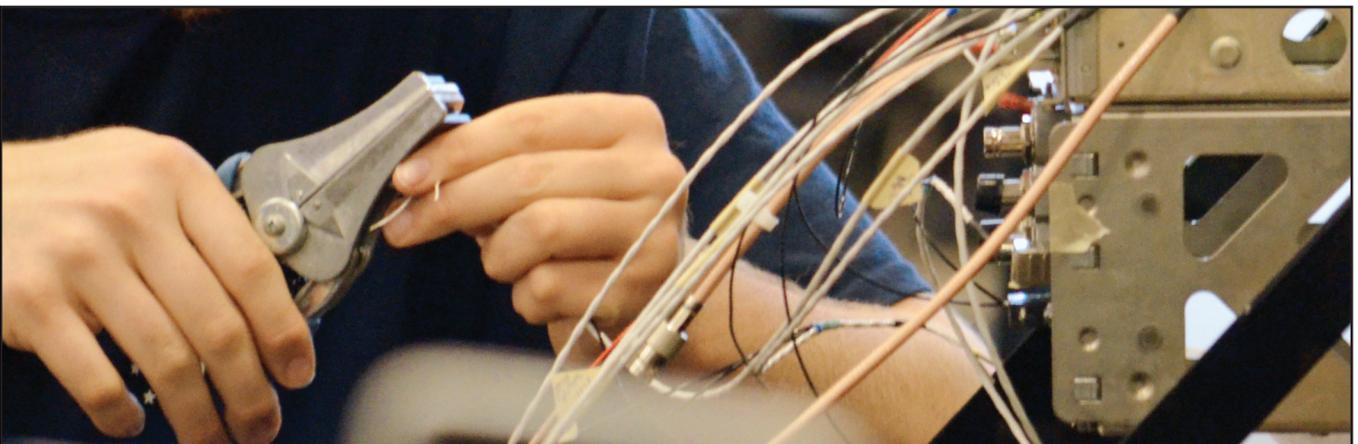
816-699-8634

Ad Index

AEA.....	30
AssuredPartners Aerospace.....	7
Blackhawk Aerospace Technologies	Inside Front Cover
BWI Fly	Front Cover, 8, 11
CIES Corporation.....	15
Corporate Angel Network.....	31
Covington Aircraft Engines	29
Epic Aircraft.....	Back Cover
Jet Shades	14
Luma Technologies.....	15, 28
Paralign Capital Partners.....	11
Preferred Airparts LLC	14
Select Airparts	25
SendAero (Airtex).....	24
Skyservice	25
Turbines Inc.....	Inside Back Cover

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



They're
going
through
Hell.
Give them
a lift.
Literally.

Imagine needing a ride to the doctor, but the doctor is states away. Corporate Angel Network (CAN) provides cancer patients free seats on jet and turboprop business aircraft to treatment throughout the United States.

Thanks to the generous support of our partners, CAN has coordinated more than 69,000 patient flights. Will you help us save more lives by supporting our mission? The spirits you lift may well be your own.





Fatal Tailwinds

We often think of wind in terms of crosswind components. Some airframes have specific limitations, say 30 knots. Some have “demonstrated” limits, allowing you to legally land with crosswinds exceeding those numbers but effectively making you a test pilot.

What’s your comfort number?

Returning home to Addison (KADS) from a March speaking engagement at the Twin Cessna Flyers conference in Tucson, I got to test mine in more ways than one. The flight out, two days earlier in the P Baron, was a one-stop affair against 30-40 knot headwinds. A huge low-pressure system was developing over the southwest and was predicted to create havoc as it lumbered eastward. Over the next two days, it would produce 99 tornadoes from Arkansas to Georgia and kill more than forty people.

As I briefed the 9 AM Tucson departure, it was obvious from the Dallas forecast that I would be grounded.

FM 141800 25028G45KT 4SM HZ SKC

Addison’s runway alignment (16/34) created a ninety-degree crosswind at or exceeding my airplane’s demonstrated performance. There was no way, with my limited PBaron experience, I wanted to challenge those test pilot numbers.

On this day, however, I had a real test pilot with me. Mentor Doug Moss, a PBaron owner, with vast experience. Together, we developed a plan. And off we went. The low

was pushing ahead of us, creating visibilities of less than one mile in blowing dust over much of the route. But turbulence, both forecast and reported, was minimal at our planned cruising altitude of FL210. The significant crosswinds at our destination were not forecast east of Dallas, providing alternate landing options.

Our plan:

- (1) Doug would fly the approach and landing.
- (2) In the event of an unstable approach, we would divert to Dallas Love (KDAL), which had runways with thirty degrees less crosswind component.
- (3) We would divert to Tyler (KTYR) if necessary.

At cruise altitude, in smooth air, it was impressive to see 300 knot ground speeds. Below us, blowing dust prevailed at most reporting stations, including one with zero visibility.

Descending into Dallas, it was eerily quiet on the radio as we contacted Lone Star approach.

“Addison information Kilo, wind two-five-zero at twenty-three gusting thirty-six, visibility four, haze.” Doug took over the controls, and I handled the radios. He disconnected the autopilot, and hand flew to test the control authority available in the gusty, moderate turbulence. He briefed the landing procedure he would use, including control inputs, differential power if necessary, and his go-around plan.

“November five eight papa zulu, this is going to be an extended vector because of numerous aircraft holding for DFW due to the crosswinds,” said the controller. As we contacted the tower, I asked for a wind check. “Two-eight-zero at one-eight gusting two-nine,” came the reply.

On final, we were stable, with airspeed plus or minus ten knots from targets. Doug was definitely challenged as we crossed the threshold, his hands and feet in a symphony of continuous motion. I would have called it a wild ride.

He called it Friday.

Fly safe. 



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

TURBINES INC.

AN EDUCATED DECISION

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

PT6A ENGINE OVERHAUL/REPAIR



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

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

E1000

AX

THE BEST IS EVEN BETTER.

Garmin® Autothrottle and Autoland* | Automatic Database Updates | CoolView Windows
True Blue Power® Intelligent Lithium-Ion Batteries | Electronic Brake Hold



Learn more at
epicaircraft.com

 EPIC

*Activated upon final certification

© 2025 Epic Aircraft, LLC. All rights reserved.



Designed & built in Bend, Oregon