App Streamlines Ownership / Owner's Corner: Vision Jet / King Air 300 Blackhawk

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VOLUME 25 NUMBER 6

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EDITOR
Rebecca Groom Jacobs
rebecca@twinandturbine.com

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

PUBLISHER
Dave Moore

PRESIDENT
Dave Moore

CFO
Rebecca Mead

PRODUCTION MANAGER
Mike Revard

PUBLICATIONS DIRECTOR
Jake Smith

GRAPHIC DESIGNER
Marci Moon

TWIN & TURBINE WEBSITE
www.twinandturbine.com

ADVERTISING
Jenna Reid
1-800-773-7798
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
Kelly Adamson
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*

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Photo Courtesy of RikoBest

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Editor's Briefing

by **Rebecca Groom Jacobs**

New Website Goes Live

I am thrilled to announce the launch of the new Twin & Turbine website!

Visit twinandturbine.com and you'll find T&T's current issue, past issues, writer bios, contact information, advertising material and more – content familiar to our previous site but splashed with a fresh look and presentation. I am also excited to reveal T&T's first-ever promotional video found on the website's homepage as well as our Facebook page (@twinturbinemag) for easy sharing.

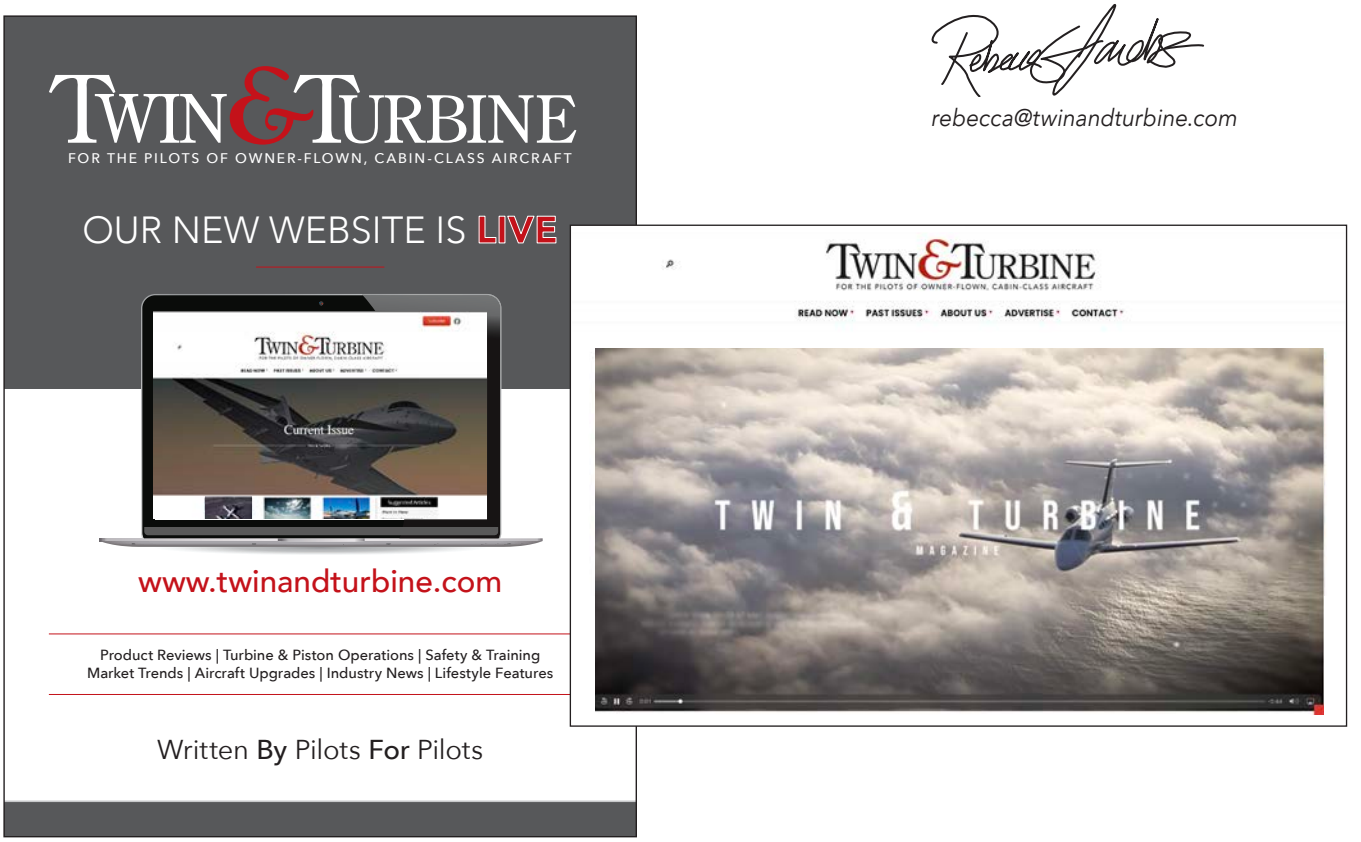
If you are newer to Twin & Turbine, we are the only monthly aviation magazine that speaks exclusively to owner-pilots of high-performance twins, turboprops and jets. Focusing on such a specific niche allows us to deliver deeply personalized and relevant aviation journalism to support owners in the safe, efficient and enjoyable operation of their aircraft.

Our team of dozen-plus contributing writers all work "in the field" and include active pilots, acclaimed instructors, industry veterans and young professionals. And for those of you reading who own high-performance pistons, much of our content surrounding safety and industry developments remains pertinent. We also incorporate a sizeable amount of information regarding the piston to turbine transition. Put simply, T&T is true pilot talk.

As a reminder, owner-pilots can access and read T&T (for free) across a variety of channels – print, online, digital page-turn or downloadable PDF. We strive to make it simple for readers to find the information they need regarding various aircraft models, training and safety, market trends and the latest industry offerings. As always, if there is a particular product or topic you wish to see highlighted in a future issue, please do not hesitate to reach out to me directly with your ideas.

After 24 years, T&T continues to fulfill its mission to be a community for pilots to learn, grow and just plain enjoy the wonderful world of general aviation we are so fortunate to know. Thank you for your readership.

rebecca@twinandturbine.com



Airmail

In Response to David Miller's "Maintenance Issues" (March)

I'm an instrument-rated, 500-hour SR22T pilot who just recently had yet another problem immediately following routine aircraft maintenance. This was my third episode of having a significant mechanic-induced problem that was potentially very dangerous. In each case the aviation shops had a good reputation. My purpose in writing was to ask if you think that three episodes for a 500-hour pilot seems like a lot.

The lack of rigor in the maintenance hangars is particularly alarming to me...and to my wife when I've had the nerve to tell her about the problems! I'm a surgeon by training, and I'm guessing that given the consequences of a mistake in aviation maintenance, the requirements for performing proper maintenance would include "sterile" workplaces, where no parts from other jobs could be co-mingled with the parts from your own plane, etc. Towel counts at the end of a procedure are routine in the OR. How come I ended up with an oily rag being left near the turbochargers after a 50 hour oil change?! I've given serious thought to the discontinuation of my late in life aviation career. It seems I can rationalize dying in an aviation accident if it was of my own doing. But to die because of someone else's malfeasance seems such a waste.

Glenn Cook

In Response to Kevin Ware's "Magic" (April)

I own a Citation 500 that I've been flying single pilot for over 15 years. I enjoy reading your column, although I've never reached out to you before...I spent 36 years in the Air Force as a fighter pilot, flying F-4C, D, and E variants, as well as the F-16. Many times I flew fighters in a gaggle with a tanker or two across the pond to Europe and the Middle East (never a Citation, though!).

I vividly remember the first time and subsequent times where I looked down on the ocean and saw the ice cubes you described, only to realize they were actually huge icebergs. That really got my attention in your article. I also saw white caps from flight levels, and it dawned on me how large they must be. Coupled with the clearly frigid temperatures, I shuddered to think of whether an ejection in those areas was really survivable at all. I thought what a pity to survive combat but be severely injured or die jumping out into the North Atlantic. Of course, most of our losses over my career were in training or transit and not related to conflicts. I also enjoyed reading your description of climbing through an overcast and popping out into the warmth and beauty of the sun. Sometimes we would do the same in a block of airspace within the MOA, and we'd try to get just into the cloud cover and zip along with only our canopy and upper bodies (in the F-16) out in the sun. Magical experiences for sure that I wouldn't trade for anything.

Worthe Holt

Co-Owning with Coflyte

App Streamlines Aircraft Ownership

by **Jared Jacobs**

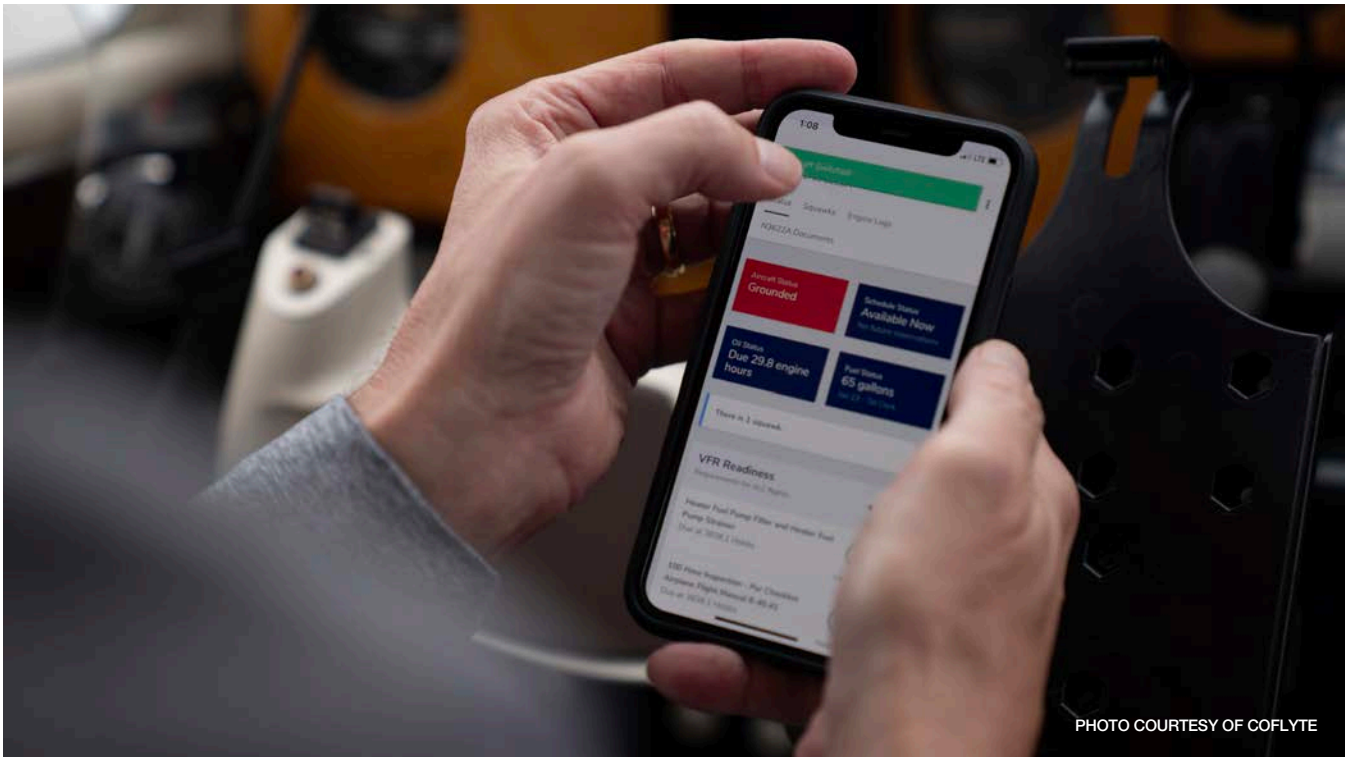


PHOTO COURTESY OF COFLYTE

The joys of aircraft ownership are numerous: freedom, flexibility, adventure, spreadsheets...?

If I'm being honest, the amount of time dedicated to spreadsheets in the first month of aircraft ownership began to get in the way of the enjoyment. As a co-owner of Bonanza F33A, I found myself in charge of juggling payments of all sorts: hangar and aircraft supplies, chart subscriptions, insurance payments, pre-purchase inspection fees, monthly fixed costs, hourly operating costs, debts owed by each owner (and funds transferred), as well as managing flight reservations.

While entering a co-ownership offers many benefits, it also necessitates tracking a lot more data and moving parts than sole ownership. It was somewhere around the sixth Google Sheet that I was ready to find a better way.

Recognizing a Need

As it turns out, I am not the only one who recognized the inefficiencies of trying to separately manage all of the facets of aircraft ownership. In 2019, Eric Hill, director at the Center of Entrepreneurship at Mississippi State University, partnered with two other pilots on a Piper Cherokee. The task of managing the aircraft partnership fell to Eric, who quickly began a search for a software solution that could bring maintenance tracking, scheduling and billing all under one roof. His search came back with no suitable results.

At about the same time, a friend of Eric and fellow Mississippi State alumni, Tal Clark, purchased a 1972 Beechcraft F33A Bonanza (GREAT first airplane, by the way!). Feeling in over his head as a first-time aircraft owner, Tal and Eric began talking about the glaring need for a one-stop-shop aircraft ownership software solution. With backgrounds in entrepreneurship and technology, Eric and Tal were the right men for the job, and in September of 2019, Coflyt was launched.

I was recommended Coflyt by a friend who had managed his own aircraft partnership and decided to give it a shot. I signed up for the 30-day free trial to evaluate the software before purchasing a membership ($14 per month or $140 annually for a single-user/$36 per month or $360 for multi-user). I was impressed to find that a member of the Coflyt team could be scheduled for a virtual meeting free of charge to help new users get started. I signed up for a consultation and was scheduled a time with Pace Clark, son of co-founder Tal.

Pilot Peace of Mind

To start, owners build their aircraft into the Coflyt system beginning with general data such as the make and model, tail number and home airport. Once the basic aircraft profile is created, you can then enter more detailed maintenance tracking reminders for your specific airplane based on maintenance records and current aircraft time. Coflyt includes predetermined inspection categories to fill out such as VFR requirements, IFR requirements and engine. Under the VFR section, you are prompted to enter inspections such as the last annual, transponder and ELT inspections, as well as other miscellaneous data like insurance policy and registration renewal dates. IFR inspections will have fields for altimeter/pitot-static inspection, VOR check and GPS navigation database. The engine(s) section will populate fields for an oil change and a target major overhaul.

Some inspections will default to known timeframes for the designated inspection (i.e., annual will recur every 12 months), while others will allow you to define the time based on the date or flight time. Reminders can be added and customized for any inspection to provide an alert before coming due. Tracked items can also be designated as "grounded when overdue" to prevent scheduling when the aircraft is no longer airworthy due to an expired inspection.

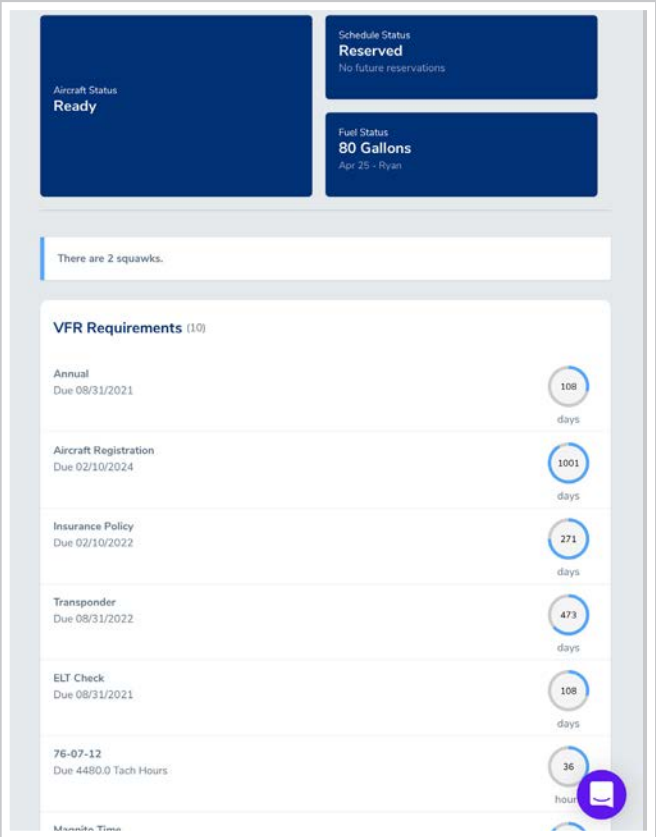
With the predetermined inspections populated, users can further define and track anything to make the aircraft management experience easier – adding or editing data at any time. Coflyt has even made the daunting task of tracking ADs a simple process by interfacing directly with the FAA's airworthiness directive database. It is as simple as pressing the "Import ADs" button. Using the aircraft's registration data, the app will populate all possible ADs based on aircraft make and model. You can then select any that apply and enter the data for the last completion for future tracking.

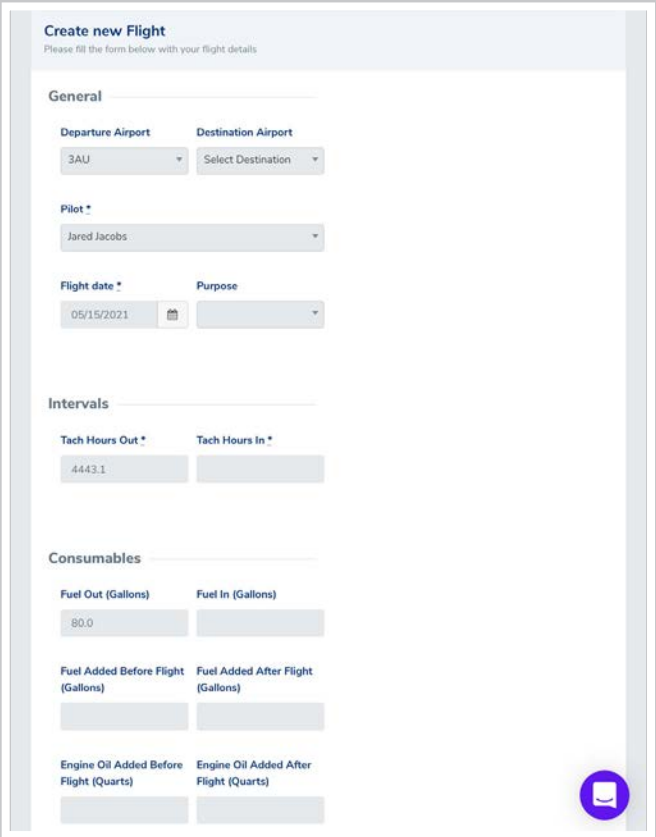
In the Palm of Your Hand

With the maintenance trackers in place, your Coflyt aircraft dashboard is now set up for monitoring and alerting. From a single screen, you can quickly determine aircraft status, schedule availability, fuel status, as well as see any upcoming or overdue items you are tracking. You can also share your aircraft with your "ownership team," which may include mechanics, other owners/pilots, insurance brokers, etc. It is a great tool to keep everyone up to date with what's happening with the aircraft at any time.

If you operate in a co-ownership, partnership, or lease time to other pilots, Coflyt also offers scheduling and billing features. The schedule is intuitive to use and will allow all pilots to see when the aircraft is reserved for a flight or maintenance. Each user can elect to have email or text notifications sent to them when a new reservation is made, and the aircraft calendar can be synced with your personal calendar via one-way sync.

For billing, Coflyt has options to set up fixed-cost billing (monthly), as well as hourly. All transactions are saved and





Sample pages from the Coflyte app showcasing basic flight information and how to create a flight.

displayed with an account balance visible to the individual pilot or the account administrator at any time. Coflyt can even facilitate payments through their app using a service called "Stripe." Note, Stripe charges a 2 percent fee per transaction. If not using Stripe, the administrator can manually edit account balances to reflect direct payments made by users outside of the app.

One negative I have personally run in to is that if you lease time to pilots at different rates than what you charge yourself, or other pilots pay different fixed costs, you cannot assign unique rates per pilot. In this case, the administrator would have to manually adjust these charges. It may be a rare scenario, but I think it would be a nice feature in the future.

Flying with Coflyt

Once the aircraft and account preferences are set up, owners can begin logging flights. As you would expect, logging your flights in the Coflyt app is straightforward. Origin and beginning hobbs/tach is preloaded from the previous flight. In addition to fields for landing airport and time, there are also fields for tracking fuel and oil either before or after the flight – plus any notes, pictures or documents that you might like to add. As flights are loaded, Coflyt will save all of the data for you or your ownership team to reference at any time in the future.

Any aircraft squawks that may be noted can now be captured, tracked and shared seamlessly between the ownership team. Coflyt smartly categorizes squawks using the Joint Aircraft System/Component (JSAC) code system. This method uses a number-based code for each aircraft component that follows along with the organization of aircraft maintenance manuals. The severity of the squawk can be tracked so that all parties know not only when the aircraft is downed but when to keep an eye out for intermittent issues that may warrant attention on future flights. Pictures can also be uploaded to the squawks page to keep a visual log.

Summary

I am about two months into using Coflyt, and as a new aircraft owner and administrator of our co-ownership, a tool like Coflyt is invaluable. I am confident my maintenance and other recurring trackable items will not go unnoticed and slip my consciousness. At the same time, I have access to scheduling and billing software that ensures all of my expenses are tracked and can be viewed by any member. Now, conversations with the other owners can revolve more around fun flights and trips as opposed to the aircraft's status or money owed. This peace of mind allows us to spend less time with our heads in the spreadsheets and more time in the clouds. T&T

Jared T. Jacobs *is an ATP-rated turbine pilot, instructor and mentor. He currently flies corporate aircraft both single-pilot and as crew for a Fortune 500 company. Jared can be reached at* **jaredjacobs2@gmail.com**.

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FERRY FLYING

MOVING AIRCRAFT AROUND THE GLOBE

by **Grant Boyd**

In today's click and deliver society, the intricacies of logistical accomplishments often go unnoticed. When you can order something one day and it appears on your doorstep the next morning, delivering anything around the world these days seems to be an easy process.

Well, what about when it comes to delivering private aircraft?

As ferry pilots will tell you, the aircraft delivery process is rarely as simple as flying from Point A to Point B. Each delivery is a unique event that requires special attention to ensure a timely and safe transport that meets all identified expectations. As each flight mission varies, there is no standard guide for ferry flights. But, you can find common patterns across the detailed planning for weather, airspace limitations, aircraft endurance, aircraft equipment, crew duty days, geopolitical dangers and country restrictions.

Behind the Scenes

To better understand all of the moving parts, we turned to Shepherd Aero based at Bellingham International Airport (KBLI) in Washington. Shepherd Aero specializes in moving aircraft around the globe by way of ferry services and international trip support. The company accomplishes more than 100 international deliveries each year.

"North America and Europe see the highest number of city pairs, but our 'hot spots' evolve with geopolitical conditions," said Andrew Gallagher, director of marketing and business development at Shepherd Aero (and pilot). "For example, the strength of the U.S. dollar can sway which direction the flow of transactions is occurring as most aircraft transactions are conducted in USD.

"Or, if political conditions in a certain region are deteriorating, we may see more aircraft coming from that region outbound to other locations around the world as buyers take advantage of depressed demand and pricing caused by the politics. We also handle seasonal ferry missions. Some international companies lease aircraft for certain months of the year then use our company to move aircraft from one operating location to another."

For ferry missions occurring in the westward direction, aircraft without ocean-crossing endurance typically follow a path up through Alaska from the western United States or Canada into Russia, then south toward the Pacific Rim countries. Some notable destinations include China, Japan and Australia. The remainder of the company's flight activity occurs eastward in the form of North Atlantic crossings. This route has operators flying from the northeastern United States through Canada on to Greenland or Iceland, then further across the pond into the United Kingdom and on to Europe, the Middle East or Africa.

Follow a Ferry

Recently, the company conducted a North Atlantic delivery of a Phenom 100 from the United States to the Czech Republic. The three-day journey (a standard trip length) originated in Hartford, Connecticut bound for a private individual/buyer in Prague.

The physical aircraft journey began in the middle of the night with a red-eye departure. The delivery and arrival times were strategically based on trip length and weather and prevented the team from running into much traffic. In the cockpit was Shepherd Aero President Travis Holland accompanied by Andrew Gallagher. The Phenom 100 fits the company's standard mission profile as the majority of their business involves moving light to midsize turbine aircraft, often under single-pilot operations. Though some clients' insurance or operational practices will require a second pilot to be present.

Arriving in Goose Bay after a two-and-a-half-hour flight from across the border, the local time was about 5:00 am. The flight was mostly uneventful other than facing night and IFR conditions at the arrival airport. The Phenom did not stay in Canada for long, only a quick technical stop for fuel and customs work. Soon, the two departed towards the next destination – Greenland. As Holland and Gallagher flew the aircraft

A Shepherd Aero crew ferries a Learjet 60 from Florida to the country of Laos. This was a special milestone as this aircraft was the first private jet placed on the Laos national aircraft registry.

towards Kangerlussuaq Sondrestrom General Airport (BGSF), the sun rose over Northeastern Canada.

When overflying oceans, there are unique planning considerations. For instance, life rafts are carried during all oceanic operations regardless of the number of engines on the aircraft. And if it is a single-engine aircraft operation, the crew must also wear immersion suits during the flight.

During the leg to Greenland, the airplane went outside of radar contact, so Travis and Andrew were restricted below RVSM airspace due to aircraft limitations. As such, fuel management was especially critical. And while the flight from Goose Bay to Sondrestrom took longer than planned, the Phenom still landed with more than enough safe fuel. The Shepherd team always aims to have greater than IFR fuel reserves when landing at an international destination.

After refueling, the day's final leg was a two-and-a-half-hour flight to Keflavik International Airport (BIKF). After a nice cold evening spent in Iceland (punctuated by earthquake tremors from the nearby volcano), Travis and Andrew embarked for Belfast, Northern Ireland. The flight to EGAA took approximately two hours with en route views of bright sunny skies over the North Atlantic.

The pair proceeded to have one of the fastest ground turns in company history of just 15 minutes before continuing to the Czech Republic – a straightforward two-hour flight where the new owner eagerly awaited their aircraft's arrival. Wherever the destination, the satisfaction and excitement of a successful delivery is felt by both sides of the transaction.

A Phenom 100 on its way from Hartford Connecticut to Prague in the Czech Republic.

International Obstacles

When it pertains to international flying, not all aspects of trip planning are equal across each country.

"The ICAO does a good job setting global standards and guidelines for aviation," said Gallagher. "But as an example,

there are far fewer routes and airports accessible to civilian aircraft in Russia than there are in Western Europe. So, the planning required is highly variable depending largely on the countries we fly in.

"And, smaller aircraft with limited endurance requires a lot more planning than large, intercontinental-range aircraft, as the smaller aircraft have to stop more. Furthermore, sometimes smaller aircraft cannot make certain legs of the mission without auxiliary fuel tanks. In that case, we have to plan for the design and installation of these tanks prior to mission start as well as tank removal at the conclusion."

Unsurprisingly, adaptation and flexibility are fundamental traits in the aircraft ferrying business. Especially in the past year, COVID-19 had a sizable impact on business aviation and tested the flexibility of the company and its pilots. The number of Shepherd Aero's aircraft movements in 2020 was about half of what it would have been during a "normal" year. Plus, each trip was about twice as much work as before due to the intense restrictions and border closures in place. The Shepherd Aero team is continually adapting to the ever-evolving patchwork of regulations that vary from country to country.

Typically, Shepherd Aero requests clients submit their ferry request at least 10 days prior to aircraft departure – the company's time preference for trip planning. Occasionally, however, movement plans come to fruition with less advance notice.

"We also love the challenge when clients call us needing an airplane moved ASAP. We've been able to plan and dispatch flights within a 24-hour notice," said Gallagher. "That said, we take the safety of our crew very seriously, and we will not jeopardize that at any price. We will delay missions to whatever extent necessary, even at the disappointment of our clients, to ensure the safety of crew and airplane."

Ferry Piloting

Crew selection is an integral part of trip preparation. Shepherd Aero begins their pilot determination by analyzing the pilots' experience in the operated region. Pilots are either company employees or chosen from an extensive database of contract personnel. From there, they select each crew based upon license level, flight hours and overall professionalism. Regardless of who is chosen, they must follow all Standard Operating Procedures (SOPs).

There are no specific legal requirements to be a ferry pilot outside the standard pilot qualifications of type and class ratings. However, to be legally compensated for serving as a ferry pilot, one must hold at least an FAA or equivalent commercial pilot license.

One positive about the constantly changing COVID-19 regulations has been the continued adaptation of technical

stops versus full stops with deboarding. The latter counts as an entry into a country, which constitutes a multitude of related guidelines to follow, especially pertaining to COVID testing and restrictions between various countries. These inter-country movements of pilots could result in travel issues and delays if not all rules are followed or documented correctly.

To keep track of all of the considerations, the Shepherd Aero team utilizes a litany of documents, software and communication practices. Most notable is their proprietary flight planning and filing software, "eurofpl.eu", which manages all of their international flights. The operations team has members in North America, South Africa and China, so they are able to cover all time zones, offering true 24/7 flight coverage. Even with the intense amount of preplanning, every ferry flight presents obstacles, so the team constantly communicates with contingency plans always at the ready. T&T

Grant Boyd *is a private pilot with seven years of experience in general aviation business from marketing to customer service. He has written more than 85 articles for aviation publications and enjoys learning about aircraft/pilots with unique missions. Grant can be reached at* **grantboyd2015@gmail.com.**

King Air 300
Stock Versus Blackhawk

by **Joe Casey**

PHOTOS BY CLINT GOFF

I'll confess – my favorite airplane is the King Air 300.

The KA300 is the predecessor to the King Air 350, the supposed improved version. The differences between the two boil down to a stretched fuselage and an additional cabin-class seating area. Otherwise, the differences are slight. But, that slightly longer fuselage does incur a penalty in parasite drag and subsequent speed, so the true speedster of the King Air world is the 300. That is one of the core reasons it is loved by the market – it's the fastest.

More Horses

We manage and fly N30FE, a 1988 stock King Air 300, and we love it. The airplane has cabin noise canceling (one of the sweetest upgrades ever) and a partial panel upgrade with Garmin 750s and all the associated digital Garmin goodies. It doesn't have wing lockers, but that'll be the next upgrade considered. It is a great airplane with impressive performance.

So, how do you further improve upon the near-perfect King Air 300? The answer is more horses. There's no substitute for horsepower, right?

Fortunately, that's the cornerstone of thinking at Blackhawk Aerospace based in Texas. Blackhawk figured out how to bolt bigger engines on the King Air 300 with its XP67A conversion, and guess who happened to buy the very first one – another client of mine. So, we now have an inside look of both a stock King Air 300 and a Blackhawk-upgraded King Air 300.

There are plenty of King Air 350s with the Blackhawk XP67A conversion, but N777XP was the first KA300 to receive the upgrade to the PT6-67. And I'd say N777XP has to be the fastest, best climbing King Air on the planet.

Comparing the Two

I fly both N30FE and N777XP frequently, and as such, can probably give the most accurate testimony about the differences between the two. I'll give you the bottom line forward: Both are super airplanes that fit a particular mission profile.

N30FE is the factory-original King Air 300. We fly it about 120 hours per year for owners who use the airplane for business, family trips and travel to their vacation home. Most trips are under two hours in length, and it performs for us with an over 99 percent mission readiness rate. Our payload is "normal" – usually five to seven persons on board, each bringing a couple bags. I can't remember the last time I worried about weight and balance. It is a true "load up the people and bags and have the line guy top it off" sort of airplane. And there is plenty of excess payload to tanker additional fuel if we plan to land at an airport with egregious fuel prices.

Our climb rate at an average weight and density altitude is 2,000 fpm after lifting off the runway, whittling down to about 1,000 fpm as it levels off at FL280. N30FE is not an RVSM airplane, and we don't yet see the need to go into RVSM airspace for our mission needs. As most trips are less than two hours, the cost/value ratio translates to us not needing the flight levels starting with a "3."

We routinely flight plan for 290 KTAS. I keep accurate, leg-specific cruise data in all of our managed aircraft, and 290 KTAS is the average of all flights in the last five years. We've seen a few flights where we reached 305 KTAS but only when the temperature and altitude were optimal. We could push the power more, but we decided a long time ago to cruise at a lower power setting to minimize unscheduled maintenance from an engine run too hard. The power is set at a slightly low 775 degrees ITT regardless of the altitude selected. This provides an average fuel flow of 335 pounds per hour for each engine. So, a stock King Air 300 is no slouch and will flat-out perform.

N777XP (the Blackhawk version) is like N30FE in terms of bolt-on items. It has a Garmin panel (Dual 750s) and no wing lockers, but it does not have cabin noise canceling. The owners of N777XP have a few shorter flights, but their primary missions are longer, usually more than three hours of flight time. This is where the extra horses really help.

We flight plan for 330 KTAS in N777XP and are never disappointed. In fact, our first 250 hours of flight time in this airplane (with meticulous recordkeeping) shows an average TAS of 333 KTAS at FL280. It burns 404 pounds per hour on average each side to produce that performance, which is not top-end. Again, we could push the power lever forward more, but we choose a lesser setting to keep maintenance costs lower. And the cruise performance is only the beginning. The best part about the extra horses is the climb.

With full-fuel, six passengers plus bags, and standard air density, we routinely see climbs greater than 3,500 fpm at 160 KIAS. We usually climb at 170+ IAS to keep the pitch angle from going over 10 degrees, which passengers think is more comfortable. So, a climb to the flight levels is super quick, even jet-like. We rotate off the

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owner/operators and chief pilots of these air

100%

TOTAL MARKET COVERAGE

JETS - 17,806

CHIEF PILOTS & OWNERS

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30	ASTRA 1125
32	ASTRA 1125SP
57	ASTRA 1125SPX
29	BEECHJET 400
266	BEECHJET 400A
195	BOEING BBJ
503	CHALLENGER 300
40	CHALLENGER 600
26	CHALLENGER 601-1A
121	CHALLENGER 601-3A
54	CHALLENGER 601-3R
325	CHALLENGER 604
7	CHALLENGER 800
148	CITATION 500
340	CITATION 525
318	CITATION BRAVO
187	CITATION CJ1
96	CITATION CJ1+
240	CITATION CJ2
225	CITATION CJ2+
476	CITATION CJ3
174	CITATION CJ3+
368	CITATION CJ4
189	CITATION ENCORE
74	CITATION ENCORE+
392	CITATION EXCEL
14	CITATION I
280	CITATION I/SP
445	CITATION II
54	CITATION II/SP
155	CITATION III
124	CITATION LATITUDE
247	CITATION M2
467	CITATION MUSTANG
130	CITATION S/II
323	CITATION SOVEREIGN
105	CITATION SOVEREIGN+
310	CITATION ULTRA
285	CITATION V
31	CITATION VI
122	CITATION VII
329	CITATION X
38	CITATION X+
253	CITATION XLS
301	CITATION XLS+
1	DIAMOND I
32	DIAMOND IA
16	DORNIER ENVOY 3
304	ECLIPSE EA500
75	EMBRAER LEGACY 500
100	EMBRAER LEGACY 600
53	EMBRAER LEGACY 650
247	EMBRAER PHENOM 100
328	EMBRAER PHENOM 300
80	FALCON 10
22	FALCON 100
16	FALCON 200
242	FALCON 2000
27	FALCON 2000EX
34	FALCON 20C
15	FALCON 20C-5
17	FALCON 20D
1	FALCON 20D-5
10	FALCON 20E
49	FALCON 20F
75	FALCON 20F-5
197	FALCON 50
8	FALCON 50-40
118	FALCON 50EX
178	FALCON 900
24	FALCON 900C
116	FALCON 900EX
156	GLOBAL 5000
123	GLOBAL EXPRESS
25	GULFSTREAM G-100
239	GULFSTREAM G-200
14	GULFSTREAM G-300
24	GULFSTREAM G-400
313	GULFSTREAM G-450
11	GULFSTREAM G-500
602	GULFSTREAM G-550
27	GULFSTREAM G-II
12	GULFSTREAM G-IIB
111	GULFSTREAM G-III
175	GULFSTREAM G-IV
338	GULFSTREAM G-IVSP
204	GULFSTREAM G-V
38	HAWKER 1000A
2	HAWKER 125-1A
2	HAWKER 125-1AS
12	HAWKER 125-400AS
2	HAWKER 125-600A
1	HAWKER 125-600AS
61	HAWKER 125-700A
72	HAWKER 4000
223	HAWKER 400XP
44	HAWKER 750
153	HAWKER 800A
14	HAWKER 800B
398	HAWKER 800XP
42	HAWKER 800XPI
88	HAWKER 850XP
187	HAWKER 900XP
2	JET COMMANDER 1121
2	JET COMMANDER 1121B
2	JETSTAR 731
4	LEARJET 23
12	LEARJET 24
2	LEARJET 24A
7	LEARJET 24B
20	LEARJET 24D
8	LEARJET 24E
6	LEARJET 24F
4	LEARJET 25
19	LEARJET 25B
4	LEARJET 25C
45	LEARJET 25D
4	LEARJET 28
32	LEARJET 31
182	LEARJET 31A
26	LEARJET 35
398	LEARJET 35A
21	LEARJET 36
33	LEARJET 36A
32	LEARJET 40
243	LEARJET 45
225	LEARJET 45XR
92	LEARJET 55
6	LEARJET 55B
8	LEARJET 55C
307	LEARJET 60
623	PILATUS PC-12/45
149	PREMIER I
1	SABRELINER 40
7	SABRELINER 40A
2	SABRELINER 40EL
2	SABRELINER 40R
4	SABRELINER 60
5	SABRELINER 60ELXM
68	SABRELINER 65
7	SABRELINER 80
1	SABRELINER 80SC
67	WESTWIND 1
1	WESTWIND 1123
14	WESTWIND 1124
50	WESTWIND 2

TURBOPROPS - 12,801

CHIEF PILOTS & OWNERS

COUNT	AIRCRAFT
403	CARAVAN 208
1,523	CARAVAN 208B
155	CHEYENNE I
16	CHEYENNE IA
206	CHEYENNE II
56	CHEYENNE III
38	CHEYENNE IIIA
57	CHEYENNE IIXL
35	CHEYENNE IV
235	CONQUEST I
291	CONQUEST II
38	JETSTREAM 31
63	JETSTREAM 32
52	JETSTREAM 41
37	KING AIR 100
450	KING AIR 200
17	KING AIR 200C

PHOTO BY JESSICA AMBATS

n & Business Aviation Markets

craft *ALL RECEIVE* Twin & Turbine every month

Do you want your marketing message to reach these key decision makers?

ADVERTISE IN TWIN & TURBINE

COUNT	AIRCRAFT
16	KING AIR 200T
229	KING AIR 250
182	KING AIR 300
14	KING AIR 300LW
617	KING AIR 350
62	KING AIR 350C
8	KING AIR 350ER
387	KING AIR 350I
4	KING AIR 350IER
8	KING AIR 90
6	KING AIR A/B90
76	KING AIR A100
184	KING AIR A200
34	KING AIR A90
197	KING AIR A90-1
105	KING AIR B100
1,038	KING AIR B200
107	KING AIR B200C
99	KING AIR B200GT
5	KING AIR B200SE
8	KING AIR B200T
47	KING AIR B90
302	KING AIR C90
38	KING AIR C90-1
186	KING AIR C90A
378	KING AIR C90B
76	KING AIR C90GT
88	KING AIR C90GTI
150	KING AIR C90GTX
13	KING AIR C90SE
258	KING AIR E90
173	KING AIR F90
28	KING AIR F90-1
5	MERLIN 300
13	MERLIN IIB
8	MERLIN III
22	MERLIN IIIA
44	MERLIN IIIB
14	MERLIN IIIC
3	MERLIN IV
11	MERLIN IV-A
101	MITSUBISHI MARQUISE
18	MITSUBISHI MU-2F
1	MITSUBISHI MU-2G
15	MITSUBISHI MU-2J
37	MITSUBISHI MU-2K
12	MITSUBISHI MU-2L
25	MITSUBISHI MU-2M
24	MITSUBISHI MU-2N
29	MITSUBISHI MU-2P
47	MITSUBISHI SOLITAIRE
796	PILATUS PC-12 NG
197	PILATUS PC-12/47
296	PIPER JETPROP
74	PIPER M500
92	PIPER M600
602	PIPER MERIDIAN
198	QUEST KODIAK 100
2	ROCKWELL 680T TURBO
5	ROCKWELL 680V TURBO II
4	ROCKWELL 680W TURBO II
4	ROCKWELL 681 HAWK
85	SOCATA TBM-700A
90	SOCATA TBM-700B
381	SOCATA TBM-850
121	SOCATA TBM-900
38	SOCATA TBM910
136	SOCATA TBM930
6	STARSHIP 2000A
50	TURBO COMMANDER 1000
22	TURBO COMMANDER 690
131	TURBO COMMANDER 690A
135	TURBO COMMANDER 690B
73	TURBO COMMANDER 840
20	TURBO COMMANDER 900
19	TURBO COMMANDER 980

TWIN PISTON - 6,872 OWNERS

COUNT	AIRCRAFT
35	BARON 56 TC
1,566	BARON 58
446	BARON 58P
118	BARON 58TC
3	BARON A56TC
335	BARON G58
158	BEECH DUKE B60
150	CESSNA 340
480	CESSNA 340A
49	CESSNA 402B BUSINESS LINER
110	CESSNA 402C
20	CESSNA 404 TITAN
312	CESSNA 414
430	CESSNA 414A CHANCELLOR
36	CESSNA 421
30	CESSNA 421A
335	CESSNA 421B
713	CESSNA 421C
38	CESSNA T303
100	DIAMOND D42
65	PIPER 600 AEROSTAR
3	PIPER 600A AEROSTAR
44	PIPER 601 AEROSTAR
4	PIPER 601B AEROSTAR
182	PIPER 601P AEROSTAR
21	PIPER 602P AEROSTAR
509	PIPER CHIEFTAIN
20	PIPER MOJAVE
280	PIPER NAVAJO
196	PIPER SENECA
13	ROCKWELL 520 COMMANDER
3	ROCKWELL 560 COMMANDER
11	ROCKWELL 560A COMMANDER
7	ROCKWELL 560E COMMANDER
6	ROCKWELL 560F COMMANDER
12	ROCKWELL 680 SUPER
3	ROCKWELL 680E
14	ROCKWELL 680F COMMANDER
11	ROCKWELL 680FL GRAND COMMANDER
4	ROCKWELL 680FLP GRAND LINER

HIGH PERFORMANCE MOVE-UP SINGLES - 5,726 OWNERS

COUNT	AIRCRAFT
200	BEECH BONANZA
435	CESSNA 182
52	CESSNA 206
373	CESSNA P210N
21	CESSNA P210R
54	CESSNA T182
790	CIRRUS SR20
2,875	CIRRUS SR22
26	MOONEY ACCLAIM ULTRA
11	MOONEY OVATION ULTRA
271	PIPER MALIBU
93	PIPER MATRIX
525	PIPER MIRAGE

TWIN & TURBINE

Jenna Reid, Advertising
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runway with a 3,500 fpm climb rate, and that dwindles down to 1,800 fpm when leveling off at FL280. Simply put, climb performance is never a question with the Blackhawk XP67A.

Other Considerations

In case you missed it a few paragraphs ago, the Blackhawk XP67A conversion burns more fuel – significantly more fuel. To go from 335 pounds per hour to 405 pounds per hour is a 21 percent increase. For that penalty, the airplane gains 43 KTAS (333 KTAS compared to 290 KTAS), a 15 percent increase in speed. Is it worth it? For some, yes. For some, no. I think the greatest consideration is the length of the average trip. If you've got a long way to go, a 43-knot increase in speed is significant. If you are flying shorter trips, then the increase in speed is not worth the cost. We fly from southeast Texas to northern Colorado frequently and, for that trip, the Blackhawk 300 is easily our favorite airplane to fly. We also fly from Texas to southeast Florida, and the Blackhawk XP67A will beat the stock 300 by more than 45 minutes each leg.

King Air 300 with Blackhawk's XP67A upgrade.

So, if you've got a long way to go, the fuel burn on the overall trip is about the same. The Blackhawk 300 burns more per hour, but it operates for fewer hours, making the fuel burn a net-neutral consideration on long legs. We fly the stock N30FE on many shorter flights, often less than an hour in length. On those flights, the Blackhawk 300 would not make a lot of sense as it would only save a few minutes on each leg. In my opinion, there's little need to buy a Blackhawk XP67A conversion unless the airplane is RVSM capable. With the extra horses to get up to altitude, the Blackhawk 300 gets to RVSM altitudes easily then cruises fast.

Aside from the extra horsepower, there are a few other considerations that are different. The Blackhawk engines start more slowly. During the start sequence, the secondary fuel is slightly delayed. If you are comfortable starting a PT6, the delay will not trouble you, but it will be noticeable. I've started all the PT6 variants, and I've never seen anything near a hot start in the -60 or the -67. Both have lots of margin when contrasted to PT6 engine variants in other aircraft installations.

On landing, the stock 300 propellers will move to the low pitch stops when the nose wheel touches down. I love this aspect of the stock 300 as it makes me look really good as a pilot. The low pitch stop setting applies just a little reverse thrust, which is ideal on a normal landing. This feature is eliminated on the Blackhawk KA300, so the pilot has to lift the power levers over the gate and into reverse/beta (if desired). All Blackhawk XP67As will have five-blade props, which makes for great ramp appeal. I'm lukewarm to the five-blade prop on some single-engine installations due to lower nose clearance issues, but in the multi-engine King Air, they're fantastic.

What about one engine inoperative performance? Even without looking at the performance charts you already know the Blackhawk XP67A has spectacular OEI performance. Heck, it'll out-climb in OEI operation most of the other King Air models with both engines operational. I know the chances of losing a PT6 engine are remote, but if the worst happens, you'll be happy to have the most available excess thrust on the good engine.

The Right Buyer

To me, the best reason to buy a Blackhawk XP67A is speed. If you are an early adopter or an owner that wants the best and fastest, you want a Blackhawk XP67A. There's nothing like it in the King Air world. But, don't let my enthusiasm for the Blackhawk XP67A cast any shadow of doubt about my appreciation for the stock King Air 300.

If truth be told, N30FE is probably my favorite airplane ever. It is rugged, bulletproof, and just a pleasure to fly. Every time I see the schedule pairs me with N30FE, I've got a smile on my face. It may not attract a ramp crowd like N777XP, but it does everything well. The owner of N30FE has no desire to upgrade and loves the performance of the stock 300. Plus, N30FE doesn't come with the additional price tag that the Blackhawk XP67A conversion costs. A Blackhawk XP67A conversion will cost $1.6 million (minus the value of exchange engines), so the extra ponies do require additional upfront cash. If you've got engines that are near TBO, then the Blackhawk conversion could be a wise choice.

Remember, a Blackhawk KA300 will fly the same trips faster, so it will

put fewer hours on the airplane and subsequently cost less to fly a particular trip. The explanation here requires some intricate math or an elaborate spreadsheet, but the numbers are legitimate. If you consider the 10-year ownership of a Blackhawk XP67A converted 300 against a stock 300, the overall costs might be less due to the fewer hours flown. Plus, you get the added benefit of higher speeds, better climb and better OEI performance.

One other buyer might be interested in the Blackhawk XP67A – the buyer looking to buy a jet. At the price point of the Blackhawk engines, some jets could contrast nicely. Usually, the buyer of a jet wants speed, but most of the "affordable" jets come with a small tube, less-than-adequate baggage space, and they don't operate from shorter runways with aplomb. With the Blackhawk XP67A, you get near jet climb and cruise performance along with a big cabin, a huge useful load and a lot less cost.

So, which do you choose? If you have a long way to go and have a larger purchase budget, the Blackhawk 300 is probably the best answer. If you fly shorter trips and want the additional load carrying capability of the 300 compared to the 200, then the stock 300 is probably the best airplane for your needs. Me? I'll gladly fly either. I love them both. One thing is for sure – you simply cannot go wrong with a King Air 300 airframe regardless of which engine is bolted on the front. T&T

Joe Casey *is an FAA-DPE and an ATP, CFI, CFII (A/H), MEI, CFIG, CFIH, as well as a retired U.S. Army UH60 standardization instruc-tor/examiner. An active instructor in the PA46 and King Air markets, he has accumulated 14,300-plus hours of flight time, with more than 5,200 dual-given as a flight instructor. Contact Joe at joe@flycasey.com or 903.721.9549.*

by **Kevin R. Dingman**

Head Games

Pilots must manage distractions.

The "patient" presented as a black screen with white letters displaying CRITICAL FAILURE followed by a comatose SAFE MODE. This electronic workhorse travels in my Jeep, the cockpit of the 737, and aboard the Duke – a well-padded aluminum briefcase for a home. But the briefcase receives no exceptional handling. TSA scans and searches, hotel van loading and unloading, jarring, dropping, and wide variations in temperature are its lot in life. Well, they were its lot in life…its virtual existence faded to an eternal black screen. A post-mortem forensic investigation exposed the cause of death: Due to the minuscule clearance inside the hard drive, a combination of cold temperature start-ups and a malicious virus had conspired against its delicate innards thus destroying both the body and mind of its hardworking hard drive.

Measured and Mature

The operating system, programs, pictures, music and documents were all lost. SAFE MODE was apparently not so safe after all. The apocalyptic event called for a measured and mature response. My unbridled "OMG" and teary-eyed whimpering appeal, "there's no place like home," which had worked in the past, failed to help. Next, a geek-wizard from the Emerald City computer fix-it store was sought for consultation. But neither my whimpering appeal nor the wizard were able to return me, or the hard drive, to Kansas. The alternative response was to follow the yellow brick road to the web and order a new laptop.

Come hither and behold for all to see the Dell "Inspiron" running Windows 10, the newest Internet Explorer and the latest iteration of Word for Office. Never approach a steer from the front, a horse from the rear, or, from any direction, a person over 60 with a new PC (or cell phone), especially one who neglected to back up their old data. Certainly, you've had a comparable level of been-there-done-that. Not since getting my first smartphone have I struggled so desperately not to

throw it into the air and blast it with a couple rounds from my 12 gauge. I obviously needed assistance – and counseling.

I was told that using a kerosene heater to preheat the hard drive to prevent cold start-ups, as I do for the Duke, would produce too much carbon monoxide. And the TSA is hesitant to let me through security with said heater anyway. After three hours of consultation with a computer guy during the setup procedure of my new traveling companion, we agreed on several TSA, EPA and APA (American Psychiatric Association) approved backup systems so as to prevent the security, environmental and no-place-like-home syndromes from manifesting themselves again. The strategy would be this: Allow some warm-up time after travel and before boot-up, use of a flash drive, emailing important documents to myself and securing rental space in "The Cloud" – a virtual safety deposit box for data, on an internet server. No kerosene, no wizard, no shotgun and no psychiatrist.

Head in the Clouds

Coincidentally, the term Cloud is used to describe the internet "place" where our data is stored. The electronic revolution has created a generational paradigm shift in where our attention is directed. To say that the expression "Head in the Clouds" is accurate would be, well, not only truthful but ironic. I'm sure you've seen people, most people in fact, with their heads hung low, staring at an electronic device as they walk or drive. You may have needed a zigzag to avoid colliding with one of them. My Part 121 carrier and the others are once again post-COVID beginning to hire new, mostly young crew members. I point out the young part because of the generational differences – a difference in work ethic, colloquial language, manners, attention span and their incessant and apparently fluent use of electronics. But it's not just the younger generation distracted by electronics. I guess because we old geezers are a "bit" slower in learning and using new tech, often the electronics distract us older folks even more than the tech-savvy youth.

These electronic distractions come from the usual suspects: social media, music, e-readers, email, Googling and texting. Often their use is at an inappropriate time – like when I'm trying to conduct a pre-departure crew briefing (a mandatory event in the Part 121 world). And occasionally it's during the gate arrival phase when my crew is supposed to be disarming the inflatable slide function of the passenger exits. We've "blown a slide" or two because they weren't disarmed before the gate agent or catering dudes and dudettes opened the door from the outside. I'm certain it's happening at all the airlines, and it's not just the newbies making mistakes. It's all crew members that are allowing themselves to be rushed or distracted, often by electronics.

Insidious and Overwhelming

Unfortunately, we pilots can stick our heads in this new societal and metaphoric cloud just as much as anyone. The data available in the cockpit is more and more often coming from other than ground-based VHF and UHF signals – and the majority of available information is not aviation-related. Today's electronic content comes from geosynchronous orbiting satellites for weather and GPS, and the internet, radio and cell/Sat phones for everything else. While these sources of information and entertainment are transformational in their usefulness, they can be habit forming, insidious and an overwhelming distraction. It's no epiphany that the many forms of electronic information distract us from the moving parts of reality. And in our above-the-ground reality, the moving parts often move unforgivingly quickly.

> We made too many wrong mistakes.
>
> – Yogi Berra

Have you ever been running a flight plan and been interrupted by a phone call, email or text and had to start over? How about when you were driving to the airport, or pre-flighting the plane, or boarding your pax? Did you forget to duck while texting and hit your head on part of the plane? Did you forget to remove a protective cover or the chocks because you were distracted? Forget to close or lock the hangar door? Maybe one of your pax took a call, answered an email or text while you were giving them a briefing on the doors, environmental system or how to communicate in-flight. Our new information sources can be attention grabbers, and we must learn how and when it's appropriate to ignore them to ensure the safety of our flights.

Sterile Period

At the airlines, the "when to ignore" is a well-defined point: when we begin required duties or run the first checklist. And if that fails, the "sterile" period, engine start to 10k, is a line in the sand – the time at which all communication and activities are strictly related to the operation of the jet. In GA, the beginning of the before starting engines checklist is a good point to turn off the phone, reader and non-EFB tablets. You may even add "non-essential electronics off" to your on-screen checklist or write it on your old-school paper version: PED's...Set and Off. Personal electronic devices set in airplane mode or off.

Before flight isn't the only time that our electronics may beckon to us. In the middle of the cruise segment, particularly if the flight is longer than a couple of hours, our minds will drift or we may indulge in non-flying activities. Call it boredom, daydreaming or complacency, but whatever it is, your head is in the clouds and you're not paying attention. You may catch yourself, ATC may ask you if you copy center, or they might call you on guard. This is your heads-up, your black screen with white letters telling you that you've been placed in safe mode. Remember, safe mode isn't so safe after all.

> If it keeps up, man will atrophy all his limbs but the push-button finger.
>
> – Frank Lloyd Wright

Do you have a plan if your GPS, GFMS or electronic kitbag becomes corrupted? How about if the GPS signal is disrupted by intentional USAF jamming? Our EFB and aircraft electronics are not as sensitive as a laptop's hardworking hard drive, but they are electronic machines after all, and machines malfunction. The method in which we typically bring ourselves back to reality is to simulate the failure of a system or instrument – like our primary artificial horizon, in this case, the loss of our virtual world of electronic data. The less often we perform this exercise, the more uncomfortable it becomes to lose the virtual world.

Perhaps at some point during every flight we should tune out some, or all, of the virtual world, and tune in more of the real world – except required use of the autopilot during certain, single-pilot operations. Plus, the loss of some of this electronic magic may remind you of why you got into airplanes in the first place. It's fun to be fully engaged and to fly the thing.

Starve Your Distractions Feed Your Focus

The electronic information available to us through cockpit installed hardware, our EFB tablets, readers and cell/Sat phones have reached an exciting level of usefulness, but it can also create distractions and sometimes dependence. Especially post-COVID, we all lean on available aids, crutches and devices for comfort and safety as we regain proficiency. We deal with real things while at the controls of our aerospace vehicles. And it's those real things that remain the most important. From our airplane's perspective, it's still a matter of up-down-left-right and air molecules over and under the wings. Gravity is still there; the ground is still there. And our electronics will supply distracting data or entertainment to the point in which that gravity thing brings us into contact with the ground thing.

If your head is in the "Cloud" due to electronic distractions, complacency or post-COVID fog, this contact may occur at a time, place or a velocity other than that of your choosing. Don't blow a slide, hit your head on the plane, or let Dorothy drop a house on you while you're emailing, texting or engaging in the latest internet fad. T&T

Kevin Dingman *has been flying for more than 40 years. He's an ATP typed in the B737 and DC9 with 28,000 hours in his logbook. A retired Air Force major, he flew the F-16 and later performed as an USAF Civil Air Patrol Liaison Officer. He flies volunteer missions for the Christian organiz tion Wings of Mercy, is employed by a major airline, and owns and operates a Beechcraft Duke.Contact Kevin at* **dinger10d@gmail.com**.

Setting Sights High

Don Av8's Cirrus Vision Jet

by **Grant Boyd**

PHOTOS COURTESY OF RAY TISDALE

Don Medine has a story like many others – an early interest in aviation that fell to the wayside as other aspects of life took priority. The high cost of flying and the fact that he did not have any aviation mentors growing up sidelined his lifelong skyward dream for many years.

After college, Don became a police officer in Northern California and had "an action-packed, 18-year career." While his law enforcement career was cut short due to injuries, he was able to fall back on a company he founded a few years after becoming a police officer – Tactical Command Industries. The company designed and manufactured various tactical earpieces and headset solutions for law enforcement and military agencies across 60 countries.

Alongside his wife Patti, Don operated the company for nearly two decades until it was acquired in late 2013. Freshly retired at 48, he had newfound time to pursue his passions. Patti purchased flight lessons as a birthday gift and encouraged him to fulfill his longstanding goal of becoming a pilot. And in 2014, he fulfilled that dream and earned his pilot's license within a year of retiring.

Don then worked towards his instrument and commercial ratings, which allowed him to travel the country. These ratings also allowed him to dive deeper into volunteer and philanthropy work. Don coaches high school football and is involved with the Dana-Farber Cancer Institute in Boston. Medine is also involved with several volunteer pilot organizations, including the U.S. Air Force Auxiliary Civil Air Patrol, Patient Airlift Services, Angel Flight Soars, Lifeline Pilots and Veteran Airlift Command. The common denominator among these organizations is the mission to provide free-of-charge, non-ambulatory transportation for those requiring treatment at medical facilities outside of their local area and transportation for veterans and their families. To highlight the work of these organizations and some of his flights, Don created the YouTube channel "Don Av8's."

"It's been a really positive experience so far, and I see the engagement with viewers growing," said Medine. "Aviation is an international passion, and it's great to reaffirm that through the online engagement. I hope I leave viewers with the impression that I am a conscientious pilot that enjoys helping others."

Roughly 50 percent of Don's flying is for volunteer pilot organizations, while 40 percent goes toward personal and destination flying. The remainder is typically flights for friends or folks interested in the Vision Jet and its operations. An enthusiastic aviator, Don's excitement for flying and his aircraft is infectious. On top of spreading the work conducted by volunteer organizations, his YouTube viewers can learn a lot about the Cirrus Vision jet, whether it is visual approach procedures, a washing and waxing demonstration, or panel shots during flights.

Don currently divides his time between these philanthropic endeavors and business consulting services in the form of corporate optimization, talent development, product design and leadership practices. He also consults aviation businesses and aircraft owners in areas like aircraft selection, shared ownership options, and partnership referrals for accounting, legal, financing, brokering, management, training and maintenance.

Though formally involved in aviation for just seven years, Don quickly ascended to turbine ownership from his first training flight. During primary flight training, he flew Cessna 172s along with 182s for Civil Air Patrol operations. Shortly after obtaining his private license, he purchased a used Cirrus SR22 G5, which he flew for about 18 months. Next, he bought a new Cirrus SR22 G6 for about a year and a half until he started looking for an aircraft with an extended range. Currently, he owns a 2018 Cirrus Vision Jet and operates out of KMQY in Smyrna, Tennessee.

"I had been a Daher TBM fan for almost a decade and had a feeling I may eventually move in that direction. I also considered other airplanes like the Piper Meridian, Eclipse Jet and the Citation Mustang. I probably had 30 turboprops and light jets under evaluation before purchasing the Cirrus Vision Jet."

Prior to purchasing the jet, Medine flew it with his wife and aircraft broker Mark Egan with Lone Mountain Aircraft. At the time, he was a 1,100-hour pilot that "started flying later than most people." He found that the SF50 was a great transition from the SR22s he had owned for several years. The need for a type rating in the Vision Jet was also a welcomed challenge.

"I found the SF50 fit my mission well and has predictable operating and maintenance costs. It would allow me to fly even longer volunteer flights and be great for our trips between our homes in the Nashville area and New Hampshire. I soon realized it allowed me to visit relatives in Texas, Florida and South Carolina much more frequently than I imagined. It also opened

Owner-pilot Don Medine and family.

A trip for Patient Airlift Services.

Service pups go for a flight.

opportunities to fly my wife to various Thoroughbred horse races, which is one of her passions."

The Cirrus Vision Jet checks many boxes for the Medine family, with several aspects about the aircraft that Don appreciates.

"I really enjoy the safety, comfort and stability of the SF50. Active and passive envelope protection and the Cirrus Airframe Parachute System (CAPS) provides pilots and passengers with confidence in flight. The Garmin Perspective Touch avionic package is feature-rich, and places approach procedures, vertical navigation, crossing restrictions and other functions at the pilot's fingertips. All of these features provide phenomenal situational awareness, in my opinion."

He went on to note that there is not really anything "missing" from the Vision Jet. "The airplane has so much to offer pilots like myself. The roomy cabin and forward-facing passenger seats are rare in the very light jet category of aircraft. I hope the next generation SF50 has a little more useful load, speed, and a higher service ceiling, but I have never been in an aircraft that offers the same forward visibility as the SF50. As such, calling it the Vision Jet is absolutely fitting."

The aircraft has enabled Don and his family to expand their travel footprint. They frequently enjoy traveling to Longview, TX (KGGG), Laconia, NH (KLCI) and Atlanta, GA (KRYY). That said, volunteer flights take N379JM places where Don normally might not travel. Flying into new airports keeps him "engaged and challenged" in aviation and flying his airplane. Naturally, the thought of transitioning to another aircraft has crossed his mind.

"I am at the point where I have been thinking about my next airplane and seeing my jet go to a new owner to enjoy, but the SF50 is nearly perfect for my needs at the current time. It's a dream to fly and so many people like its aesthetics. Purchasing a new SF50 is certainly being considered, but I will have to get back in line due to tremendous demand. It is an exceptional pilot-owner airplane, and there is nothing better in terms of a piston to jet transition aircraft in my opinion." T&T

Grant Boyd *is a private pilot with seven years of experience in general aviation business from marketing to customer service. He has written more than 85 articles for aviation publications and enjoys learning about aircraft/pilots with unique missions. Grant can be reached at* **grantboyd2015@gmail.com.**

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What's Your Story?

Twin & Turbine is in search of more feature stories for the "Owner's Corner" – a space dedicated to stories featuring you, the reader and owner-pilot.

The intent here is to stretch beyond a typical flight review and deeply explore various owner-flown aircraft through an operator's eyes. Whether its operational nuances, maintenance know-how or mission performance – who knows an airplane better than its longtime owner?

Maybe it's sharing time-tested learnings about your airplane, discussing a recent upgrade experience, detailing a memorable trip, or sharing how your aircraft enhances your personal or professional life – this is our formal invitation for you to submit a story for potential publication in Twin & Turbine. Features can be written either by you or a member of our team.

Submit your story idea to *rebecca@twinandturbine.com* and we will work with you directly throughout the process.

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Fog is Where You Find It

In college, I took a three-hour credit course called "Climatology." I aced it. So, I answer my non-pilot friends' weather questions by telling them I am a weather expert. A few actually believe me.

But I still can't figure out fog.

I think it has something to do with moisture and temperature. It's very confusing. Sometimes it's exactly where predicted. Other times, it appears out of nowhere and ruins our day.

I've missed an approach at Wichita Falls, Texas (KSPS) in a Beech Duke after being "on top" at 200 feet with unlimited visibility above and dense fog below. The Air Force operates T-38's there and hurriedly recalled the squadron home one morning as I diverted to another airport in the clear only ten miles away.

My friend Larry King departed Hammond, Louisiana (KHDC), recently in his M2 for a one-hour flight home to Mesquite (KHQZ). At the time, the destination was forecast to remain at 900 overcast with more than 6 miles visibility. But by the time he started the approach around sundown, it was down to minimums (as seen in the photograph). "It was the lowest approach in my career, and I didn't expect the weather to drop so quickly," said Larry.

Fog is where you find it.

A few weeks later, I decided to exercise the C90A with a quick, early morning flight from Dallas Love (KDAL) to Mesquite and return. I could make the trip and bring back a cup of coffee to Patty for breakfast. The prior evening forecast was for clear skies and unlimited visibility. It would be a simple out and back.

The next morning, KDAL was indeed clear. But not Mesquite. Only 18 miles away, the ATIS reported indefinite ceiling 200 and visibility less than one-quarter.

Fog is where you find it.

I sat in my COVID-free car in the Signature parking lot under clear skies waiting for a few minutes to see if the Mesquite weather would improve since I wanted to make a landing there to hone my skills. The same people who believe I am a meteorologist also think I am a pilot. I called the Mesquite FBO. "Any improvement in the weather?" I asked. "Well, I can see the tractor on the ramp, so yeah, it's up to half a mile," came the reply.

I took my time with the pre-flight.

"King Air three nine six Delta Mike, contact departure on one two four point three," said the tower. In the climbing right turn off runway three one right, I began to monitor the Mesquite ATIS.

"Mesquite airport information Tango, one three five three Zulu, wind calm, visibility one quarter, fog, ceiling two hundred overcast. Temperature one-one dewpoint one-one. Altimeter two niner niner tree. Expect ILS runway one-eight. Advise you have Zulu."

I advised approach that I had the ATIS and would plan on a missed approach. Cleared for the approach and handed off tower, the local controller asked if I had the current weather. Affirmative, I answered. He cleared me for the "option," meaning I had lots of discretion for planning purposes. Intercepting the final approach course, I realized that the fog had now moved several miles east of the airport.

"Tower, what's your visibility now?" I asked. "It's just gone VFR with three miles," he said.

And just like that, the fog was gone.

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, David is the Director of Programs and Safety Education for the Citation Jet Pilot's Safety Foundation. You can contact David at* **davidmiller1@sbcglobal.net**.

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