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Owner's Corner

Thomas Remo



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Courtesy of Alex Crail

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75 Years and Counting

75 years is a long time. The average lifespan in the United States is around 79 years. It goes without saying that in 75 years, Stevens Aerospace & Defense has seen a lot of change in our industry and developed a rare formula for success. In September 2022, I wrote a piece for T&T's Company Chronicles feature about Stevens. In the article, I delved into how Stevens Aerospace & Defense started and navigated an ever-changing aviation environment. This month, I wanted to highlight Stevens again to help celebrate its 75th anniversary in 2025. You'll see the reprint of my 2022 piece further back in this issue.

In addition to Stevens' momentous anniversary, June 2025 is gearing up to be full of travel and face-to-face time with our industry leaders. I will be in Florida visiting with Flightline Group in Tallahassee, then driving down to Fort Lauderdale to help manage the second annual Pinnacle Air Network HR committee meeting at Banyan Air Services. After that, I'll head to the great white north of Prince Edward Island, Canada, to take part in StandardAero's customer appreciation event and airshow. That's a lot of great stuff going on.

A long time ago, I was co-pilot on a Beechjet 400A. I remember without any fondness whatsoever the unpleasant task of lavatory servicing after a flight if one of the passengers just had to go while airborne. Luckily, the Beechjet had fairly short legs, so it didn't happen often, but when it did, it was pretty painful. Peter M. Greenfield sent in a humorous and poignant story about his days in an old Convair 580, when servicing the lav was left to the pilots (did he really go to college for this?). Thanks, Peter, for the unpleasant memories we get to relive this month.

We're about a month away from EAA's Airventure in Oshkosh, WI. I'll be there with my cameras looking for the next year of Editor's Pics, along with all the new stories we'll be learning about for you readers. Stay tuned for lots more.

Fly safe out there!



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Stevens Aerospace & Defense Systems



Remington Ammunition was founded in 1816; Brooks Brothers, 1818; and Macy's in 1843. These are some of the oldest companies still in operation in the United States today. The founding roots of Stevens Aerospace & Defense Systems go all the way back to 1813, three years prior to Remington's existence. The Wright brothers didn't fly until 1903, so as you can imagine there's quite a bit more to Stevens' history than is widely known in the aviation world.

According to the J.P. Stevens & Co. register, the company began in Massachusetts as Nathaniel Stevens in 1813, later changing to Nathaniel Stevens & Son in 1850 when Captain Nathaniel Stevens' son Moses T. Stevens became a partner. The company changed its name to M.T. Stevens & Sons by 1885. At the time, John P. Stevens, Moses' nephew, was a selling agent for M.T. Stevens & Sons, and in 1923 his company, J.P. Stevens & Co. was incorporated. In 1946, J.P. Stevens & Co. Inc. and M.T. Stevens & Sons Co. merged and kept the J.P. Stevens & Co. Inc. name. By then J.P. Stevens was an east coast textiles powerhouse with plants up and

down the eastern seaboard. The company went public that year. By 1950, they needed a flight department, and the subsidiary, Stevens Aviation, was formed.

In 1975, J.P. Stevens and Co., Inc. had 82 textile plants in Alabama, California, Connecticut, Georgia, Massachusetts, North Carolina, South Carolina, Tennessee and Virginia. The main offices remained in New York City, with administrative offices in Greenville, S.C. The textile plants produced cotton, wool and synthetic yarns and fabrics and products such as towels, carpets, hosiery, glass fabrics and sheets. In 1989, the company was acquired and split into multiple companies. Stevens Aviation continued as a separate entity.

The Stevens Aerospace & Defense website describes its history in this way: Stevens Aerospace sets the standard for excellence in aircraft sales, service and management. Its rich history began in Greenville, SC when Robert T. Stevens, then president of The J.P. Stevens Company, decided to start his own flight department. By the mid 1950's, Stevens Aerospace expanded its capabilities by pumping fuel and doing repairs on transient aircraft. The flight



department quickly outgrew its hangar at the Greenville Downtown Airport; and in 1962, Stevens became the only FBO at the newly constructed Greenville-Spartanburg Airport.

The 1960s were a time of great growth for Stevens, especially once it became a Beechcraft distributor and authorized service center. By the end of the decade, they had over 100 employees and more than two dozen aircraft in their fleet. They became known as the place to have your King Air serviced.

Its services and geography continued to expand in the 1980s as it became a full service facility offering maintenance, avionics, completions, aircraft sales and FBO services with additional locations, including Nashville, TN. The company's current ownership by Tom Foley started in 1989.



According to Bizav Media, Foley has headed up Stevens Aviation since he acquired it in 1989 as part of his share of a three-way buyout of the North Carolina textile manufacturer JP Stevens. Today's MRO operation began as part of the flight department of JP Stevens, under the direction of the company's chief pilot, Ralph Cuthbertson, back in the early 1950s. At the time, JP Stevens ran several Beechcraft aircraft and some of the family were pilots.

The buyout, for \$1.2 billion, involved the rival, Georgia-based textile producer West Point-Pepperell, the Bibb Company, owned by Foley, and Odyssey Partners, a Wall Street investment firm.

Foley's involvement came out of his background in private equity. He has an MBA from Harvard Business School and had a stint with the consultancy firm McKinsey & Company before joining Citicorp Venture Capital. He left CVC to set up his own private equity firm, NTC Group, in 1986. Shortly after he launched NTC, Foley bought a textile



Stevens offers robust AOG services

firm, the Bibb Manufacturing Company, in Georgia. Initially, therefore, the buyout looked like simply a consolidation move in the textile business, with two textile companies acquiring a third, but when it came to deciding who got what with respect to the target company, Foley found himself excited by the idea of acquiring JP Stevens' former flight

department, which had branched out and was offering services to owners of aircraft outside the Stevens Group.

Over the years since acquiring and building Stevens, Foley has been quite busy. He was tasked with leading the group in charge of rebuilding Iraq's post-war economy and infrastructure, he served as U.S. ambassador to Ireland,



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and even dabbled in Connecticut politics, running for the U.S. Senate and the governorship in the state.

Under Foley's command, Stevens built its massive 200,000 square foot completion and maintenance facility in Greenville, SC in the 1990s to accommodate major expansion needs due to military contracts. This center continues today as its largest MRO and corporate office complex.

Several years ago, Stevens launched its aircraft-on-ground (AOG) and Mobile Services group as a dedicated service division. Their AOG trucks and a crew of hand-picked "road-experienced" technicians cover the US and abroad and continue to grow with more trucks and locations every year. This fleet is utilized by OEMs, Part 91 operators, and Part 135 operators daily. In 2018, the company changed its name to Stevens Aerospace & Defense Systems after obtaining AS9110 and Military 8210.1C certifications and to reflect their expanding expertise.

In 2019, Stevens opened another facility on the east coast and announced that Christian Sasfai would become president of Stevens starting July 1. Formerly Mr. Sasfai was vice president and chief operating officer of TAC Air, and before that he was with Piedmont Hawthorne/Landmark. Sasfai worked for Stevens as director of business development and financial planning from 1995-2002. In addition to Mr. Sasfai's extensive experience in aviation services, he is a pilot and certified flight instructor.



Christian Sasfai

What started as a textile company's flight department in 1950 has grown to provide civilian maintenance, repair and overhaul (MRO) services for Beechcraft, Challenger, Cessna, Embraer, Global Express, Gulfstream, Falcon, Learjet, Piaggio and Pilatus aircraft. Stevens is now a U.S. and foreign government prime service provider of depot maintenance, refurbishment and modifications for military versions of general aviation airframes. Stevens Greenville is a Class III repair station that is ISO9001: 2015, AS9110C, Defence Contract Management Agency (DCMA) 8210.1C certified, EASA and DGAC certified and GFRC compliant. Stevens' Greenville facility has DCMA on the field. Stevens Aerospace operates facilities in Greenville, S.C. (GYH), Denver, Colorado (APA), Nashville, TN (BNA), and also operates a 24/7 AOG-MRT Division.

Recently, Sasfai told Vertical magazine, "We treat every project, large or small, as though it was our own aircraft. From the day-to-day customer communication to the quality of our workmanship, we want our customer to feel like his aircraft is our only priority. I think that's a large part of how we've achieved lasting success for 75 years." **T&T**



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We could not have landed five minutes later when the conditions deteriorated even further with snow and freezing fog.”





Glenwood Springs, CO

Mountain Flying in Jets

by **Ed Verville**

With great snow for skiing in the Rockies, we have been frequenting the mountains more than normal. What has been different is the weather. Most of our mountain flying is during the day with VFR weather conditions. Lately, we have had multiple approaches near minimums.

A few weeks back we flew into Montrose, Colorado (KMTJ). The weather conditions were advertised as VMC (Visual Meteorological Conditions) just before starting the ILS approach to runway 17. By the time we landed the weather conditions had deteriorated to nearly ILS minimums. We could not have landed five minutes later when the conditions deteriorated even further with snow and freezing fog.

A few days ago, we flew into another beautiful destination at Heber Valley, Utah (KHCR), next to Park City. Weather conditions were starting to come down as we were nearing the airport. The only instrument approach to the airport is the RNAV (GPS)-A that has an MDA (Minimum Descent Altitude) of 8,020 feet MSL (Mean Sea Level) or 2,383 feet AGL (Above Ground Level). The approach requires 3 statute miles visibility. The winds were calm enough to land in either direction on runway 04 or 22. The approach comes in from the North, more loosely aligning with runway 22. We did not pick up or see runway 22 in time to start a descent to that runway, so we circled to runway 04. We could see the mountains closing in on our downwind leg to the runway. The



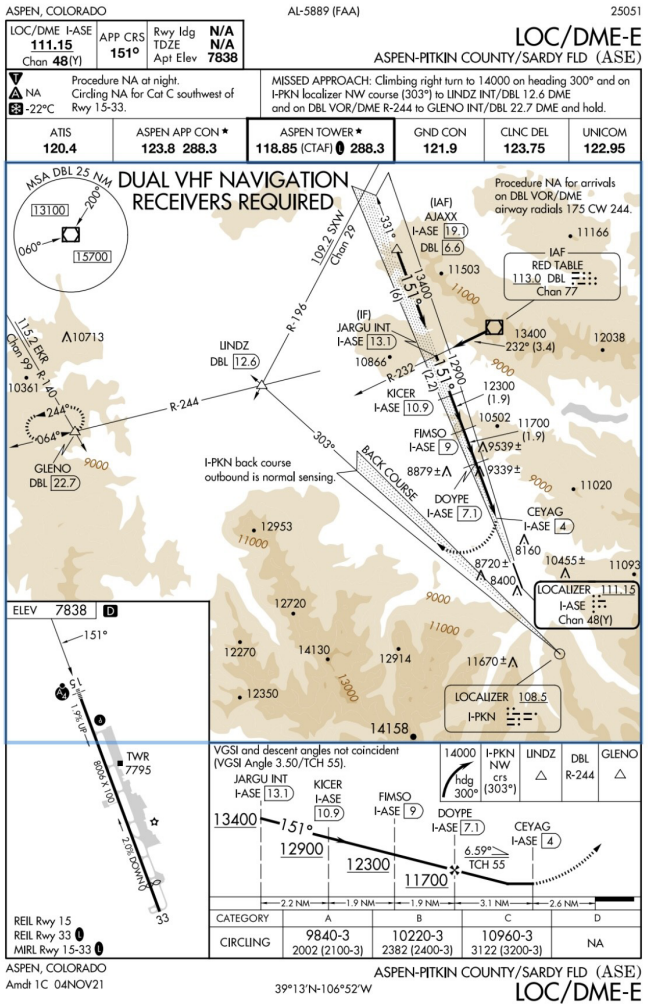
mountains were also becoming obscured by the snowfall as we were turning on our base leg. After one more 90-degree left turn, we were lined up on final approach and made a successful landing on the skinny runway. (This runway looked more like a taxiway than a runway).

Again, just after landing, it started to snow hard. We had a plan to hangar our Challenger Jet that would never come to fruition. After securing the airplane, we drove to our hotel in Park City, just eleven miles away, but nearly an hour's drive with the snowfall. After a brief but beautiful visit to Park City, we returned to the FBO at Heber Valley the next day. Our airplane had not been hangared as promised. (They could not move our airplane with a tug due to the amount of snow). It was covered with six inches of snow and was blocked from moving by snow on the ramp. It took nearly three hours to plow the snow from around our airplane and then de-ice it with glycol. It took a record 200 gallons of Type I Glycol to de-ice our airplane.

Our third winter wonderland adventure was a flight from Miami Opa Locka Airport (KOPF) to Aspen, Colorado (KASE). It was a four-hour and twenty-minute flight with the winter headwind. The forecast at Aspen predicted the weather to deteriorate at our arrival time. And this time, the weather forecasters were actually correct. The passengers were paying money to go to Aspen. Our preferred backup airport plan, if we could not get into Aspen, was Eagle, Colorado, as we had a revenue flight out of there in two days. The passengers requested that we go to Rifle, Colorado, if we could not get into Aspen. As we neared our destination, the weather at Aspen went below minimums. Rifle would make an easy mountain alternate airport as it is the only one of the three airports serviced with an ILS approach.

Weather was moving in from the West, and the weather at Rifle Airport went below the approach minimums, even for the ILS approach. We then started working on diverting to Eagle Airport, just to the North, where the weather was

still good, for the time being. Our routing had us flying nearly over Aspen and I saw some holes in the clouds with occasional ground contact. The Co-Pilot asked ATC if anyone was getting into Aspen. The controller responded “it is your lucky day, the jet ahead of you just got in.” So, after going full circle from our destination being Aspen, Rifle,



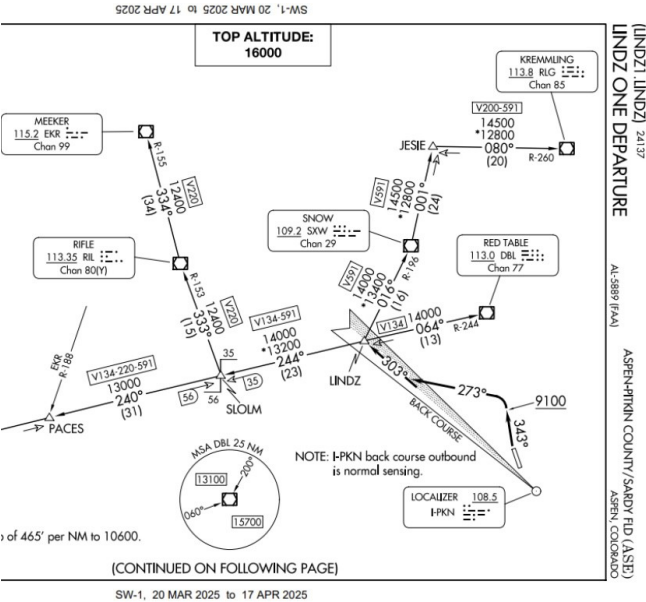
The view into Aspen on the approach

and Eagle, we were again headed to Aspen. We executed the LOC-DME-E approach to Aspen. A normal instrument approach angle to an airport is 3-degrees, which equates to about a 300 feet descent for each mile. The approach angle to for the Localizer (LOC) approach into Aspen with its mountains is 6.59-degrees or more than double a normal descent angle. The airport elevation is 7,838 feet MSL. The Flight Attendant in the jump seat took a video of the approach. Later, I could hear a couple of excited comments from the Co-Pilot on the video as this was his first time flying into Aspen.

Next, we were to do a repositioning flight without passengers to Eagle Airport, but the weather there went below approach minimums, so we stayed in Aspen. And our flight out of Eagle Airport the following day was reassigned to another crew. We now had a day off to spend in Aspen (actually on standby, but no scheduled revenue flights). But I spent most of it doing pilot stuff such as eLearning for my upcoming survival training (CPR, First Aid, Water, Raft and Fire).

Operations changed our scheduled flights, and two days later, we were headed to Dallas, Texas (KDAL). I did the flight planning using the ForeFlight Application. We planned and received a clearance from ATC to fly the LINDZ 1 Departure off runway 33 at Aspen. It involves a quick right climbing turn to a heading of 343 degrees. After climbing on this heading to 9,100 feet (MSL), a left turn to heading 273 degrees is required till intercepting the 303-degree radial/course to the LINDZ Intersection. We also performed contingency planning for an OEI or One Engine Inoperative, just in case an engine was to fail. Interesting, every time I have done this departure in the flight simulator world, an engine has failed.

Both engines worked during the climb out. The first startle factor for my new-to-Aspen Co-Pilot was that there was another jet on final approach as we departed. The Tower Controller reported the jet's position at 11 o'clock and



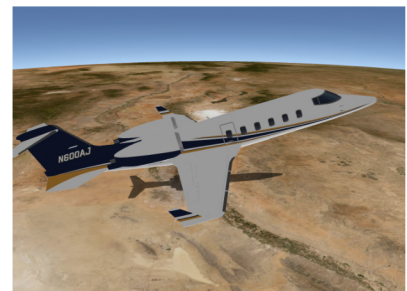
The LINDZ ONE departure procedure



Departure view from Runway 25 at Eagle, CO

directed us to maintain visual separation. The timing was perfect. The jet passed off our left side just before we reached 9,100 feet and had to make our left turn. The second startle factor for both of us was when I called for the Co-Pilot to retract the flaps from the takeoff position of 20 degrees to zero. We received a FLAPS FAIL yellow caution message, and the flaps were stuck at 20 degrees. (Yes, this is my second Flaps Fail within recent history). With the flaps stuck at 20 degrees, we were restricted in both altitude and airspeed. We also could not conduct an enroute flight per the manufacturer's limitations with any amount of flaps extended. We certainly did not want to turn around and land at Aspen with its mountains and steep approach descent profile, so we advised ATC of the abnormal situation and that we needed to divert to Centennial Airport near Denver. Centennial is just East of the Rocky Mountains' ridge line, has a slightly lower elevation at 5,885 feet MSL, with a longer runway 17L being 10,001 feet in length. Just what I like when I have a fast approach and landing speed. The next surprise was that we could not just turn East and head to Centennial. The minimum IFR altitude was 16,000 feet, and we were operationally restricted to no higher than 5,500 feet with the flaps out. ATC advised that they needed to route us up near Laramie, Wyoming, and bring us back down on the other side of the mountain ridge. We enjoyed the circuitous routing and the view of the mountains from what is a very low enroute cruise altitude for us. We joined

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the PINNR 3 RNAV Arrival at the CHOTS Intersection for a landing on runway 17L.

Our passengers were less than ecstatic with this scenic detour and diversion. Company Flight Operations quickly arranged for alternative transportation for them. Local contract maintenance worked on the airplane and got the flaps operational, but they could not find the specific cause of the problem. Lastly, we conducted a ferry flight without passengers to a Bombardier Service Center for a deeper look.

The mountain views and the snow were beautiful. It was a different dynamic managing the weather elements. We had reduced visibilities in flight and during instrument approaches, as well as snow accrual on the ground that delayed our headway. Our crew of three all feel fortunate that we get to visit such wonderful locations and fly jets in the mountains. **T&T**



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



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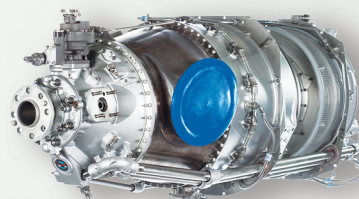
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How Online Auctions Are Redefining Aircraft Sales in the Digital Age

by **Mindy Lindheim**



O imagine this: You're sitting in your favorite recliner in your living room, watching a reality show with your wife that you swear you hate but secretly keep up with every bit of detail. The smell of an almost-ready home-cooked dinner fills the room, and you take a sip of your bourbon old-fashioned, which took you years to perfect. Your laptop is glowing in the corner of the room, and you casually check your watch. The bidding has officially ended. As you stroll over to check the results, your eyes widen with excitement, and the mundane dinner quickly turns into a celebration.

You've won. For \$2.34 million, you're the proud new owner of a P-51 Mustang and you never even left the house.

This is a real story—well, part of it, at least! A real buyer purchased a P-51 Mustang at an online auction for \$2.34M, but I can admit my imagination of the final moments was crafted for a good story. That is how I like to imagine the buyers who surf the web in search of the best and most unique deals. And these buyers are no strangers to Aircraft Bidder.

Reimagining the Aircraft Sale

Aircraft Bidder (www.AircraftBidder.com) is shaking up the way people buy and sell aircraft—whether it's a Skyhawk

or a warbird. Established in 2020, Aircraft Bidder is an online platform that specializes in auctioning aircraft and allows a set period for buyers to submit bids in their hopes of winning a great opportunity.

Aircraft Bidder's Vice President of Sales, Gordon Ramsay, helps explain the process:

"We are a licensed auction site that capitalizes on the interest of purchasers bidding against each other to purchase a given airplane. A purchaser can do their own due diligence on the subject aircraft where it sits, but they must do so before bidding on the plane. Once a bid is placed, it is a commitment to purchase the aircraft at that bid price if the bid meets the owner's reserve price on the plane."

Why Go to Auction?

So why would aircraft owners or serious buyers turn to an auction instead of the traditional handshake-and-haggling approach? On the seller side, it creates a clear path to the sale. The process has a set schedule they can expect, they get to skip traditional negotiations and counteroffers, and sell the plane as-is, where-is. If the bidding exceeds their pre-approved reserve price, the closing will occur within 72 business hours. For sellers who value speed, predictability,



and exposure, the format can deliver results in as little as 40 days versus traditional listings that may drag on through pre-buys and fall-throughs for months.

And who makes an ideal buyer on the site? Gordon explains, "A buyer willing to purchase as-is can most often capture a better value and buy in an uncluttered marketplace, where they have pure visibility on what others are willing to pay for the aircraft during the bidding process."

Buyers' confidence is driven by an online portfolio of photos, digital logbooks, spec sheets, and sometimes even video walkarounds. They are encouraged and invited to visit the aircraft in person and verify as much information as possible before bidding. Although they cannot conduct a complete tear-down pre-buy inspection, they can get a lot out of the information provided and a visit. "No reasonable requests are turned away," Gordon emphasizes.

When I first heard of online aircraft auctions, I admit that my first thought was, "What kind of aircraft are even on there? It must be crazy stuff." And while I wasn't totally wrong, I was also way off. I've seen just about everything pass through Aircraft Bidder—especially since the auction site is owned by Lone Mountain Aircraft, the brokerage where I work. Personally, I've represented Piper Arrows, Cessna Skyhawks, Skylanes, and a variety of pistons through the platform. But the real showstoppers? Those come from the turbine and twin-engine world.

Spotlight: Notable Twin & Turbine Sales

Here are just a few of the standout aircraft that have crossed the digital auction block on Aircraft Bidder:

P-51 Mustang As already mentioned, the Mustang was a favorite of mine. It was a 1944 North American Aero P-51D auctioned in 2023, complete with a seller-paid annual to be completed after the auction ended, a two-place seating configuration, new paint in January of 2011, and only 160 hours on the overhauled engine. As aviators, it is our duty to drool over Mustangs, and this was no different. Our company group text was going wild, leading to the final moments of the auction. One team member was even joking around and pushing for the group to all pitch in to purchase the Mustang as our new company plane...or was it a joke?

AOPA's Extra 300 When asked about some of his most memorable auctions, Gordon Ramsay said, "We auctioned the AOPA Extra 300 at an astonishing price, which exceeded the seller's expectations." This aerobatic plane drove a lot

of traffic to the site and even included a period of in-person viewing on display at Sun N' Fun that drew major attention.

UH1 Huey Helicopter A piece of history that drew significant attention and strong bidding. The Huey is among several helicopters that have transacted on the site. The Huey boasts over 4600 pounds of useful load and this one in particular was a 1966 model that had been operated under a Restricted Category for Pest Control/External Load Part 133 Operations.

A fleet of Kodiak 100s One of the Kodiak 100s sold was an amphibious floatplane configured for sightseeing tours and charter operations. It had 10 seats total, leather seats, and 617 hours since new. It had just one owner since new and no damage history. A real nice find!

The auction site can be a great platform for aircraft with unique history, special specifications, and collectibles, but it has also proven a great success with everyday aircraft. "Late model Cessna 172s have brought record-breaking prices as flight schools have scrambled for these aircraft and are willing to pay well above market price to bid against other schools. Everything from Cubs to Citations has sold on the site," says Gordon Ramsay.

What's Next?

The digital age is among us; there is no denying that. Leaning into modern purchasing techniques will give buyers an edge and keep them on the heels of great opportunity. Aircraft Bidder shared their latest feature, which is called The Hangar. Gordon states, "The Hangar will offer a similar sales process to the Aircraft Bidder page, but without a specific scheduled bidding period. Potential buyers can do the same due diligence and submit an offer on the aircraft, which will either be accepted if they meet the reserve selling price or rejected if not. Purchases are still as-is, where-is, and funding must occur within 72 business hours of the acceptance of an offer."

Auction or Broker? Why Not Both?

The beauty of Aircraft Bidder is that it doesn't aim to replace traditional sales, but rather it expands the options. For the right aircraft and situation, an auction creates momentum, clarity, and results. And for sellers who need more customization or want to drive the conversation, traditional brokerage still reigns.

Either way, it's exciting to see the industry lean into modern tools that meet buyers where they are—sometimes, quite literally, at their kitchen tables. **T&T**

Mindy Lindheim is an experienced pilot, aircraft broker, and aircraft owner. She has Textron Aviation factory experience as both a sales director and demonstration pilot and has since worked her way up to earning a Citation 525S type rating, Citation Longitude C700 type rating, and sells airplanes for Lone Mountain Aircraft. Mindy is very active on social media to educate, inspire, and share aviation experiences on her accounts [@schmiindy](https://www.instagram.com/schmiindy). You can contact Mindy at Mindy@ChasinTailwinds.com.

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

HIGH PERFORMANCE MOVE-UP SINGLES - 10,002

OWNERS

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

Q-Routes over the Gulf of Mexico

Required and Essential Equipment to Prepare for an Emergency.

by Lawrence S. Searcy Jr



The benefits of flying pressurized, high-performance piston or turbine aircraft are too numerous to list. One benefit is the ability to climb into the flight levels above 18,000 feet with access to high-altitude routes that allow more direct routes, cutting flight time and distance. Some specially designated high-altitude routes depicted as “Q-Routes” are on the high-altitude charts.

Published RNAV routes are designated as Q-Routes, T-Routes, and Y-Routes. T-Routes are generally for RNAV-equipped aircraft flying between 1,500 feet above the surface to 18,000 feet. Y-Routes are generally

for offshore operations with some exceptions, and Q-Routes are for RNAV-equipped flights between 18,000 feet and Flight Level 450. Three Q-Routes transect the Gulf of Mexico from New Orleans and the Leeville VOR to the west coast of Florida, allowing for a shorter flight from points west to southern Florida.

When flight planning, the routes along the coast on the southern borders of Louisiana, Mississippi, and Alabama may seem similar in time, but the practical application is very different. When flying along the Gulf Coast from the West following a tract from Biloxi, to Mobile, to Pensacola, and

then south, several Military Operating Areas (“MOA”) exist, and the likelihood of being vectored around the MOA is great. This is true even when the MOA is not necessarily “hot”. The resulting vectors will increase the length of the flight, the amount of fuel burn, and the time in the air. All considerations that may necessitate a stop to refresh and refuel. Conversely, using the Q-Route will take less time and burn less fuel, and provide a more direct flight to southern Florida.

Any over-the-water journey requires special provisions depending on how far out over the water the flight takes you. All of the Gulf of Mexico Q-Routes

require the most stringent equipment list because they are more than 100 nautical miles from shore and more than 30 minutes flying time from land. Accordingly, to use the Gulf of Mexico Q-Routes, every plane must have the following:

1. A life vest for each occupant with a survivor locator light.
2. A life raft that can accommodate all passengers. Specific aviation life-rafts can be purchased from most aviation-related vendors and can even be rented from some FBOs that are along the coast and cater to over-the-water journeys.
3. A pyrotechnical signaling device (flare gun) for each life raft. These can be purchased from most boating or outdoor stores.
4. A portable emergency radio capable of transmitting on the appropriate emergency frequency.
5. A lifeline.
6. Long-range navigation equipment approved for use under Instrument Flight Rules as a primary means of navigation, such as a Global Positioning System.
7. And pilots should fly the center-lines of the routes.

Some additional items that should be considered when flying the Q-routes over the Gulf of Mexico include additional safety provisions. Redundancy is your friend, and the more precautions that are taken, ultimately result in better outcomes. So, while the FAA mandates certain survival tools, there are some additional items that are recommended for the journey.

First is an easily accessible waterproof bag with some essential life-safety items. The bag should be physically attached to the life raft before take-off so that both can be deployed simultaneously in the event of a water landing. For saltwater, a great portable desalination straw is not available, so bottled water should be carried. Additionally, wrapped food like nutrition bars provides essential nutrition if the possibility of rescue lasts for some time. A signal mirror is small, takes up limited space in the survival bag, and can be useful in conjunction

with the flare gun or if the flares fail. A woman's compact makeup mirror works great. A small umbrella and quick-dry camping towel can provide shade during the day, with the towel doubling as a small blanket for warmth at night. Both are easily packable in the waterproof go-bag. A strong LED flashlight, even for daytime flights, is a great signaling device and will provide necessary light if the time in the raft bleeds into nighttime. A portable GPS

device or Garmin In-Reach are not required, but will enable communication with rescuers in the event the portable radio fails. Compact binoculars will assist with spotting ships, boats, emergency personnel, or the Coast Guard so that signaling can begin. Of course, the required portable radio should be packed in the waterproof bag for communicating with the authorities once the plane has ditched and the passengers have safely exited the plane.

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Honey Bucket Stories

by Peter M. Greenfield



The servicing of aircraft lavatories is a subject that most people would not care to delve into deeply. However, waste disposal on aircraft presents some unusual challenges, interesting equipment, and of course plenty of opportunity for things to go wrong. One would think that the hands-on training in this area would be limited. However, the simplest things are sometimes the most difficult to get just right.

Over the years, lavatories in various places have been given different nomenclature. For instance, in a restaurant, you might inquire about the “rest room.” On a ship, you would search for the “head.” However, on an aircraft, you would definitely be looking for the “blue room.” This term derives not from the tacky wallpaper, but from the color of the fluid that is used to “flush” the toilet. The fluid begins as 100% water, to which a very powerful blue dye and deodorant is added. This is responsible for the distinct color and hence the name.

In a ground-based toilet, the flush water is fresh each time, it is used only once. This would not be practicable in

an aircraft due to the very heavy weight of the water that would be required to be carried aloft. Very early aircraft solved this problem in a simple way. Water was not even needed at all. A seat was provided (you can bet that sucker was cold!) and an opening underneath led to the great outdoors. “Out of sight, out of mind,” my mother used to say. Of course, in the early 1900s, the countryside was not quite so populated, and environmental pollution laws hadn’t yet made their debut. The phrase “heads up!” was probably coined around this time. Early trains used the same method. I never could understand why people would walk along train tracks. Oh, well.

More modern aircraft (circa 1960-1990) toilets work this way: Several gallons of blue fluid is pumped into the toilet system from a vehicle outside the aircraft. About five gallons of fluid would be used to start. I hate to have to tell you this, folks, but the first person in line is the only one who gets to flush with 100% water. Your fears are now confirmed! The powerful blue dye changes the characteristic yellow color to a soothing and illusionary navy blue. The deodorant is specially formulated to fool your nose as well. As the facili-



ties are used, this reservoir fills up. You could see all this happening except for the device we affectionately call the “poop chute.” This is a stainless-steel funnel, shaped like an “L” that forms the bottom of the bowl. In fact, I’m sure you seasoned flyers have occasionally glanced down and found to your horror that the “chute” has been missing. Kind of gross. Just think about the lucky person who gets to put it back in place. “But the nice blue water looks so clean,” you might say. “Yes, Virginia, it does look that way.” You see, there is a screen filter that keeps the fluid from becoming lumpy. When the airplane pulls into the gate at the end of a trip, the friendly sanitation engineer takes over. We don’t really call him that, but hey, give the guy a break. The lavatories on large commercial aircraft are designed so that the contact, both physically and visually, between the waste and the person removing the waste is very limited. Two hoses are attached to an external receptacle, and the waste flows by gravity into the truck holding tank. The reservoir is rinsed and refilled with fluid. Pretty straightforward and not really too messy at all.

But wait! This chapter is titled “Honey Bucket Stories,” not “flushing out the reservoir from a truck stories.” You see, our Convair 580 was not being used in airline service. We flew to many cities that did not have airline service of any kind. We couldn’t count on having lavatory trucks available to service our aircraft. What’s a guy to do? Some enterprising engineer designed a self-contained system that was serviced from the inside of the aircraft. The toilet functioned in the same way as mentioned earlier, with one exception. When the flight was over and it was time

to clean the airplane, some lucky individual, more often than not, yours truly, had the privilege of servicing the unit. This was a rather seemingly simple task. The entire top of the unit was hinged from the rear. I would lift the front end, and this would expose the inner workings of the unit. Inside was a “bucket,” a fiberglass cube about eighteen inches on each side with a handle that was attached to both sides. On top, there was a hole about six inches in diameter. On a convenient clip on the side was a cover that you placed onto the open hole to cover the contents and keep it from sloshing out as you carried the “Honey Bucket” outside. One

only had to accidentally peer into the full bucket once to instantly devise an “eyes closed” method. Each of us had our own personal technique. Basically, you would check out the general layout of all the parts and then, without looking, open the top of the unit, remove the cover from the clip, and place it over the hole, then open your eyes. So far, so good.

A full “bucket” could hold about ten gallons. This presented several problems, as that sucker was heavy! Early in my career, Bill Lafferty (our Chief Pilot) had warned me that the worst thing I could ever do was to drop the bucket while carrying it out of the airplane. If this happened and

the contents spilled out on the \$10,000 carpet, I would be beheaded on the spot. I took this admonition very seriously. It had apparently happened years ago when the handle broke mid-cabin. The unfortunate aviator had not realized it when he awoke that morning, but it was to be his last day on the job. This worry led to the technique we called “the two-inch rule.” Simply stated, the bucket was never carried more than two inches above the floor. In this way, if the handle broke, the fall would be relatively minor. Have you ever carried 70 lbs. from a little wire handle, bent over at the waist? Not too much fun. All the way from the back of the airplane, about 40 feet, to the front and then down the steep stairs, one step at a time.

Oh, I forgot to mention it, but we had two blue rooms on this airplane. One in the front, about the size you would find on an airliner, and another in the rear of the airplane, this one about three times the normal size. This allowed enough room for passengers to change clothes in comfort. We tried not to use the smaller of the two blue rooms unless we had to for a very long flight. This cut the servicing of the buckets in half.

Now the real fun started. What do you do with that full bucket? The corporate flight ramps and service companies were not really set up to handle this type of job. It was a lot easier when there were ramp guys around to help clean and service the airplane. We used to pay these guys \$20 to empty the trash and honey buckets. What they did with the waste, I have no idea, and I let them worry about it. However, many times we would end up in smaller cities that were not accustomed to having large aircraft stop over for service. Their line people could fuel the Convair 580, but we would do the cleaning and dumping.

There were several options for dumping the waste. Depending on location and the season, different techniques were used. The easiest and quickest method presented itself when we were at an airport that was near a wooded area. We would simply walk into the woods a little way, remove the cover, turn our head, and dump the contents onto the ground. Hey, bears do it in the woods. Everything in there should biodegrade rather quickly. One winter, we were running many trips out of our home base in New Bedford,

Mass. This was a fairly small airport, and we provided all our own service. There were no woods nearby, but in front of the ramp area was a huge field. As the ground was covered with several feet of snow, it looked very pristine. As we were into simplicity, we just walked a ways out onto the seemingly endless expanse of snow and dumped. No problem. We did this quite a few times over the course of that winter. In the spring, a rather embarrassing sight materialized. As the snow melted, little piles of blue colored paper seemed to rise like mountains from the white background. The airport manager was not amused, however. We switched to plan "B."

The most common method and the one that was best environmentally as well as sanitarily was to use a normal toilet as a receptacle. This seemingly simple task was fraught with perils. An "eyes closed" method had to be developed to be able to keep one's lunch where it belonged. There were two basic types of toilets in use at the time. The standard reservoir tank type like that found in your home, and the pressure type usually seen in commercial settings. We preferred the pressure type. The idea was to flush to establish a strong flow down and then dump our gallanage at the same time. Keep in mind that, as this was done with our head turned away, we had to judge how things were going by sound. Pour too fast and you risked the deadly overflow. Pour too slowly, and you could be standing there forever. You had to learn to pour just right (I'm thinking, "I went to college for this?")

One day, I was at Washington National Airport, making the big dump. I always tried to

use an unoccupied restroom, so as not to "disturb" anyone. However, on this occasion, I was in a rush. I casually entered the restroom with 50 pounds of used blue water. One guy was standing at the sink washing his hands. He glanced up at me and then noticed what was in my hands. His smile faded, and he quickly finished and ran out. I guess he thought I was going to pour it into the sink or something. There were two stalls, one of which was occupied. Thinking nothing of it, I went into the other stall. I evaluated the layout, closed my eyes, removed the cover, flushed the toilet, and began dumping. Imagine the sound an elephant with dysentery would make standing in a shallow lake emptying its bowels. The guy next to me screamed. "Oh, Jesus! Buddy, you O.K.? Oh man! What's happening?" At first, I did not realize he was speaking to me. I had my eyes screwed shut and I was trying to keep from hearing the sounds in front of me. As the stench made its way under the divider, the unfortunate fellow gagged. He ran from the room and never looked back. I did feel bad about that incident and tried never again to subject an innocent person to that treatment.

I had a really bad day in Redmond, Oregon. We had flown up from San Francisco, and it was a very rough ride. The airport was a rather small place, kind of a nice Mom-and-Pop operation. After the passengers were unloaded and were

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waiting to board a chartered bus that would take them to the hotel, I began cleaning up the airplane. We normally put the glasses into racks to be washed, and emptied left-over snacks into the trash. On one of the end tables, I came across one of our nice wooden serving bowls. The kind that was popular in the seventies. Teak or other nice hardwood that was originally used as salad bowls. We used them to serve nuts or chips. This particular bowl was filled with Jalapeno bean dip. I was rather annoyed as our host should have known better than to serve anything in these bowls that had to be washed out with water, since we didn't have any available to clean up with. I picked up the bowl to clean it out with a paper towel and realized that the bowl was warm. I was wondering how he heated it up since we did not have any ovens. My "index of suspicion" was rising rapidly. As the aroma of vomit reached my nostrils, my brain belatedly reached the same conclusion. I reacted as you would expect; I instantly puked. I couldn't believe that someone had gotten airsick and had thrown up into the nut bowl in front of six other people on the facing couches and then had left the mess on the table for someone else to clean up! I was furious. I stormed outside to the group of passengers and found our group host. I read him the riot act, punctuated by the aroma of my soiled shirt. The day was not going well. If I had known what was coming later, I would have packed it in right there.

After cleaning up the cabin and saving the worst job for last, I went in search of a place to dump the bucket. The only hangar at this airport was a small affair that was used by several small single-engine airplanes. It was meticulously cleaned and maintained by "Mom and Pop." I took the bucket and found the only toilet around. This was someone's personal toilet. It was neat and clean and was not intended to be used by the general public. It was a reservoir-type toilet, but it looked like it was in good condition and would function adequately. I proceeded with the now-familiar routine and began my pour. Everything was going well for several seconds, and then I heard a sickening sound. You have all heard it. The dreaded overflow! My eyes snapped open, and I immediately stopped dumping, but the damage had been done. I quickly glanced around, but there was not a plunger in sight. As I stood there helplessly watching this eruption from hell. I could only think of the work I had ahead of me to restore the bathroom to its former pristine condition.

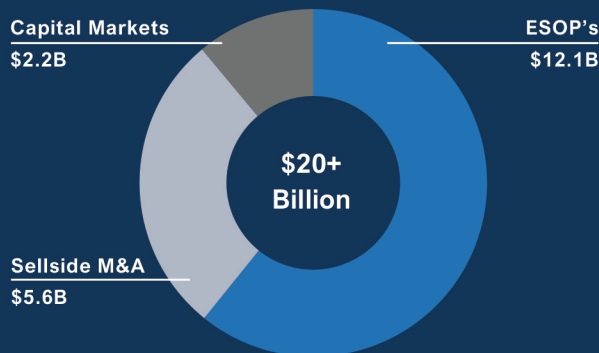
Have you ever noticed the small signs that are placed by the toilets in airplanes, "Do not throw any foreign objects in toilet?" I guess someone figured that since the cardboard tube from a roll of paper towels was manufactured in Boise, it did not qualify as "foreign." In the finest tradition of "out of sight, out of mind." they had tossed it into the bucket.

When that cardboard tube got wedged into the toilet with all the other stuff on top, it caused an immediate stoppage. The reservoir was attempting to refill the bowl, and that contributed to the awful mess. In a situation like this, one has to do what one has to do. So, I did. The rest of the bucket? I dumped it in the woods. **T&T**

PARALIGN



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Thomas Remo

by Grant Boyd

PHOTOS COURTESY OF THOMAS REMO AND ALEX CRAIL



Every day in Thomas Remo's life looks a little different, but some of his key focuses include entrepreneurship, flying a Gulfstream as a professional pilot, and owning an aircraft of his own – a Cessna Citation 501SP.

Remo (who goes by “Gear Down” on Instagram and YouTube) has been a pilot for 13 years and, for a long time, didn't think pursuing aviation was a feasible goal. He had taken his first flight lesson at 25 years old, but sidelined that quest in order to focus on the demands of the various businesses he was running at the time. But, as he explained, retiring at 29 allowed him the flexibility to pursue aviation full-time.

“I retired and figured that it was time to start learning how to fly and went down to a little flight school

here in Fullerton, California, where I knocked out my private [certificate] in six weeks. What I realized at the end of that training was that renting planes was not in the cards for me, after looking at the costs. So, I ran out to buy my first airplane, a Piper Cherokee 140 off eBay, which I did my instrument training in.”

The aircraft would serve Remo well during his flight training, but he got the itch to fly further and faster, like many pilots do.

“I decided that the Cherokee was a little too slow and came upon a deal for a Piper PA-30, a Twin Comanche. That thing cruised at 170 knots and with the tip tanks and had a 1,000-plus-mile range. It was an awesome plane, and my flying really took off after

buying it. I kept the Cherokee for local flying, putting around, and the Twin Comanche for longer trips, often to Northern California, where my business at the time was,” Remo said.

“I owned a couple of auto shops in my early years and thought that it's kind of crazy that I have this very simple 1930s-designed tractor engine flying me around, but I'm not allowed to do anything on it besides change the oil and spark plugs. Since I had a lot of time, I wound up going to the local community college here to get my A&P certificate. As I was doing that, I was offered a unique opportunity to open a flight school that would be linked with the college.”

That Part 141 operation grew to six aircraft, ultimately, before Remo



sold it. What would be next in his aviation journey? Finding a new airplane to fly was the priority.

"I found myself with no aircraft because I sold the school complete with everything, and that's when I bought my first Cirrus. I flew it for a few years, and prices started going crazy, right before COVID, and I realized that I could sell it for nearly double what I paid for it. Then, I would end up buying my Citation, which I still own to this day."

Remo experienced remarkably good timing in the sale of his SR22 and the purchase of the new-to-him Citation.

"It was a very interesting deal, because remember, at the beginning of COVID, piston prices had really shot up. But legacy Citations had not yet spiked in value, even though the market was on fire. I was

able to sell the Cirrus, buy the Citation, and put money in my pocket, which is insane."

The aircraft he purchased was not the jet he was initially intending, as the serial he was eying had been destroyed in a tornado right before he was set to travel to see it for a pre-purchase inspection. As luck would have it, the 501SP he wound up buying fit his wish list better.

"I go and look at the plane, and it's in great condition. The paint and interior were both less than ten years old. One of the engines was near hot section, and the other was essentially new, and there was a nice, upgraded panel with a full EFIS. The plane I was looking at before had steam gauges, and there would need to be a lot of work on the interior, so I'm like – 'man, this is the ticket!'"

One of the few immediate maintenance items was an air cycle machine, so Remo hired a friend (who was typed in the airframe), and they flew the aircraft from Tennessee to its

new home in Southern California at VFR altitudes. The failed component was quickly replaced, a new paint job was completed, as well as a full interior refurbishment.

"I did everything needed to make it absolutely mint, maintenance-wise and cosmetically. We did everything from hardware to soft goods and retrofitted the whole thing. Most people, when they look at it, don't know that it's a legacy Citation; they think it's a new airplane. It's my pride and joy," Remo explained.

"Coming from a piston, the really cool thing about the plane is it's air-conditioned and an all-weather machine. For the most part, I can get up above most weather. My typical mission is Southern California to see family in Midland, Texas, which I can make non-stop. I can hit Dallas non-stop if the winds are good, but coming back, I have to do a fuel stop. Then I also fly a lot between SoCal, Phoenix, and Las Vegas, where I do a lot of business," he said.

Remo admits that he doesn't fly this jet much, typically less than 75 hours per year. He has a few other aircraft accessible to him that he chooses for shorter trips, especially since the Jet A bill can climb quickly. Plus, he is routinely on the road flying Gulfstreams for his clients in the music and entertainment industry.

"This is an awesome plane, but I'm not going to lie to you, it's a legacy Citation, so it burns a lot of fuel. But for me, it's worth it for the time savings it provides. Plus, I can fly with my wife and kid, and everybody's happy," he said.

"It's a very capable plane, especially the way that I fly with a maximum of four people on board, who don't usually have more than a duffel bag each. We can get to the high 30s easily, and 410 is no problem on a light and cool day. But she's not fast, she is a 'Slowtation' after all – but we are usually flying around 340 [ktas], which is not bad. I typically plan for around 160 gallons per hour, which includes first, second, and third segment [of the climb] as well

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as cruise. But I'm not the pilot to pull it back to conserve fuel and enjoy the view. I bought a jet to go fast."

There is one thing that Remo has that many other pilots don't, which affords him additional flexibility and savings in jet ownership.

"One of the big benefits that I have in owning the citation, which I don't think I'd be able to own otherwise, is the fact that I am an A&P. If I weren't a mechanic, there is no way I could afford the thing. But you know, that's just due to labor costs on inspections. It is a Part 25 airplane, and there's always something that has to be inspected, opened up, or looked at. Me being a mechanic allows me to be able to do that and not have to pay some shop, you know, 200 bucks an hour."

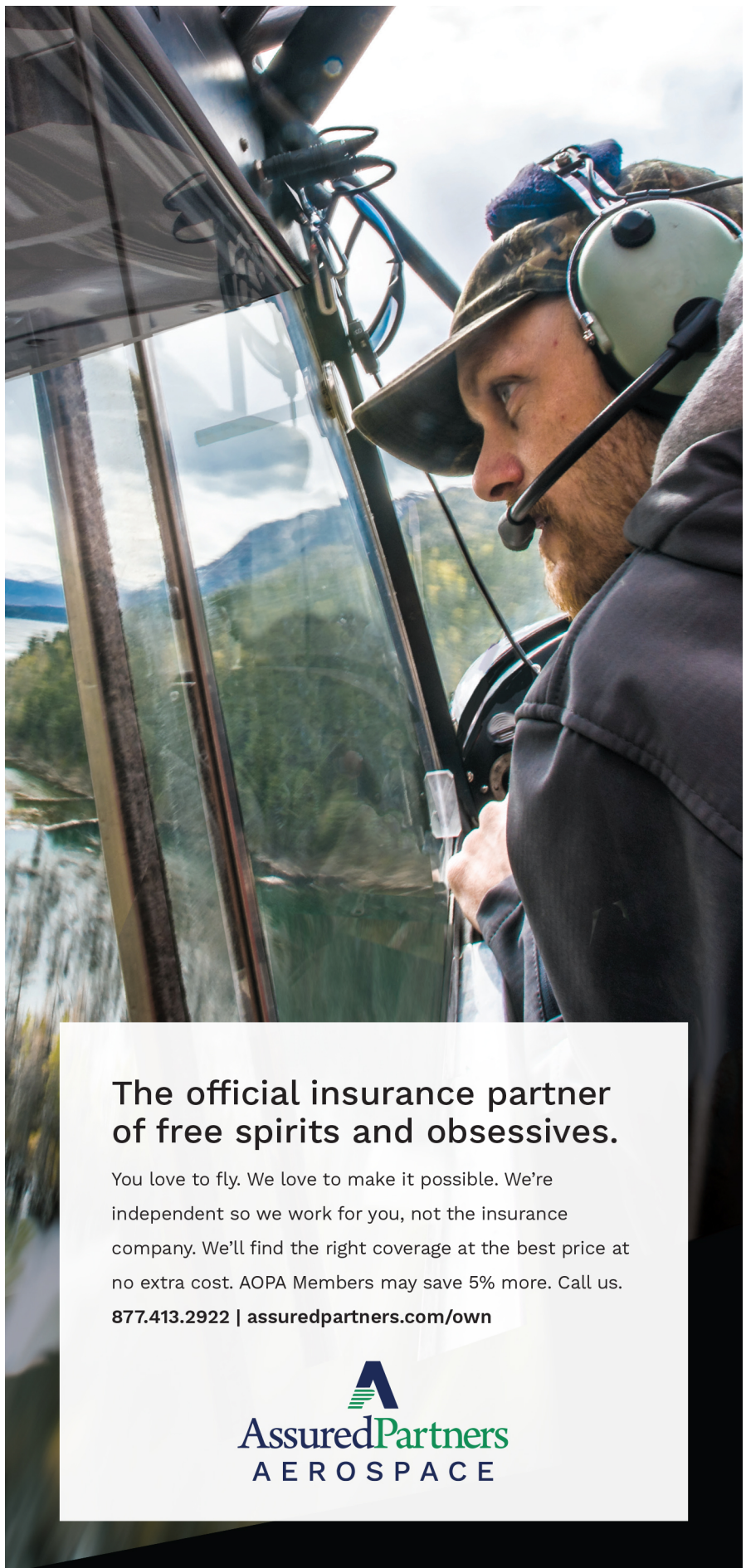
Legacy Citations are overlooked and provide tremendous value, Remo contends. It should be under consideration for anyone looking to purchase a jet while minimizing acquisition costs.

"The Citation 501SP is a single-pilot jet that you can get into at this time for under a million dollars, which is awesome. I think the next closest jet you're going to get into is probably a used Phenom 100, or something like that. There is a considerable delta between legacy Citations and any other light jet, price-wise. [There is] good parts availability and lots of shops that are familiar with the airframe. There are no specialized computers needed to repair or troubleshoot systems, and there is cross compatibility of parts with other airframes, and insurance costs are far lower." 



Grant Boyd is a private pilot with eight years of experience in aviation business, including marketing, writing, customer service, and sales. Boyd


holds a Bachelor's and a Master's of Business Administration degree, both from Wichita State University, and a Doctor of Education degree from Oklahoma State University. He was chosen as a NBAA Business Aviation "Top 40 Under 40" award recipient in 2020.



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First Solo

It had been 18 months since I piloted an airplane by myself. And this one was very different than my Citation Mustang. Six power levers instead of two. New Garmin avionics with switches in all new places. My “new to me” 1981 P Baron didn’t even burn the same kind of fuel. But, after one week of training with Doug Moss, it was time to see if I could do it.

I waited for almost a week before the dreary, 500-foot overcast skies lifted over Dallas. It had to be perfect weather. Except for the wind that is. A cold front was approaching from the northwest creating a substantial pressure gradient and low-level turbulence. But I couldn’t wait any longer. I was forgetting things each day I procrastinated.

So, on a windy Saturday morning, I arrived at the FBO to supervise fueling. Too many horror stories of jet fuel being pumped into piston fuel tanks have changed my procedures. I did a walkaround twice, looking for anything that might cause a problem. Sitting in the cockpit, I looked closely at my strangely unfamiliar surroundings. Starting a piston engine is a little like playing the piano.

And I don’t play the piano.

But it all worked as promised, and soon I was taxiing down Alpha. “November five eight Papa Zulu, let us know if you see any Coyotes,” came the request from the tower. Staying on centerline in a 20-knot crosswind and looking for Coyotes was challenging. Why is that Alternator Out light on? Perhaps because I forgot to turn it on after engine start. Oops. That’s what the checklist is for.

The departure off Addison’s runway 16 is pretty demanding, including an immediate left turn of 110 degrees and a level off at 1300 feet AGL while staring directly into a blinding morning sun.

On climb out, I noticed the cabin was not pressurizing. At least not like the Mustang did at three times the climb rate. What did Doug say about that? Wait, Doug is not here today. I will have to figure this one out myself. The guttural roar of the 325 horsepower Continentals, 40 inches



of manifold pressure, and the incumbent vibration of propellers spinning at 2700 rpm take some getting used to.

With climb power set, everything settled down, including me.

It’s a pleasure to actually see the landscape under your wings at 15,000 feet versus 40,000 feet in the Citation. And travelling in the non-flight levels, you get to talk to a lot more controllers. They seem to be more relaxed, too.

Things began to fall into place, and soon I could push the Garmin buttons in almost the correct order.

An hour later, it was time for my first landing in gusty 27-knot winds. The Citation goes pretty much where you point it. The P Baron not so much. I used a couple of muscles I wasn’t aware of to keep things sorted out. But it was a decent landing. And after being tested by Doug in 35-knot west Texas winds, this one didn’t seem so bad at all.

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

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