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Change Us Forever

Simultaneous  
Engines Out

In the Buff  
in Santa Fe

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**COVER PHOTO:**

Courtesy of Lance Phillips;  
T&T Author David Miller and  
his "new" classic Baron 58P

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# Editor's Briefing

by Lance Phillips



## Photographing A Beauty



As David attended to a preflight walk-around, I eagerly snapped a bunch of photos.



You know you're in love when you can't take your eyes off your new baby.

I had a great time taking photos for David Miller's article on the restoration of his new Baron 58P. We woke bright and early to get an empty ramp at Dallas's Addison Airport Galaxy FBO. David had just completed the Baron's avionics update and training. He was still getting acquainted with everything, so we didn't have a chance to fly it together. Hopefully, that will happen soon.

We also get to celebrate the Veterans Airlift Command this month by reading Mike Bell's experience flying veterans and how Skytech Inc. keeps him in the air.

What are some of the limitations of TCAS equipment? And how have those limitations influenced recent midairs like in D.C.? Ed Verville provides an excellent briefing.

Finally, David Miller acquaints us with the intricacies of Santa Fe spa days. It might be wise to keep a towel on hand regardless of cabana instructions on your next vacation.

Be safe out there! **T&T**

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# Moments that Change Us Forever

by Mike Bell



“With advances in medical technology, many veterans today survive injuries that would have been fatal in earlier conflicts. However, these men and women face lifelong challenges and often struggle with commercial travel.”

There are moments in life that change us forever. For pilots, these milestones often include the first solo flight, the checkride that earns our license, and progressing through various aircraft—each marking a significant step in our aviation journey. I began flying later in life, quickly advancing from Cessna 172s and 182s to my first aircraft, a Cessna 206, followed by a Piper Meridian and a Citation Mustang. Later came a Diamond DA 40, a Piper Mirage, and my current plane, a legacy Pilatus PC-12. The PC-12 is unique in the market, offering a cabin comparable to a midsize jet, the operating cost of a single-engine

turboprop, a 1,500 nm range, a pallet-sized cargo door, and takeoff and landing capabilities on unimproved surfaces.

In late October 2011, while flying a Cessna Mustang, I had dinner in Baltimore with Scott Ernest, then CEO of Cessna. Little did I know that this dinner would change my life. Our conversation turned to using airplanes for volunteer work. I had been flying occasionally for Angel Flight Mid-Atlantic, a wonderful organization. Scott shared that Cessna had repainted a Mustang to honor American military service members and was encouraging its pilots to fly for an organization called the Veteran’s Airlift Command

(VAC). Intrigued by his description, I researched the VAC when I returned home.

The VAC's mission is to provide "free, private air transportation to our nation's combat-injured veterans for medical or other compassionate purposes through a national network of volunteer aircraft owners and pilots." The VAC was founded by Walt Fricke, a decorated former Army helicopter pilot who flew hundreds of combat missions in Vietnam. Fricke's vision for the VAC stems from his experience of spending six months in the hospital after being medevac'd out of Vietnam in 1968.

With advances in medical technology, many veterans today survive injuries that would have been fatal in earlier conflicts. However, these men and women face lifelong challenges and often struggle with commercial travel. Airport security can be a challenge, with little recognition of the fact that their injuries were sustained in defense of our nation. The VAC is committed to providing these veterans with dignified transportation for the rest of their lives.

Walt nearly lost his foot due to shrapnel when the rockets he fired exploded in the launch tube. Inspired by his hospital experience, he began flying veterans and their family members in his personal plane. Friends encouraged him to start the VAC, and since its inception, volunteer pilots have transported over twenty thousand passengers. The VAC operates on a modest budget, with no office space, and coordinators working from home. Veterans and their families submit mission requests, which are then vetted and matched to volunteers through a network of thousands of pilots.

As Veteran's Day 2011 approached, I signed up for the VAC and began receiving emailed mission notifications. I soon volunteered for my first mission: "VAC Mission: Richmond, VA to Boston, 11/22 (returning 11/27) VAC PRIORITY MISSION: 1st LT Jake M., a 2009 West Point graduate, was severely injured by an IED in Afghanistan on July 23, 2011. He lost both legs and suffers from a traumatic brain injury. This will be his first trip home since his injury, and he'll be traveling with his girlfriend, Lisa. Jake is determined to stay in the Army, and Lisa has remained by his side, putting her future plans on hold after recently graduating with a master's in education. He will travel with a collapsible wheelchair and a walker. Your help would be invaluable."

My first mission took place on November 22, 2011. I flew to Richmond, Virginia, from my home base in Gaithersburg, Maryland, to meet Jake and Lisa. Upon arriving in Boston, we were greeted by Jake's family in a heartwarming homecoming. Witnessing this moment left a profound impact on me. I was captivated by the VAC's mission.

Years later, in 2022, I reached out to Jake and Lisa, learning they had married, had two beautiful children, and were living in Texas. They sent me beautiful heartwarming photos of their family.

Thirteen years and hundreds of missions later, the VAC has introduced me to people, places, and experiences I never would have imagined. I've gone sightseeing,



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hunting, and fishing across the United States. I've made lasting friendships and met people deeply committed to helping others. Through the VAC, I've discovered and befriended individuals in dozens of organizations dedicated to supporting veterans, from small hunting and fishing groups to a ranch in South Dakota that hosts thousands of veterans annually, to a Florida organization started by a paralyzed Marine that fields nationally ranked wheelchair rugby and basketball teams.

I have been honored to meet and fly three Medal of Honor recipients from the Vietnam, Korean, and Iraq wars. I've flown single, double, triple, and even quadruple amputees; the first North American double-arm transplant recipient; and a 106-year-old D-Day veteran. I've met veterans from all walks of life, each one humble, patriotic, and thankful. One of my closest friends is a combat-wounded veteran missing his left arm at the shoulder and with a prosthetic right leg. He went on to earn a master's degree from Georgetown, is an instrument rated pilot, and currently leads a nonprofit supporting other veterans.

Last year, my friend Joe and I had the privilege of transporting Colonel Ralph Puckett, Jr., his wife Jean, and their family to West Point from their home in Columbus, Georgia, for the unveiling of his Medal of Honor plaque. Joe and I both describe the experience as

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“magical”. We spent time with the family, toured West Point, dined in the cadet mess hall, and were welcomed as family members. When Colonel Puckett passed, Joe and I attended his honor ceremony at the Capitol Rotunda and attended a private family reception with our wives later that evening. The next day we were again honored to transport his family and ashes back to Columbus.

Through the years, I have flown veterans in a Cessna Citation Mustang, a Piper Mirage, and the Pilatus PC-12. While each aircraft has served its purpose, the Pilatus stands out for these missions. Its cargo door allows a wheelchair-bound veteran to be loaded easily.

I've trusted Skytech for years with my Piper and Pilatus aircraft purchases and maintenance, including my legacy PC-12 (serial no. 107). Their service has been invaluable, with a dedicated team who prioritize safety and customer needs. They are top notch in service and support, having flown a team in to repair my aircraft on numerous occasions over the last two decades. Their current head of maintenance in Westminster, MD has been exemplary in keeping my airplane safe and flying. He constantly researches options for me and keeps his customers safety and financial needs at the forefront. Skytech feels like my partner in this mission.

I have a deep passion for flying, and using this love to help others has brought me unexpected benefits. I have

met and befriended thousands of veterans that were injured in support of our country, and others that give of their time to help their fellow Americans. They have inspired me and sustained my faith in this Nation. The Veteran's Airlift Command has profoundly transformed my life. I encourage you to get involved—this experience will undoubtedly change yours as well. **T&T**

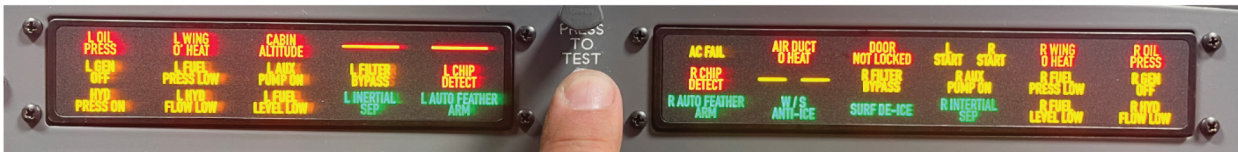


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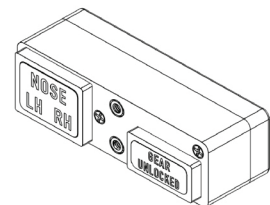
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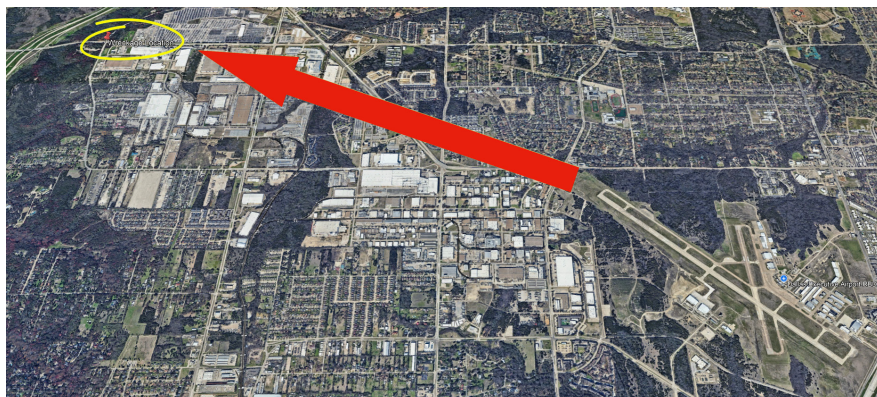
# Surviving a Simultaneous Engine Loss in a Twin

by Stan Dunn



Immediately following the emergency landing on Keist Blvd

On October 15th, 2022, N84LT departed from Winston Field Airport (KSNK) in Snyder, Texas, for an hour-and-a-half flight to Dallas Executive Airport (KRBD). On board the twin-engine Diamond DA62 was the owner/pilot, Gary, and his wife. As Gary ran the engines up before departure, everything seemed normal. The runup procedure for the DA62 is highly automated. Press a button, observe “L/R ECU A/B fail” on the Garmin G1000, wait as the propellers cycle, and verify that the failure messages disappear. The Electrical Engine Control Units (ECU) are the principal components being tested. Long gone are the days of throttles being mechanically attached to carburetors. Instead, the two JET A reciprocating engines on the DA62 are controlled by computers (an increasingly common feature in aviation). Per the POH, “The ECU monitors, controls and regulates all important parameters for engine operation.” The ECUs are redundant, one for each engine, with two channels per unit. As is typical with ECU (or FADEC) equipped aircraft, a total failure of the



The aircraft was forced down well short of the threshold to the runway at Dallas Executive Airport

computers will cause the respective engine to shut down.

Under normal conditions, two engine-driven alternators provide electrical power to the various aircraft components. A main battery provides a backup source in the event neither alternator is available. In addition, the ECUs are supplied with four extra backup batteries (two for each engine), which can provide at least 30 minutes of power if all other electrical sources fail. These 12-volt backup batteries are wired in series to match the 24-volt requirement of

the ECUs. Aircraft mechanics must be careful when connecting the cables. If they inadvertently wire the backup system in parallel instead of in series, the fuses between the batteries and the ECUs will blow.

The flight to Dallas Executive Airport was uneventful. On final approach, 1,300 feet above the field, Gary selected the gear down concurrent with a transmission to the air traffic control tower. There was an audible pop. The G1000 screens went blank. A sudden deceleration occurred, which Gary attributed to drag



The landing was a success, but the wing was heavily damaged by a road sign

on the gear. He quickly checked the breakers and switches. Nothing out of place. Not realizing the full scope of his situation, he was initially focused on whether he had received a clearance to land. He attempted to declare an emergency (which was inaudible in his headset). Somewhere amid this, Gary realized he had lost power to both engines. As the 902-hour commercial pilot kept the nose down to maintain airspeed, the threshold to runway 13 slid upwards in a telltale that 1,300 feet of elevation would not be enough for the five-mile glide. Dallas Executive is centrally nestled in the massive Dallas-Fort Worth metroplex. Dense commercial plots give way to dense residential neighborhoods. Real estate is priced by the square foot. Gary turned to his wife and uttered the only reasonable thing under the circumstance: “We’re about to die. Call someone.” He meant 911.

Running at a 45-degree angle to runway 13 was Keist Blvd. It was draped in afternoon traffic and power lines. Gary would later refer to Keist as his “third-best choice.” The airport was his first choice. The “second-best choice” was never specified (whatever it was, it was not a congested city street). In a moment of luck, a gap in the traffic materialized. Just before touching down, N84LT clipped a

power line. Despite this, the twin Diamond completed the landing. As it rolled out, the right-hand wing struck two road signs, resulting in substantial damage. The aircraft was totaled, but both occupants were unhurt. In the cleanest definition of aviation, it was a good landing.

### Dual Engine Failure

The NTSB knew early on what had caused the simultaneous loss of both engines. A preliminary inspection revealed that the ECU backup batteries had been improperly connected and that the inline fuses for both had blown as a result. Logbook entries detailed that all four backup batteries had been replaced during the annual four months prior to the accident. Per the NTSB: “It is likely that during this maintenance, the batteries were incorrectly rewired

in parallel.” Still, the backup batteries are the third source of power for the ECUs. Primary power is provided by the alternators. The main battery provides secondary power. The NTSB attempted unsuccessfully to recreate the failure of the normal electrical system (powered by the alternators) on the ground. The only discrepancy they found was that the alternators had also been wired incorrectly. Per the NTSB: “the alternator relays were wired such that the alternator would not disconnect the alternator power from the main electrical system. The relays would cut power to the glow plugs for the respective engines [instead].” The pump pressure switch associated with the landing gear hydraulic pack was also found damaged. The NTSB summed up the dilemma with this: “While multiple anomalies with the wiring and battery system were documented, a definitive root cause of the initial power failure could not be determined.”

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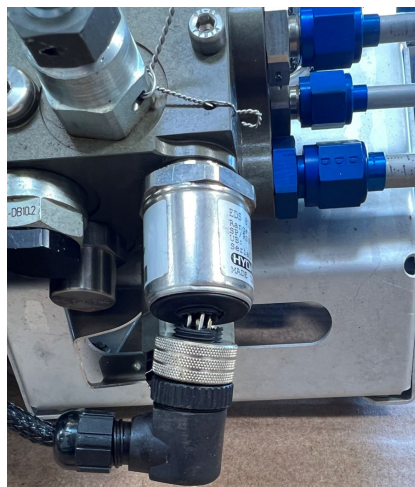
The failure of the main battery was a different matter. A few months before the accident, a reconditioned battery had been installed in the aircraft. Following the crash, the capacitance of this battery was tested at 81.2%. Concorde (the battery manufacturer) specified that a capacity test below 85% represented a failure. The battery had tested at 90.9% 15 months before the accident by Concorde, apparently the last test result on the unit prior to the fateful flight (the battery is normally capacity checked during each annual). In the final report, the NTSB referred to the main battery as “worn,” listing it as one of the probable causes of the crash.

Though the cause of the initial electrical failure could not be duplicated, the inciting cause was not hard to decipher. The landing gear system on the DA62 utilizes a dedicated hydraulic pump to raise and lower the gear. The hydraulic system produces a high electrical load (the NTSB measured a peak of 200 amps). The electrical interruption apparently occurred immediately after the pump had been activated, but the reason the system failed during gear extension (following an hour-and-a-half battery charge during flight) as opposed to gear retraction is uncertain. The Austo Engine ECUs, for their part, contained non-volatile memory that stored operational data. For an undetermined reason, the left ECU only recorded a short portion of the flight, but the right ECU was complete. At 1447:41 (the accident occurred at 1448), the unit depicted a sudden drop to 11.7 volts (consistent with a transfer to the incorrectly wired, 12-volt backup batteries), after which the recording stopped.

In the final report, the NTSB noted a peculiar aspect of the backup battery system for the DA62. Per the NTSB: “A review of the aircraft maintenance manual showed it did not provide a procedure to verify the ECU backup batteries were functioning correctly after replacement. The last step in the ECU backup battery installation was to run engines and verify that the electrical system operated correctly. However, this step does not verify



The business end of a DA62. ECU voter and alternator switches on the left



Damaged hydraulic pressure switch, as found by the NTSB

that the ECU backup batteries were installed correctly and were ready to provide power to the ECUs. In addition, there was no ECU backup battery [preflight] operational test.” Following the accident (per the NTSB): “Diamond Aircraft issued a service information letter requiring inspection of ECU backup batteries wiring installation on all DA 62 aircraft.”

### The pilot makes the difference

Most accidents are the result of a combination of unlikely events occurring simultaneously. Pilot error is, unfortunately, far too often a major contributor to the accident chain. Break one link (as the saying goes), and the accident is averted. Or, as in this case, the occupants survive. NTSB reports are centrally concerned with the causes of crashes, not the links that are broken. There is no reporting requirement for a safe landing. The only acknowledgment that

a pilot did their job is when the pilot is not listed as a probable cause. The NTSB is not in the business of congratulating pilots for doing their job. Yet the accident record is full of fatal, low-altitude spins following a loss of engine power. Gary broke a link in the accident chain. It did not save his airplane, but that was already a lost cause. Lousy options are not a guarantee of fatalities. A little bit of luck combined with a great deal of airspeed discipline was enough for both occupants to walk away. This is, as the accident record indicates, easier said than done. Gary had to compress all five stages of grief into a twenty-second response. Yes, both engines had failed. No, the airport was not an option. Keist was a rotten choice. Maybe a better option was out there, but there was not enough time to suss it out. An imperfect plan that is executed is better than no plan at all.

The difficulties in implementing this are, unfortunately, easy to articulate. On the fourth anniversary of 9/11, a Cessna 152 experienced a partial engine failure over Long Beach, California. This one is personal. I had declared an emergency in that aircraft a couple of months prior for the exact same cause. I had been at 6,000 feet above the coast on my way to Monterey for some clam chowder and was able to drift down to Camarillo after power was restored following a flurry of emergency procedures. The flight school owner was convinced it was carburetor ice and pressured me to return the aircraft to Long Beach. But the left magneto was weak, so I abandoned the Cessna a hundred miles north and never flew one of his

aircraft again. On the fatal flight, the instructor and student pilot perished after the aircraft spun into a parking lot following a partial loss of engine power. They attempted to return to the airfield but did not have enough altitude for the glide. The NTSB found the ignition switch in the proper position. They also discovered the engine was a mess of bad spark plugs and broken piston rings. It was also nearly three hundred hours past TBO. I have no idea why the flight school owner was not alarmed by a weak magneto and partial power loss on a worn engine two months prior when I had declared my emergency. The net result was an overwhelmed 25-year-old flight instructor with 800 hours at low altitude over a congested city just past the boundary of Long Beach Airport.

This quandary does not get easier in turbine aircraft, where pilot experience is often higher, but so is aircraft complexity. The recent crash of Jeju Air flight 2216 in South Korea occurred after a

gear-up, flaps-up landing on runway 19 at Muan International Airport. Bird remains were discovered in both engines, and the crew had communicated with air traffic control that they had experienced a bird strike. Initial information suggests that the crew simultaneously experienced a significant loss of engine thrust and a total loss of normal electrical power. The combination was enough to send the skidding aircraft down 5,000 feet of runway in a blaze of sparks, even though backup electrical power may well have been available via the auxiliary power unit and backup gear extension through gravity override. They exited the runway at approximately 150 knots, striking a concrete structure associated with the runway localizer and bursting into flames, killing all but two of the 181 occupants. This occurred after the crew elected to execute a missed approach following the bird strike (likely with the aircraft already configured for landing). The situation was highly

compressed and likely overwhelming. It was an unfair time to demand cool thinking, and any blame must be handicapped by the extraordinary circumstances. Every pilot eventually has a scary moment, but not every scary moment is equal. If you can buy time, then slow things down and think it over. If not, commit to the best available solution and execute it. Whatever you do, do not get stuck in neutral, a passenger on an aircraft instead of a pilot-in-command. Diagnose, accept, and execute. Fate will figure out the rest. **T&T**

**Stan Dunn** is an airline captain and check airman. He has 7,000 hours in turbine powered aircraft, with type ratings in the BE-190, EMB-120, EMB-145, ERJ-170, and ERJ-190. Stan has been a professional pilot for 14 years, and has been flying for two decades. You can contact Stan at [tdunns@hotmail.com](mailto:tdunns@hotmail.com).

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Buzz Elliott begins the project

# Remake of a Classic

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Story by **David Miller**

Photos by **Lance Phillips,  
David Miller, and Buzz Elliott**

---

Last month, I wrote about my decision to make my “last ride” a pressurized Baron. An unusual choice, perhaps? For me, it checked the important boxes:

My previous experience with  
Beech products

Pressurized, airconditioned, and  
turbo-charged for our trips to Colorado

Stable instrument platform

Availability of simulator training for  
engine failures, especially on takeoff

Experienced in-plane instructors  
still teaching

I began my twin-engine flying in the 1970s, renting a B-58 model, purchased a B-55 in 1979, and, along the way, logged a little time in the 58P. And the 58P fit my \$500,000 budget.

Having made the purchase decision, I began the search for the perfect airplane through the “Controller” publication. My goal was to find an airplane in pristine condition and “ready to fly.” I soon found my goal was easier said than done.



The completed PBaron

Forty-four-year-old airplanes have a mind of their own. I found some with new radios but in need of engine overhauls. Others had great engines and avionics but needed paint and interior. Months ensued looking for the perfect airplane. The pickings were fairly slim.

But one caught my eye: 1,600 miles away in Reno, Nevada. I emailed the broker.

"Dave, the airplane was purchased in 2016 by its present owner, Buzz Elliott. He and his wife spent the last 8 years transforming this ship into the nicest P Baron in the country. The details are incredible; they skipped on nothing. But Buzz did not anticipate his wife's health deteriorating the past 18 months, and they are not going to be able to enjoy their efforts."

"I could go on about everything they did, but it's probably easiest for someone to look through the photos, and you will easily see this isn't a lipstick job. They restored this airplane to be their forever commuter across the country. They started with the lowest time airframe they could find (less than 1500 hours) and made it into what an untrained eye would consider new. All that's left to do is the avionics."

I booked a flight to Reno to take a look. Buzz and the broker, Brittnie Brink, of Elevated Aircraft Sales, were honest to a fault. The airplane was as pristine as possible for being almost



Original condition of the wheel well



Every owner's nightmare



Garmin factory avionics class



Unanticipated challenges



five decades old. From the photos of the original condition, it was obvious that Buzz had poured his heart and wallet into it. All it needed was a major avionics redo. More about that later. But before I could make an offer, I had a lot of questions to answer.

### Getting a Baron Education

Having flown twin-engine turboprops and jets for the past forty years, I was totally out of touch with the piston world. I went back to school and spent weeks reading everything I could find on beechtalk.com. It quickly became clear that everyone has an opinion on this website, but one Baron expert everyone loves is broker

Neal Swartz of Latitude Aviation. I reached out, and he answered dozens of questions. He was incredibly helpful in my search. He also connected me with Baron maintenance and training experts.

### Did My Baron Have the Right Bones?

Logbooks found on old airplanes are often missing lots of history. Handwriting seems to have been invented around 1980, and many mechanics were just learning cursive. De-cyphering the entries was a real challenge. One airplane I looked at had a thirteen-year gap in

maintenance. Most had some minor or major damage. I was at a loss trying to figure out what omissions were important. For instance, many weight and balance calculations, done over decades, are just mathematical calculations, not actual scale weights. I found one airplane that was out of CG limits just sitting on the ramp! It became apparent that I needed someone much smarter than me to keep me from making costly mistakes.

### Assembling the Team

To the rescue came longtime friend Derrick Schmidt of Derrick Schmidt Aviation. The best pre-buy Citation expert in the country, Derrick also owns



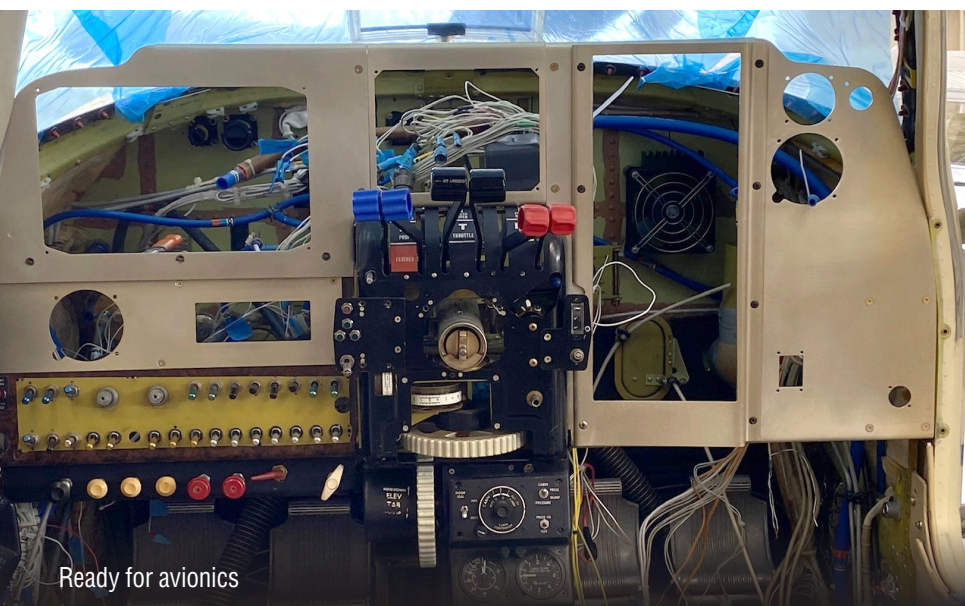
Down to the basics



Building the panel



Out with the old



Ready for avionics

a B-58 and I hired him to supervise the pre-buy and handle the closing. Joey Ferreya of Garmin handled lots of questions about avionics possibilities. Josh Jabour of Assured Partners took over the insurance challenges faced by pilots over seventy.

### Would Anyone Insure Me?

The short answer is yes, at a price. About 3% of the hull value. For close to what I was paying to insure a two-million-dollar jet, I could insure a \$600,000 piston. That's likely based on the comparable safety records and lack of interest from some underwriters. "Would the premium be less if I trained twice per year," I asked. "Nope, once is good enough," came

the answer. “Well, that’s not good enough for me,” I said. Premiums are higher on piston aircraft because the accident rate is higher. The accident rate is higher because training requirements are lax. Don’t get me started. I developed a comprehensive training plan.

### Prebuy Inspections

It’s one challenge to find a PBaron in relatively good shape. It’s another to find someone to do the maintenance. Compared to Bonanza’s and normally aspirated Baron’s, the PBaron’s turbocharged Continentals are different. The Bendix fuel controllers are different. Add in pressurization to complicate things. The result is far fewer shops that specialize in the airplane. And those shops can be booked out many months in advance. Several visits to shops at my home airport, KADS, went something like this. “Any chance you can schedule an annual for my new PBaron next month?” (laughter) “That’s funny, kid, call me back next year.” The fine folks at Bevan Aviation in Wichita happened to have an immediate opening for an annual and pre-buy inspection, and the airplane was ferried from Reno for the 4-week process.



A whole new panel



Custom-made Yokes



Various functions of the Garmin GI 275

## Who Would Teach Me to Fly the Thing?

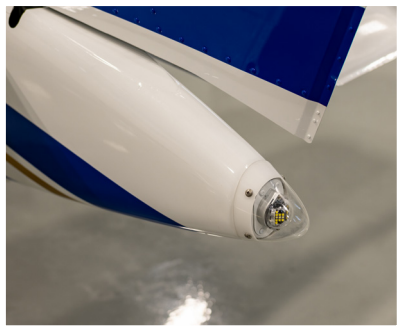
Not having flown a piston twin in almost forty years had me concerned. Now, there were six big levers instead of the two on my jets. An engine failure on takeoff could be fatal in a Baron, not just a nuisance like in the Citations. I needed a big dose of reality. I started with a 3-day B-58 simulator course at FlightSafety in Wichita. Instructor Norm Thompson has forgotten more than most people know about the Baron series, and he took me through multiple engine failures in a realistic simulator until I could at least walk away from the scene of the crash. It was an eye-opening experience and highly recommended.

I attended a 2-day ground school at Garmin headquarters in Olathe, Kansas. Along with eight other students, I received a thorough introduction to the G600 autopilot, G500 TXi PFD, and GTN750 Xi navigators sitting behind live avionics displays. The instruction was top-notch and even included lunch!

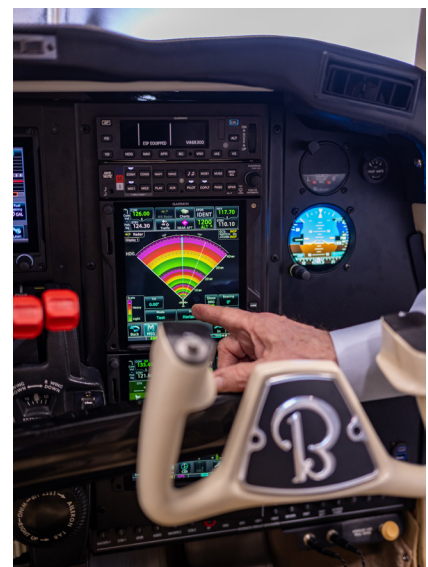
Neal Swartz mentioned a real pro named Doug Moss (AeroPacific Consulting LLC) for the in-plane checkout. Doug's resume is extensive, including stints with the Air Force, McDonnell Douglas, and United Airlines. And he owns a



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Pinch-to-zoom weather on the Garmin GTN 750 Xi



StormOptix radar



David enjoying his new working environment

PBaron to boot. His knowledge and presentation skills are simply the finest I have experienced. We spent days together re-learning the skills I needed to safely operate the airplane in normal and emergency situations.

### The Transformation

Finding a shop to complete the transformation was not simple. All

the installers in the Dallas, Texas, area were booked for 6-12 months. A quick call to Joey Ferreyra provided some hope. "Looks like Central Texas Avionics in Georgetown has an opening if you act now," he said. After twenty emails back and forth with manager Bobby Wampler, I had a deal. "Plan for twelve weeks, maybe a

bit more," he said. The Garmin installation included:

- GFC 600 Autopilot
- G500 TXi PFD
- TXi EIS engine monitor
- CiES digital fuel probes
- Dual GTN 750 Xi's
- GTX 345R remote transponder
- Dual GI 275 multi-function displays
- GWX 8000 StormOptix weather radar
- GDL60 Wifi datalink
- GCU 485 PFD controller
- GDL 69A Sirius XM datalink weather receiver
- Dual USB outlets

We also decided to install a new ELT and a complete system of Whelen LED position, landing, taxi,

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and pulsating recognition lights. To fit all this wizardry into the airplane required a new, custom-designed panel.

Doug Moss and I delivered the airplane straight from its annual to Georgetown. The installers surrounded the plane like a pack of hungry wolves, anxious to get started. "You know, you should have painted the plane after, not before, you did the avionics, said one. We'll have to remove some of the old antennas, and it may need some touch-up paint."


That comment didn't have much importance until I received a picture of some structural damage done years prior by a ham-fisted installer. The picture showed a hole in the fuselage covered up by putty. A DER (Designated Engineering Representative) was consulted to guide the repair.

And there is nothing scarier than a picture of hundreds of wires hanging loose in the cockpit. "It's okay laughed Bobby, we know where most of them go."

A little over four months later, Doug and I met in Georgetown to test-fly the finished product and take delivery. Bobby and his crew of artists did exactly what they promised and within budget. I marveled at the custom-designed yokes and the wealth of information displayed over the entire panel. More capability than any jet I had flown.

It was worth the wait.

### Lessons Learned

- Put the right team together
- It always takes longer than you planned
- It's cheaper to make changes while the plane is taken apart
- Weigh the plane with scales instead of using previous calculations
- Be patient
- And try not to brag too much when you taxi up in one of the coolest PBarons around. 



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# Editor's Pics

Photos & Story  
by Lance Phillips

I had to use my new Nikkor 135 mm f1.8 lens for this beautiful Baron. Paired with my newish Nikon Zf, it becomes an unbeatable setup. This is the Beechcraft Baron 58P featured on the cover and in this month's article, "Remake of a Classic Baron."

The f1.8 maximum aperture is unique for a long 135 mm prime lens. The photographer needs to get pretty far back, especially when shooting an airplane. For portraits, it's fantastic. 





# TCAS and near Midair Collisions

by Ed Verville

**T**raffic Alert and Collision Avoidance System (TCAS), pronounced “tee-cass,” was developed to reduce the risk of midair collisions by providing electronic awareness as well as the pilot’s eyes. Civilian aircraft do not have radar that can spot another airplane such as military airplanes have. Most airline and corporate airplanes do have weather radar, but this does not display aircraft. The TCAS system uses three systems to plot the position of aircraft. A directional antenna receives a Mode S transponder signal from nearby aircraft to provide a bearing or direction. The Mode C function of the transponder displays the altitude of the nearby aircraft. Lastly, the timing of the Mode S interrogation/response protocol is measured to determine the distance of the aircraft.

There are two basic types of TCAS. TCAS I is required for turbine-powered passenger-carrying aircraft that have 10 or more seats but less than 31 seats. However, many smaller airplanes may install TCAS I. The GARMIN G1000 avionics can have TIS, TAS or TCAS. This system’s display and audio provide Traffic Advisories (or TAs) to assist the pilots to see and avoid the traffic. Recently, while flying a Cirrus with a G1000 avionics package, I received a TA that changed the color of the target airplane from white to yellow, displayed a yellow “Traffic” display on the Primary Flight Display (PFD), and provided an audible alert of, “Traffic, two o’clock, one mile.” I then spotted the traffic and maneuvered the airplane to avoid the nearby traffic. TCAS I does not provide guidance on how to maneuver to avoid traffic but only alerts you of the traffic and its relative location to you. The pilot’s response to a TA should be to establish visual contact with the aircraft, although pilots may not deviate from an assigned altitude based only on a TA. FAR 91.113 (b) states, “When weather conditions permit, regardless of whether operation is conducted under instrument flight rules or visual flight rules, vigilance shall be maintained by each person operating an aircraft so as to see and avoid other aircraft.”

(See Figures 1, 2 and 3)



Fig 1. G1000 TA on PFD

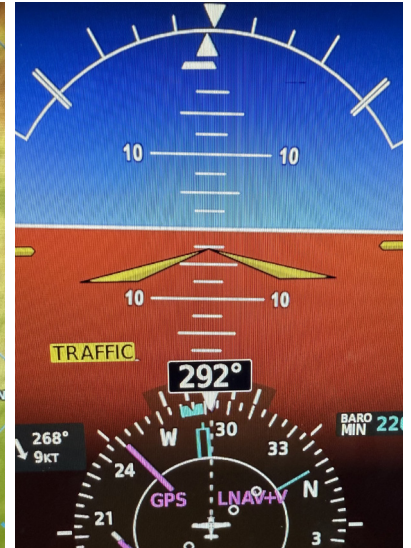


Fig 2. G1000 TA on MFD



Fig 3. Generic TCAS TA

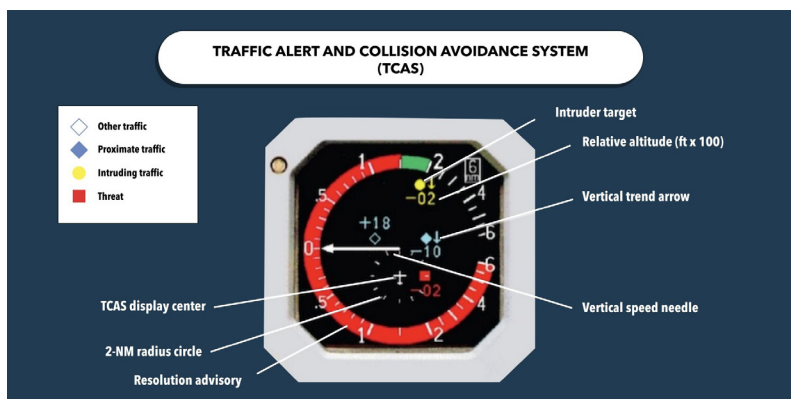


Fig 4. Traffic Displays





Fig 5. Pro Line 4 TCAS RA on PFD

TCAS II provides Traffic Advisories, but also provides Resolution Advisories (or RAs) that are guidance to maneuver the airplane on a vertical plane to avoid the target aircraft. RAs are directions to climb, increase climb, descend, increase descent, or maintain and monitor the current altitude by announcing “monitor vertical speed.” It does not provide left/right or turning guidance to avoid traffic. TCAS II is required in the US for commercial aircraft with 31 or more passenger seats and for aircraft with a max takeoff weight of 33,000 lbs. or more.

### TACS II displays four levels of traffic:

- Other traffic is displayed as a hollow white or cyan (blue) diamond (non-threat traffic outside the protected area).
- Proximity traffic is displayed as a solid cyan diamond (within 6 NM and plus or minus 1,200 feet vertical).
- Traffic Advisory (TA) is displayed as an amber/yellow circle (considered a threat within 900 feet vertically).
- Resolution Advisory (RA) is displayed as a red square (considered an immediate threat and provides a vertical escape maneuver).

(See Figure 4)

An arrow on the right side of the traffic display pointed up or down indicates that the traffic is climbing or descending at least 500 feet per minute.

The + or - sign and number indicate the relative altitude in hundreds of feet above the traffic symbol when the intruder traffic is above your aircraft and below the traffic symbol if the intruder is below your aircraft. i.e., -10 indicates that the traffic is 1,000 feet lower than your



Fig 6. Pro Line 21 TCAS RA on PFD



Fig 7. Pro Line 4 TCAS RA on MFD

aircraft altitude. Some aircraft can change this to absolute altitude, but few pilots operate in this configuration.

A TCAS II Resolution Advisory (RA) changes the color of the intruder aircraft to red on the PFD or other display and provides an audible warning such as “Traffic, Climb.” The pilot should start a climb or descent as directed within 5 seconds and climb at a rate of 1,500 to 2,000 feet per minute. This is shown as a green target on the traffic display. If a greater rate is required, another audible warning will be given. This aural warning will state “increase climb/descent” and requires a 2,500 minimum vertical speed and a response within 2.5 seconds. The 2.5 seconds to respond

also applies to a TCAS “Reversal,” where the direction to respond vertically is changed by the TCAS. At about 300 to 500 feet of altitude change, the TCAS will announce “level off” and move the green target to zero on the Vertical Speed Indicator (VSI). After the target airplane is clear, the TCAS will announce “clear of conflict,” at which point the pilot will return to the previously assigned altitude. Pilots are required to notify Air Traffic Control (ATC) if they are deviating/changing altitude for a TCAS Resolution Advisory and report to ATC again when they are clear of the conflict from the intruder aircraft.

(See Figures 5, 6 and 7)

Older versions of TCAS would have had the pilots climb or descend to just over 1,000 feet before directing them to “Adjust Vertical Speed,” which meant reducing vertical speed or leveling off. That had the potential of causing a secondary collision conflict. The latest version is more succinct, with a simple direction to “level off.” The latest version, TCAS 7.1, also directs pilots to level off between 300 to 500 feet from their original altitude. I still see most pilots in simulator training grossly exceed the new requirement of climbing/descending at the recommended 1,500 feet-per-minute and to level off when directed, not to exceed 500 feet. The required pitch adjustment is smaller than most pilots perceive.

ATC regularly separates aircraft traffic by time, speed, distance, and altitude. They also frequently point out traffic to each aircraft to make them aware of nearby aircraft and to help the pilot pick up sight of the aircraft to see and avoid it visually. This is stated something like this: “Challenger 605, Boeing 737 at one o'clock, two miles, 1,000 feet above your altitude.” But when a pilot reports to ATC that they’re deviating for an RA by stating “Challenger 605, TCAS RA,” ATC may not assign an altitude to the aircraft but must let the pilots follow the TCAS electronic corrections and guidance. If ATC had provided the pilots’ aircraft an assigned heading to avoid the target traffic, and it subsequently received an RA, the pilots should follow the TCAS for up or down vertical guidance and follow ATC direction for lateral guidance. After the pilots advise ATC that they are “clear of conflict,” ATC may resume control of the aircraft.

This rule of relinquishing ATC control to TCAS goes back to an accident on July 1, 2002, in Southern Germany, where ATC directed the airplane to descend, and the TCAS directed the airplane to climb. The crew descended, which was contrary to the TCAS instructions that advised the crew to climb. This resulted in a midair collision and fatal accident. The other airplane’s TCAS also directed it to descend. Had both airplanes followed the TCAS, there would not have been an accident, according to the investigating

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authority. This accident changed or clarified the rule to follow the TCAS guidance if conflicting instructions are provided by ATC. The advantage here is that the TCAS for two aircraft communicate with each other, coordinating the response, so one will be directed to climb and the other to descend.

Lately, there have been multiple near-midair collisions and one midair accident. Reference a go-around a few days ago, on February 2nd, the FAA made the following statement: "An air traffic controller instructed Air France Airlines Flight 378 to perform a go-around at Detroit Metropolitan Wayne County Airport around 7:05 p.m. local time because a previous arrival was slow to exit the runway." Earlier that same day at the Good-year, Arizona Airport, I heard an excited Air Traffic Tower Controller direct two light airplanes in the traffic pattern who were getting too close to each other to immediately change altitudes and headings. On January 14th at Phoenix Sky Harbor Airport, Delta Airlines and United Airlines had to respond to their respective TCAS Resolution Advisories after getting too close. The airline's TCAS II provides an alert or caution notice when aircraft are about 40 seconds apart and provides an increased warning and Resolution Advisory when about 25 seconds apart.

On January 29th, an Army Blackhawk UH-60 helicopter (callsign PAT-25) collided midair with American Airlines Flight 5342 operated by PSA, a Bombardier CRJ-700, over the Potomac River at Ronald Reagan Washington National Airport (KDCA). The CRJ-700 was about 330 feet AGL, performing a circling approach to runway 33 at night when the collision occurred. The CRJ-700 was flying North up the Potomac River on the Mt Vernon Visual Approach to Runway 1 when the control tower asked if they could take Runway 33, to which they replied yes. The tower advised Blue Streak 5342 (the CRJ-700) to circle to runway 33 after passing the Wilson Bridge and cleared them to land. The Army Blackhawk helicopter was flying South down the Potomac River. The tower controller reported the CRJ traffic to the helicopter, stating, "Traffic just South of the Willson Bridge is a CRJ at 1,300 feet for runway 33. Do you have the traffic in sight?" Tower then directed the helicopter to pass behind the CRJ. TCAS RAs and aural annunciations would have been inhibited at this altitude. This was the first fatal FAR Part 121 Airline Accident in the US since the Colgan Air Flight 3407, a Bombardier Q400, crashed because of an aerodynamic stall in Buffalo, New York, on February 12, 2009.

## Limitations and Inhibiting Functions (AC 20-151C)

- To prevent nuisance or unwanted RAs, TCAS alerts, warnings, and aural annunciations are inhibited below certain altitudes.
- TCAS "Increase Descent" RAs are inhibited below 1,450 feet while descending (1,650 feet while climbing) Above Ground Level (AGL).

- TCAS "Descend" RAs are inhibited below 1,000 feet while descending (1,200 feet while climbing) AGL.
- All RAs are inhibited below 900 feet while descending (1,100 feet while climbing) AGL.
- All TCAS aural traffic advisories (voice messages) are inhibited below 400 feet while descending (600 feet while climbing) AGL.
- TCAS will not track or display non-transponder equipped aircraft.
- GPWS alerts, stall warnings, and wind shear take precedence over a TCAS RA.

While the threat of a midair collision is reduced with the implementation of TCAS, as we have seen, it is not eliminated. Remain vigilant. **T&T**



**Ed Verville** is an experienced FAA instructor and examiner for business jet pilots and aircrew programs. He has 15,000 flight hours in more than 100 different makes and models and holds type ratings in the Bombardier CL-65, CL-30, CL-604, and Boeing 747. Ed has been instructing RNP-AR Approaches for the past three years.

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## Jerry Marti



Jerry Marti behind the yoke of his Cessna Citation M2 Gen2

Jerry Marti of Lamar, Missouri, is a 3,600-hour pilot who currently flies a Cessna Citation M2 Gen2. Before purchasing this aircraft in September of 2024, he owned several other Citations – which he enjoys for their safety, speed, range, and runway performance.

Marti's journey to the flight levels began when he was twelve. His first general aviation flight opened his

eyes to a passion that he continues to nurture decades later.

"I learned to fly in high school and took lessons from Tom Richards, my junior high math teacher," Marti said. "I had met him before then, though, as he was a pilot for a trip my dad had chartered to Emporia, Kansas, when I was in the sixth grade. I got to ride along and was hooked immediately on flying. So, when I got into high

school, I started to take lessons and then went to Oklahoma State University, where I majored in aviation and aviation marketing."

Marti flew during his collegiate tenure in Stillwater as a part of the Flying Aggies flight team. He credits competing at National Intercollegiate Flying Association (NIFA) contests as catalysts for his safety-first intention and precision flying skills.



PHOTOS COURTESY OF JERRY MARTI

Jerry Marti's 2024 Cessna Citation M2 Gen2 and 1969 K-35 v-tail Beechcraft Bonanza in his hangar

While in college, Marti earned his instrument rating and commercial license, and after graduating, became CFI/CFII. To date, Marti has owned nine aircraft, four of which were Citations.

"I have owned a Cessna 172, Piper Saratoga, Malibu Mirage, and a Cheyenne II before graduating to the turbine world with a Citation Jet. After that, I moved up to an M2 and am currently on my third rendition. I like the airplane for its safety and weather capabilities."

In addition to the Wichita-built light jet, Marti has a 1969 K-35 v-tail Bonanza outfitted with a G1000 avionics suite. Recreational flying typically happens in the Bonanza, but the demands of Marti's work call for longer, stronger legs.

"One of the reasons that I ended up going with the M2 was because I operate out of a 4,000-foot-long runway [KLLU]. The aircraft can get in and out of that size of runway very well, and I like that the aircraft gives me the ability to get in and out of smaller airports," he said.

"Most of the missions that I fly are business-related. We are involved, business-wise, with the Roark Group of Rogers, Arkansas and Clear Creek Golf Car and Utility Vehicles. Our main hubs are Oklahoma City, Tulsa, Little Rock, Wichita, and Springfield, Missouri. We pretty much fly weekly, and many of the flights I make are with two or three employees or customers. The airplane has been a good fit for the flexibility that I need."

The performance of the aircraft meets Marti's demands and more. He

advised that he had found the performance of the M2 to be spot on in its published performance numbers.

"On a flight to Oklahoma City, we fly anywhere from 23,000 to 28,000 feet, depending on traffic. If we don't have a clear shot to 280, then we have to step up and don't have the time to get there [in that short of a flight]. On a flight like that, it will be 37 minutes, and we will burn about 780 pounds of fuel."

While most of Marti's flights are within a state or two of Missouri,

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PHOTOS COURTESY OF OKLAHOMA STATE UNIVERSITY FLYING AGGIES

He [Marti] credits competing at National Intercollegiate Flying Association (NIFA) contests as catalysts for his safety-first intention and precision flying skills.

Jerry Marti (middle) as part of the Oklahoma State University Flying Aggies (circa 1982)

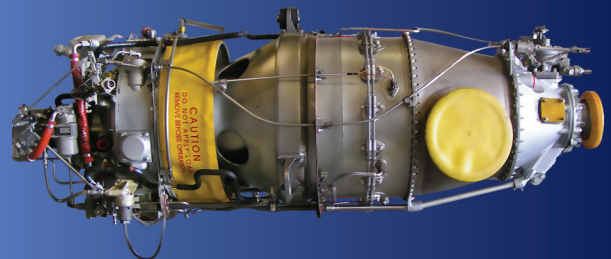
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Jerry Marti (left) flying one of his former M2's with Tim White, Vice Chairman of jetAVIVA

sometimes he flies closer to the jet's advertised 1,200 nautical mile range. He has flown the aircraft as far east as Nova Scotia and west as far as Alaska. Another farther destination is Augusta, Georgia, where he visits because his company is a Club Car distributor and an E-Z-GO dealer.


Golf is important to him both personally and professionally.

"My son Jeremy ('J-Dawg') and I own and operate a golf course in our hometown named Jeremy's Creek Golf Course. Previously, it was a private club that was going to close. In 2019, we purchased it and have since made it available to the public," Marti noted.

"We continue to improve the course and have added a restaurant open to the public, Mother Tucker's Pizza. Owned by Jeff and Jenny (Mother) Tucker, the pizzeria is known not only for its unusual name but also for made-from-scratch dough, sandwiches, and a salad bar. Jeremy's Creek and Mother Tucker's are on the downwind leg of Runway 17 at Lamar Municipal Airport."

In addition to sharing a love for golf with his family, his relatives have fostered an appreciation for aviation. Marti's two daughters and a son-in-law have learned to fly – sometimes joining him in the cockpit.

Marti is confident that the Citation family will continue to serve his needs as business and personal demands evolve.

"As far as the things I don't like about the M2, it doesn't have a drink holder in the cockpit that will accommodate a Yeti," Marti laughed when asked what improvements he would suggest for the aircraft. "I like the growth opportunities within the 525 line and keep coming back to the M2 because I like the aircraft so much. As business allows, it would be nice to go a little higher and a little faster with a CJ3+ or CJ4 and stay in the family without having to relearn everything." 



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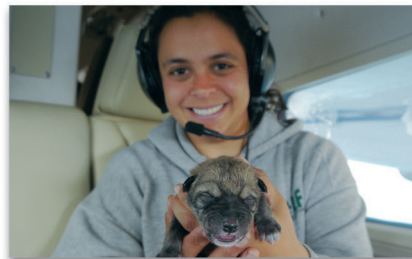
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Left: Chris Crisman/TNC/LightHawk; Right: Lincoln Athas/WCC/LightHawk



# In the Buff in Sante Fe

Reprinted from May 2011

Airplanes can take us to new destinations, on around-the-world adventures, and sometimes to downright embarrassing situations. More often for me, it's the latter. A fine example of this occurred a few years ago on our yearly trip to Santa Fe, New Mexico. Over our thirty-nine-year marriage, Patty and I have visited Santa Fe in Barons, Dukes, King Airs, Falcons, Sabres and our most recent Mustang. The routine is usually the same. Great food, expensive shopping, and amazing art. But this year was to be different. Patty mentioned that she wanted to visit a well-known luxury spa. I had resisted for years but evidently was in the hole for something on this particular trip and accidentally agreed to the junket. I had never really experienced a body massage and don't particularly enjoy having strangers rub their hands on me.

The weather was characteristically CAVU with 50 NM visibility. For me, KSAF is one of the more difficult airports to spot from the air, and it may be the only state capital airport without approach radar. After touching down on Rwy 20, we drove through the beautiful Sangre de Cristo Mountain range and arrived at the idyllic site late in the afternoon. Patty had called ahead and made all the arrangements. The facilities were impressive and spread out over tree-lined slopes deep in the woods.

First, we were taken to a small room where we were planted on tables and disrobed. Then, two total strangers walked in. A muscular lady, with the likely name of Olga, put a slice of lemon on each of my eyes and began to wrap me in a large cloth shell like a human tortilla. I don't know about you, but I don't like to be wrapped like a tortilla. Tortillas are for Mexican restaurants.



Santa Fe neighborhoods framing the Sangre de Cristo mountains

Tighter and tighter, she wrapped me until I could barely breathe. And then she proceeded to put hot rocks all over my body and told me she was leaving for a while. Trying to scream for help while wrapped up like an Egyptian mummy, all I could think of was that I had just paid real money for this.

After what seemed like an eternity, the eternity was over. Olga came back and cut me free. Patty had exactly the same experience and said it was absolutely delightful. That is not exactly what I said. But we had paid for the optional package "A," and there was more to come.

We were led up the pine-covered hillside to our "private" cabana with its own heated pool. Written on the wall were instructions for use.

1. Take all your clothes off.
2. Get in the pool.

We followed the instructions to the letter, except for one small item. Naked, Patty announced that she had left her towel outside the door and could I just sneak out and grab it. Sure, no problem. We were in the middle of the forest, surrounded by nature's most impressive creatures. No one could be anywhere near us. So, dripping, hot, and naked, I snuck out to grab the towel. I propped open the door with my leg and stretched as far as I could, looking for the towel. Click. The door shut behind me. It automatically locked. And there was no towel anywhere. Now dripping, cold, and naked, I was in the middle of the forest, subject to arrest for all sorts of reasons.

And then I heard sounds that I will never forget. A Girl Scout troop on a tour of the resort was coming up the trail and headed directly for our cabana.

You have never seen a mature man screaming so loudly. Inside, Patty, with her iPod blaring, paid no attention to my agony. With seconds to spare before I would have been arrested and pictured on the front page of the Santa Fe newspaper, naked with a Girl Scout troop, I climbed over the fence to safety.

Now, on every visit to Santa Fe, I always carry an extra towel in the baggage compartment.

Fly safe. 

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

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