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VOLUME 29 NUMBER 11



Owner's Corner

John Bogdasarian

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**COVER PHOTO:**

*Courtesy of John Bogdasarian*

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# Editor's Briefing

by Lance Phillips



## Gratitude

The New York Times published an article the other day about gratitude and how the good things in our lives are the result of fantastic webs of interconnected prerequisites. Many of us know that acknowledging all the things to be thankful for is beneficial to our health and well-being. But focusing on and realizing the chains of events that lead to the good things and how they're interconnected is also beneficial.

For instance, the ability to work on a publication like *Twin & Turbine* is something for which I am very grateful. The opportunity came about a few years ago when former editor-in-chief Rebecca Groom allowed me to write several stories about the history of the Pinnacle Air Network, a group of aviation companies for which I provide services as executive director. I have worked with Rebecca through the years, and I know her dad, Randy, through his work with Pinnacle, Beechcraft, and Raisbeck. Those relationships have benefitted me greatly, and it's the years of different things happening, mostly luck, that I get to acknowledge often. Many thanks to the Grooms.

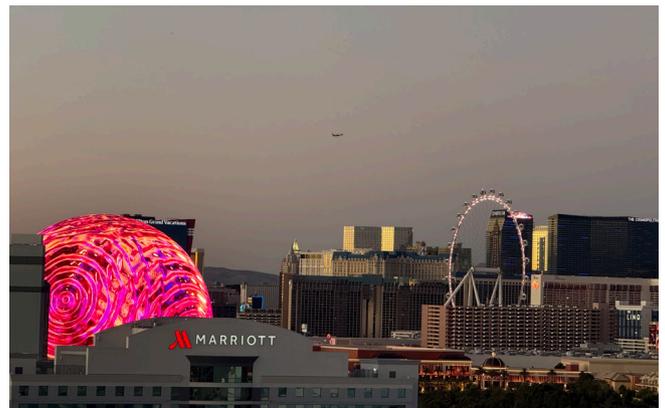
Because of the opportunity to write for *Twin & Turbine*, I have been able to build new relationships and realize new avenues for growth. All of the writers for *T & T*, and the staff at Village Press, our publisher, are another source of gratitude that I can acknowledge daily. Many thanks to all the authors who tell their stories and the stories of others each month to entertain, to help us be better pilots, and to inform us about the industry we're so lucky to be a part of.

I think about our aviation environment and the excitement it brings, and the careers many of us have built within it. It's something to acknowledge and be thankful for; it's a privilege to work within it, and we should not take it for granted.

While at NBAA-BACE last month in Las Vegas, I got to see and have lunch with Rich Pickett, one of our esteemed authors. Rich and I discussed his article this month about Garmin's new SmartCharts functionality for the Garmin Pilot app. In the article, Rich writes about how we wouldn't have the IFR environment we use today without the innovations provided by figures such as Elrey Jeppesen and Jimmy Doolittle. I would also add Elmer Sperry to that list. Without the Sperry Gyroscope Company's invention of the gyroscopic compass and attitude indicator, Doolittle wouldn't have been able to accomplish that first "blind" flight in the clouds. Many thanks to Rich and all the *T & T* writers for their monthly insight and knowledge they provide us.



NBAA M&O Session Panel



The Vegas skyline from my hotel during NBAA

On the second day of NBAA-BACE, I attended a new kind of M&O session. M&O stands for maintenance and operations. Rather than the usual semi-biased lectures put on by the aircraft OEMs, NBAA recruited those professional organizations that actually do the work. Stevens Aerospace, Elliott Aviation, Western Aircraft, and StandardAero all had representatives providing valuable operations information to the attendees. And those attendees received credit towards IA (inspection authorization) renewal.

We do have a lot to be thankful for these days, especially those of us who get to enjoy and work within this incredible aviation environment. Take a few minutes to reflect on how you got here and focus on those little interconnected webs of prerequisites.

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# Garmin Charts – Smarter than the rest

by Rich Pickett



Doolittle National Air and Space Museum Photo 1929

I write this while in my hangar office overlooking new pilots embarking on flight lessons, launching into the morning marine layer. On September 24, 1929, Lieutenant James ‘Jimmy’ Doolittle, later to achieve the rank of General in World War II, strapped himself into a small biplane along with his check pilot into an NY-2 Husky. They launched into the sky on a 15-minute instrument flight from takeoff to landing. With handwritten notes and an uncanny aviation skill, they succeeded.

At that time, Elrey Borge Jeppesen, now known as Captain Jeppesen, was 20 years old, a new pilot, and only a year later was flying the US Mail. Jeppesen was flying planes with fewer instruments than Doolittle’s NY-2. At that time, IFR really meant “I Follow the Roads”. Jeppesen compiled a handwritten book of notes, routes, and obstacles to navigate the skies under unrelenting weather. His ‘Little Black Book’ of aeronautical information evolved into instrument procedures and was the forerunner of what we use today to navigate the skies.

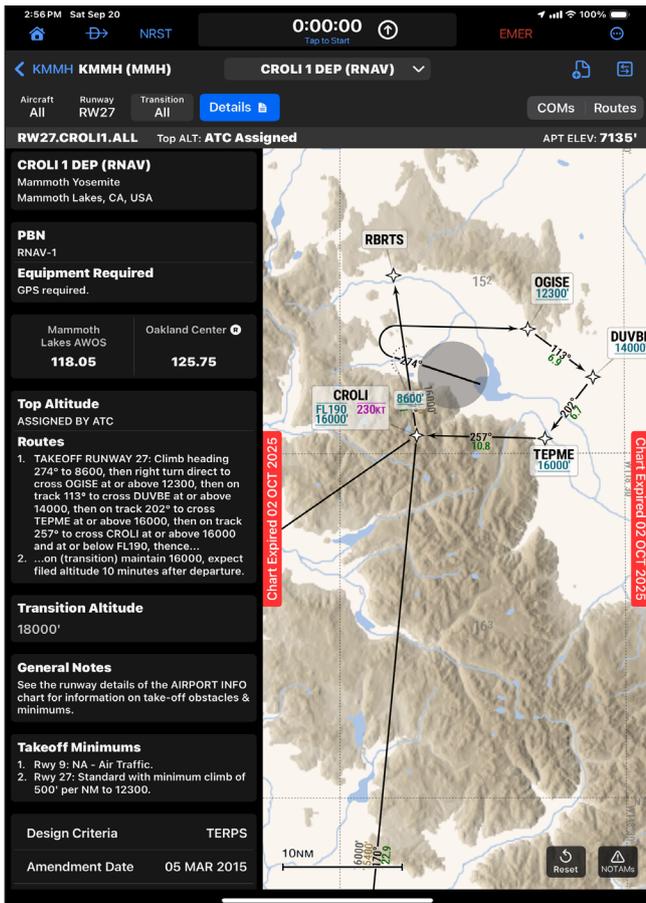
Fast forward ninety-six years since Doolittle’s flight, and we all benefit from that first flight and Jeppesen’s notebook, albeit now with a significantly larger and more complex set of instrument procedures. If you’re like me, over the years you’ve probably spent countless hours studying approach plates, trying to decipher the small print and complex symbology that can make or break a safe approach. Whether you’ve relied on traditional paper Jeppesen charts, government plates, or digital versions on your tablet, we’ve

all been there—squinting at critical minimums in less-than-ideal cockpit lighting or trying to quickly reference missed approach procedures while hand-flying in IMC. I’ve been flying with an Electronic Flight Bag since 1998; they were cumbersome at first, but the initial designs improved flight planning efficiency. Then came digital charts on the instrument panel displays. This was a huge improvement; however, as the complexity of procedures increased, the amount of extraneous data not pertinent to my flight increased.

A number of years ago, Garmin embarked on a research project to significantly change the way pilots interact with instrument procedures. Their goal was to develop a design methodology that would simplify even the most complex IFR procedures, reducing the display of data to only that information which was important to a pilot on a particular flight. This had to be done in a manner that would not only hinder aviation safety but also improve it. It also had to be eventually extensible to procedures around the world. To put this in perspective, currently there are over 12,000 approach plates and 4,290 terminal procedures in the FAA public flight procedure inventory. While this new technology is not currently implemented for all types of procedures, it does provide a sense of the size of the challenge.

Garmin has now released this new offering – Garmin SmartCharts, within the Garmin Pilot App. It simply transforms how pilots interact with the procedures. After



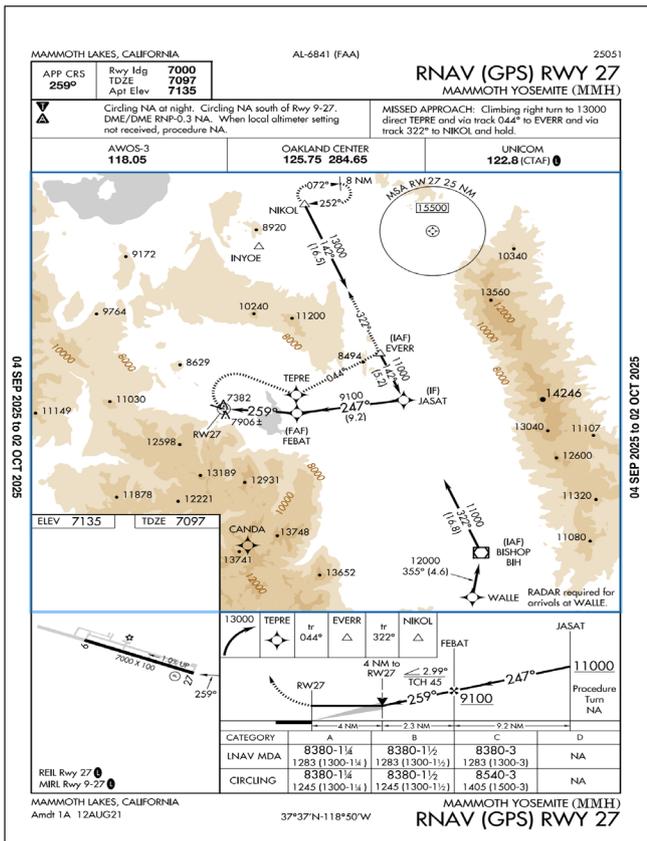


Garmin SmartCharts KMMH CROL1 SID Details

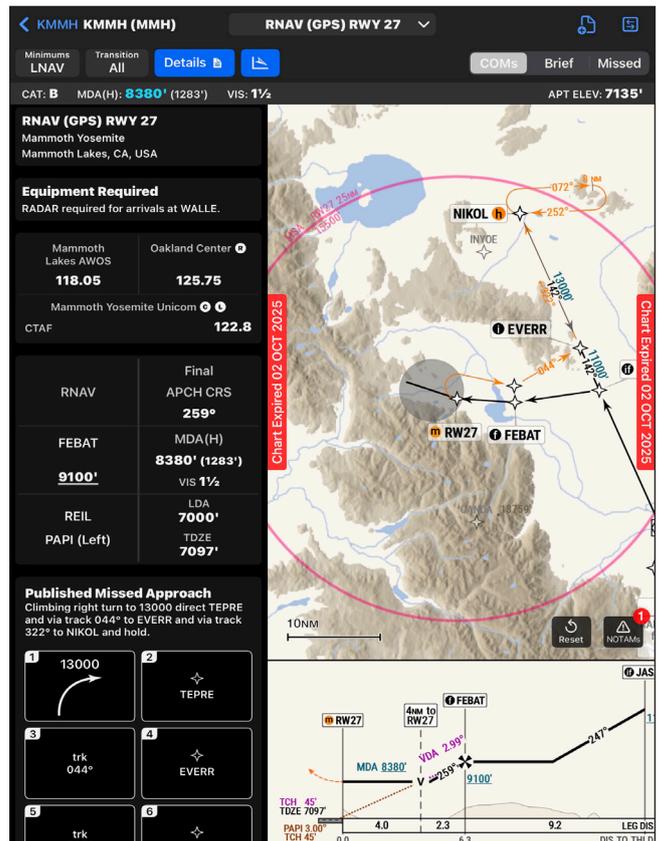
One particularly impressive feature is how SmartCharts handles complex procedures with multiple options. Take a typical RNAV approach with multiple IAFs and transition routes. Traditional charts show all possible entry procedures, holding patterns, and altitude restrictions simultaneously. SmartCharts, however, adapts to your specific approach clearance and aircraft capabilities, showing only the relevant path and restrictions. This contextual filtering eliminates the mental processing required to determine which information applies to your specific situation.

The integration with Garmin's flight planning ecosystem is seamless. When you load an approach in Garmin Pilot's flight plan, SmartCharts automatically configures itself for your aircraft's approach category and displays the appropriate minimums. This integration extends to the cockpit as well—if you're flying a Garmin-equipped aircraft, the approach information synchronizes between your panel-mounted GPS and your tablet display.

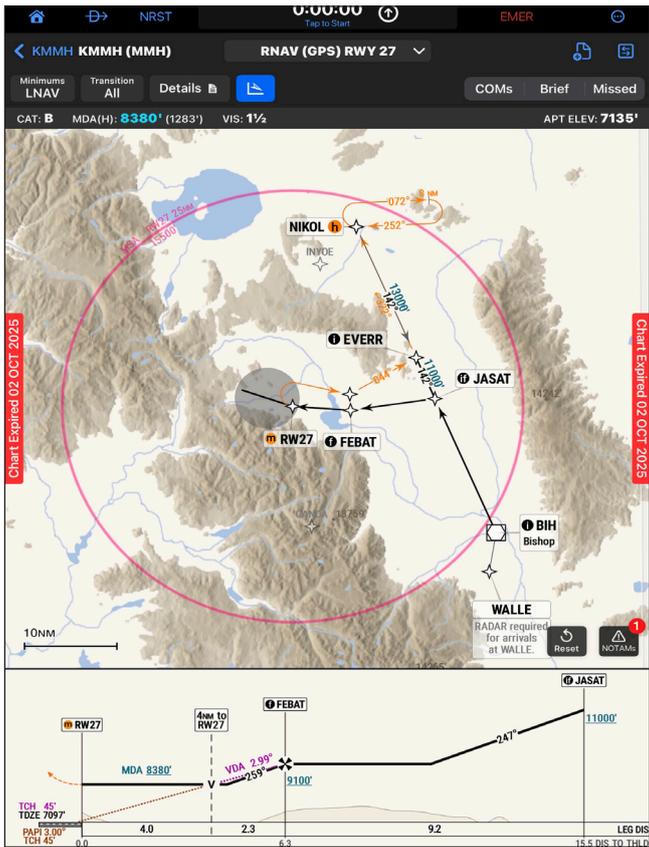
However, SmartCharts isn't without limitations. The technology requires a current Garmin Pilot Premium subscription and works only with supported procedures—currently covering most U.S. RNAV and ILS approaches but with limited coverage for older VOR and NDB procedures. Additionally, pilots transitioning from traditional charts need time to adapt to the dynamic presentation, and backup paper or static digital charts may remain essential for regulatory compliance. For that reason alone, I suggest pilots first use them on VFR flights, even with a safety pilot, while they test them out!



FAA KMMH CROL1 SID



Garmin SmartCharts KMMH RNAV 27



Garmin Smart Charts KMMH RNAV 27

One question pilots ask me is whether Garmin will launch the SmartCharts in the aircraft avionics flight decks. While Garmin has not officially stated its plans, I suspect you will see the capabilities to be available in the future, at least for the newer avionics suites.

After months of using SmartCharts alongside traditional Jeppesen and FAA charts, I find myself increasingly relying on this new technology for routine procedures while maintaining proficiency with conventional charts for backup situations. For instrument pilots looking to enhance their situational awareness and reduce workload, Garmin's SmartCharts represents a compelling evolution in how we interact with instrument procedures—one that I believe will become the new standard for aviation chart presentation. **T&T**



With 14,000+ hours of piloting more than 100 aircraft models, **Rich Pickett** is still passionate about flying. Rich holds an ATP, CFII SME, SES, glider license, and type ratings in the following aircraft: L29, L39, Citation 500/510/525, Eclipse 500S, Beechcraft Premier and Dassault Falcon 10. He runs his company, Personal Wings, with his son Tigre. Personal Wings provides training, mentoring and aircraft services. You may contact Rich at [rich@personalwings.com](mailto:rich@personalwings.com).

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# Blind Spots: Lessons from the Potomac Crash

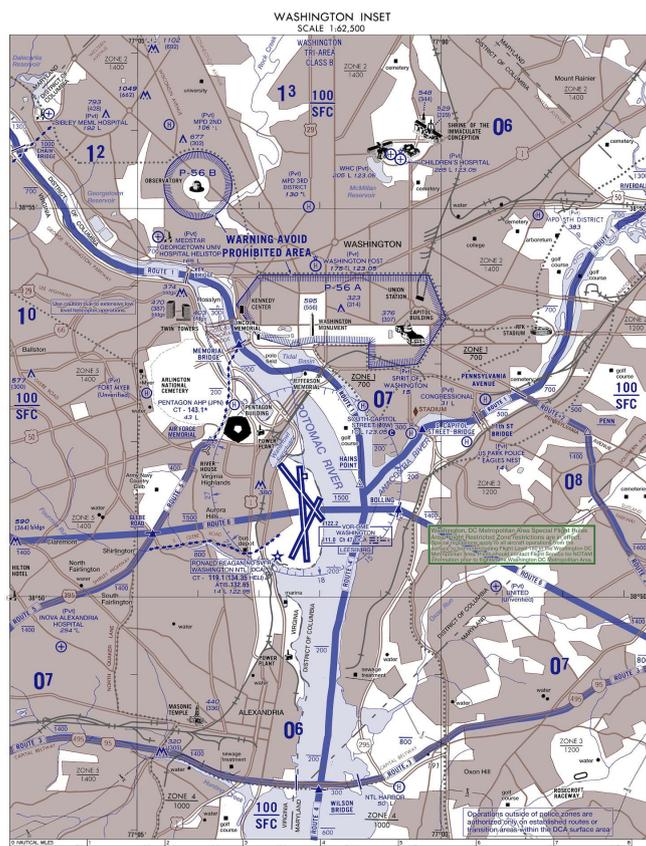
by Stan Dunn

On January 29, 2025, at 8:48 PM EST, a collision between PSA flight 5342 (a CRJ-900) and Pat 25 (an Army UH-60L Blackhawk helicopter) represented the first fatal airline mishap in the United States in seven years (the previous being a single fatality associated with a shattered passenger window on Southwest flight 1380), and the first mass casualty event since Colgan Air flight 3407 in 2009. Two fatal crashes stretching sixteen years, a remarkable safety streak considering it covered nearly 140 million departures. In contrast, between 1993 and 2008, there were 18 fatal airline crashes across a similar number of departures.

The path to today's safety record is clear in the data. In the 1970s, most fatal crashes stemmed from CFIT or microburst-induced windshear. By the 1980s, terrorism and violence overshadowed other causes, with only two accidents outside those categories—types now largely prevented by EGPWS and takeoff configuration alerts. The 1990s marked a turning point: TCAS, EGPWS, and configuration warning systems virtually eliminated traditional accident types, while the 1994 crash of USAir 1016 led to windshear detection networks that ended weather-related losses. Since the 1970s, terrorism has led airline fatalities by far, with a spooky 666 lives lost in seven crashes, plus another 2,977 victims during 9/11. The shock of the 2001 event resulted in massive changes to airport security that have effectively eliminated airline terrorist attacks.

A series of midair collisions between 1969 and 1978 led to the development of TCAS (Traffic Alert and Collision Avoidance System). But this was not aviation's first encounter with fatal collisions—the 1956 crash between TWA Flight 2 and United Airlines Flight 718 was the deadliest U.S. air disaster of its time. Congressional hearings and public outcry resulted in the formation of the FAA (in 1958) as well as funding for a national radar-based air traffic control system. Prior to this, aerial collisions were prevented mainly through a combination of 'see-and-avoid' and 'big skies.' In 1960, in response to a second fatal collision between TWA and United Airlines, the integration of rudimentary transponders into the national aerospace system was mandated by the FAA. The 1978 collision of PSA 182 and a Cessna 172 over San Diego resulted in Mode C transponder requirements extending also to GA aircraft while operating in Class B airspace.

Before the Potomac collision earlier this year, the last U.S. airline midair fatality occurred in 1986, when a Piper Archer penetrated Class B (then TCA) airspace without clearance and struck an Aeromexico DC-9 over Cerritos, California.



Helicopter Routes 1 and 4

All 67 aboard the DC-9, three in the Piper, and 15 people on the ground were killed. The outcome was sweeping reforms: TCAS became mandatory on all U.S. Part 121 aircraft, and Mode C transponders were required for all aircraft within the lateral boundaries of Class B airspace, regardless of altitude. Though this crash effectively ushered in a welcome forty-year hiatus in aerial collisions involving the airlines, corporate and GA aircraft still occasionally tangled. In response, ATC software was introduced to provide aural alerts warning controllers of unsafe separation.

## Tragic Return to Reality

The happy drought in U.S. airliner fatalities was bound to eventually come to an end. The first observation from the Potomac crash is an old one. "See-and-avoid" is unreliable and cannot solely be counted on for collision avoidance. The NTSB has not yet released its final report, but it will likely assign some responsibility to the pilots for failing to visually identify one another. While TCAS is officially designated as 'a last-resort safety barrier,' midair collisions persisted until electronic alerting systems became

mandatory. While pilots can and do 'save the day' by visually spotting and avoiding intruders—and it is right that we are reminded of this duty—we will forever remain an imperfect safeguard against midair collisions.

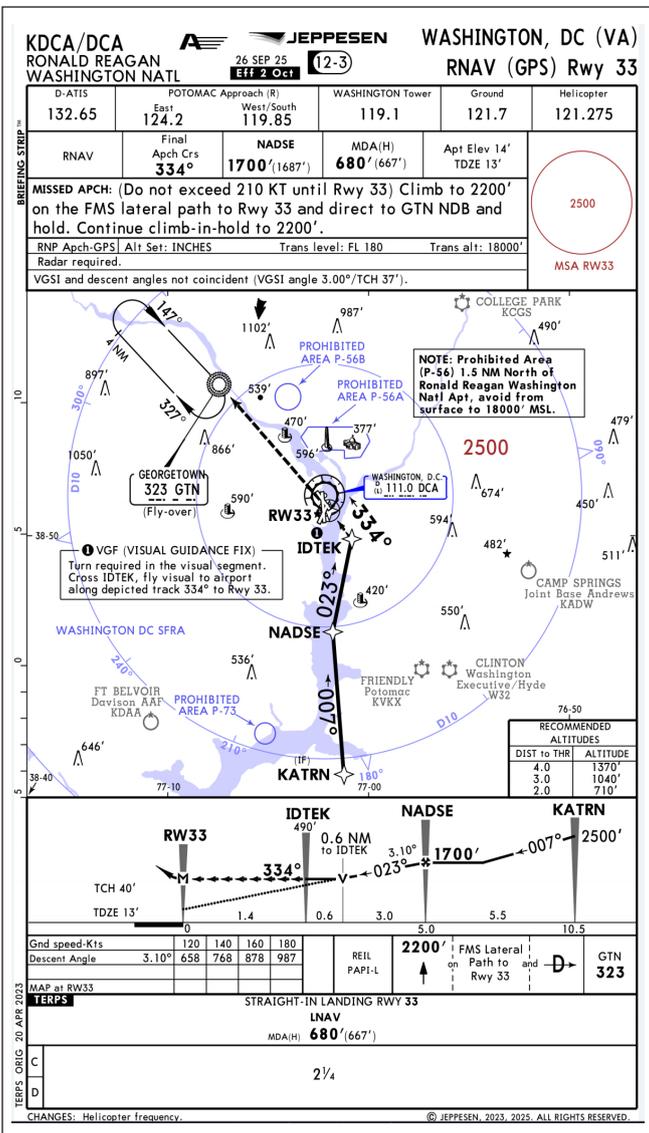
Air traffic control's primary responsibility is to facilitate aircraft separation and prevent collisions. In busy airspace, however, controller workload can be overwhelming, and certain responsibilities may be delegated. For example, when a controller in terminal airspace asks a pilot if they have another aircraft in sight, they are attempting to transfer separation responsibility: if the pilot responds 'no contact,' the controller retains it; if the pilot responds 'in sight,' the pilot assumes it. There is an inherent danger to this. In busy terminal areas, there may be several aircraft in roughly the same quadrant of the sky, all converging on a similar point. How can a pilot be certain they have the correct aircraft in sight? Controllers often refer to distant traffic, which is not yet visible. It is easy for pilots to mistake a closer, more visible aircraft as their target. This happened to me years ago on approach to Missoula Airport, Montana. Tower instructed me to track an aircraft on

final, and I visually identified one on the bearing provided and turned base to follow. Concurrently, I noticed another aircraft depicted on TCAS further out—the actual traffic I was supposed to trail. Despite experience and vigilance, I had misidentified the target. Without TCAS, we likely would have remained on a collision course. The airport was to my right, and I doubt I would have looked back to the left in time to see the correct aircraft.

This see-and-avoid dynamic was intermixed with others the evening of the crash. The Army Blackhawk was being used for a check ride, with the check pilot sitting in the left seat and the evaluated captain (who outranked him) sitting in the right (in helicopters, the PIC occupies the right seat). The voice recording transcript of the flight depicts a deteriorating evaluation. An abnormal procedure was performed inappropriately by the captain, followed by a missed approach to a landing site due to an unstable profile (the instructor pilot called for the go around). The instructor was forced again to intervene when the captain flew an improper go around profile. During the second approach attempt she stated, "I'm not comfortable landing there." The check pilot took the controls and demonstrated the landing and asked the captain if she would like another try, which she declined.

In the vocabulary of checkrides, the sequence was clearly unsatisfactory. The implications likely weighed on the check pilot. The captain not only substantially outranked him, but she held a coveted spot as a White House Military Social Aide, where she rubbed shoulders with dignitaries, celebrities, and the President of the United States. Paired to this pedigree was a somewhat muddled history in the Blackhawk. A battalion standardization pilot who had conducted an instrument evaluation with her three years prior had "found her performance well below average. He described her as one of the bottom three pilots he had trained" (NTSB Human Performance Factual Report). All this likely resulted in an uncomfortable situation for the instructor pilot, which may partially explain his decision-making during the fatal sequence of events that followed.

As Pat 25 received DCA tower approval to transit via Helicopter Route 4 (more on this later) the controller asked him to report the PSA regional jet in sight, 7 miles ahead. At this point, there were several aircraft lined up for Runway 01, including PSA 5342 (the circle to Runway 33 is based on initial alignment with Runway 01). The initial communication from ATC to Pat 25 was broken, indicating that the crew may not have understood the regional jet was circling to Runway 33. They may have assumed it was among the long line of arrivals for Runway 01—which, critically, does not conflict with Route 4. The instructor transmitted that he had the traffic in sight, but there was no way for him to know which of the many landing lights belonged to the referenced aircraft. Adding complexity, the checkride required the use of night vision goggles (NVG). While NVG units improve visibility in low-light conditions, they also substantially restrict peripheral vision. This would prove critical as the regional jet would end up on a collision course to the far left of the Blackhawk.



RNAV 33 Chart the PSA crew mimicked. Notice initial orientation with Runway 01



Rescue efforts the night of the crash

Not long after this, the tower controller apparently received an aural conflict alert between the helicopter and the regional jet. He queried Pat 25 if they had the CRJ in sight, but he did not provide either range or bearing to the intruder. The helicopter and CRJ were separated by less than a mile and rapidly converging, critical information that was omitted. The instructor pilot stated he had the CRJ in sight—likely assuming, incorrectly, that the reference was to an aircraft on final to Runway 01. The controller instructed the crew to “pass behind the CRJ,” but a concurrent radio transmission blocked this instruction. Around this same moment, the CRJ crew received a TCAS traffic alert (an aural “traffic, traffic”). With less than a mile separation (and at low altitude), TCAS would normally issue a climbing Resolution Advisory, which the CRJ crew was extensively trained to perform. However, to reduce hazards in congested airspace, TCAS does not provide Resolution Advisories below 1,000 feet AGL. Instead, the CRJ received only the lower-level Traffic Advisory, which comes with an explicit caveat: crews should not maneuver solely based on this alert. Instead, they should maintain their course and attempt to visually identify the traffic. Although the Blackhawk’s anticollision lights were

on, its relative angle to the CRJ may have caused it to key into the background of city lights. On a collision course, an object has no relative motion—only a gradual increase in size—something the human eye is especially poor at detecting at night. Although the CRJ crew did not verbalize searching for the traffic, the aural alert makes it highly likely they were. Unfortunately, a combination of high workload and physiological limits was stacked against them.

### Helicopter Route 4

With heavy civil and military traffic around Washington D.C., the FAA approved dedicated helicopter routes near DCA to ease controller workload. These routes left little margin, with tolerances ranging from tight to nonexistent. Pat 25 joined Route 1 at Cabin John, which follows the Potomac River with step-down fixes toward DCA. This design is optimized for south-flow operations: fixed-wing arrivals to Runway 19 fly above the river with altitude floors, while helicopters remain below with

altitude ceilings, the difference between the two assuring vertical separation.

On the night of the accident, winds gusted 14 to 23 knots from the northwest, putting the field in a relatively simple north-flow configuration. Most traffic was using Runway 01, shared by both arrivals and departures. With the bank of traffic growing, controllers opened Runway 33 for some landings. At just 5,204 feet, it is short by airline standards. Fewer than 5% of landings occur on 15/33, and when used, it is almost always limited to lighter regional aircraft. Using intersecting runways boosts flow rates slightly, allowing more takeoffs and landings per hour—but at the cost of significantly higher workload for both controllers and



Recovery of Pat 25 Blackhawk remains

pilots. Because of Runway 33's short length, controllers typically ask whether pilots can accept it rather than simply assigning it—as occurred this night. After some initial hesitation (followed by verification of sufficient landing performance), the PSA crew accepted the clearance. This detail later weighed heavily on the first officer's mother, who told a pilot union representative at an NTSB briefing that she agonized over the crew's decision not to refuse. In practice, however, for DCA-based pilots, accepting the shorter runway was routine.

To facilitate southbound helicopter traffic, Route 1 transitions to Route 4 at a fork in the Potomac. Route 4 is designed to provide separation for traffic landing on Runway 01, but it does not provide acceptable margins to Runway 33. Even when flown tightly along the eastern bank, Route 4 passes less than 100 feet below a standard glidepath to Runway 33. The best-case scenario is a near miss. Compounding the risk, Route 4 lacks defined lateral boundaries. Just a hundred meters west (the approximate flight path of Pat 25 that night) is a bullseye to the approach path for Runway 33. Collision becomes a matter of timing.

Simultaneous use of Runway 33 and Route 4 depends on helicopter crews visually acquiring and avoiding Runway 33 traffic. Task-saturated airliners performing a low-altitude circle to 33 will not be able to monitor the approach while also devoting substantial time to searching for traffic. While collision avoidance is officially every pilot's responsibility, its limits are well known. ATC itself was created to compensate for the shortcomings of "see-and-avoid," and TCAS was later introduced to cover the gaps left by both pilots and controllers in reliably preventing midair collisions. Yet Helicopter Route 4—intended to provide safe transit near DCA during 01/19 operations—remained available even when aircraft were circling to land Runway 33. See-and-avoid as a safeguard had already been impeached—long shown to reduce but not eliminate fatalities. As the primary barrier against calamity, it was only a matter of time.

There were other complications. It is doubtful that the architects of Route 4 considered helicopter training events under NVG, and the peripheral limits such devices produce on collision avoidance. Likewise, operating a helicopter at 200 feet, on NVG, along the banks of the Potomac—with cranes and buildings speckling the shore—is itself task-intensive. At such a low altitude, the flying pilot must focus almost entirely on precise margins. That shifts radio calls, decision-making, and visual scanning onto the monitoring pilot. With the flying pilot low on bandwidth, there is no room for misunderstanding or error. The error chain is complete; survival or catastrophe left to chance.

Route 4 has been killed by the FAA, which represents a particular solution and not a general one. See-and-avoid is relied on elsewhere, such as Orange County Airport in Santa Ana, California. With extremely close parallel runways and a constant mix of airline, corporate, and GA traffic, it is common to receive a traffic alert on short final as parallel base-leg aircraft are briefly on a collision course. Harrison Ford famously landed on a taxiway there, good

for an eye-rolling laugh if you have never experienced the tight confines of the SNA traffic pattern, nor the taxiway-like width of Runway 20L. On my last two approaches to 20R into SNA, I have received low altitude TCAS alerts both times. Straight-in during daylight, it is easy to spot the offender and verify their last-minute turn to final. It is disconcerting, but there is no other alternative. Aviation demands precision, yet there is no getting around risk. Technology has made aviation safer, but it is not infallible. Every system—electronic, mechanical, and human—has limits, and every environment comes with unique challenges. Complacency erodes diligence, yet every flight demands respect. Complex airports, conditions, or equipment require special preparation. The Potomac collision is a stark reminder that while technology and regulation have driven aviation to unprecedented levels, the final defense still rests on human judgment—and when that judgment leans too heavily on see-and-avoid, history shows it is only a matter of time before blood is spilled again. **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-1900, 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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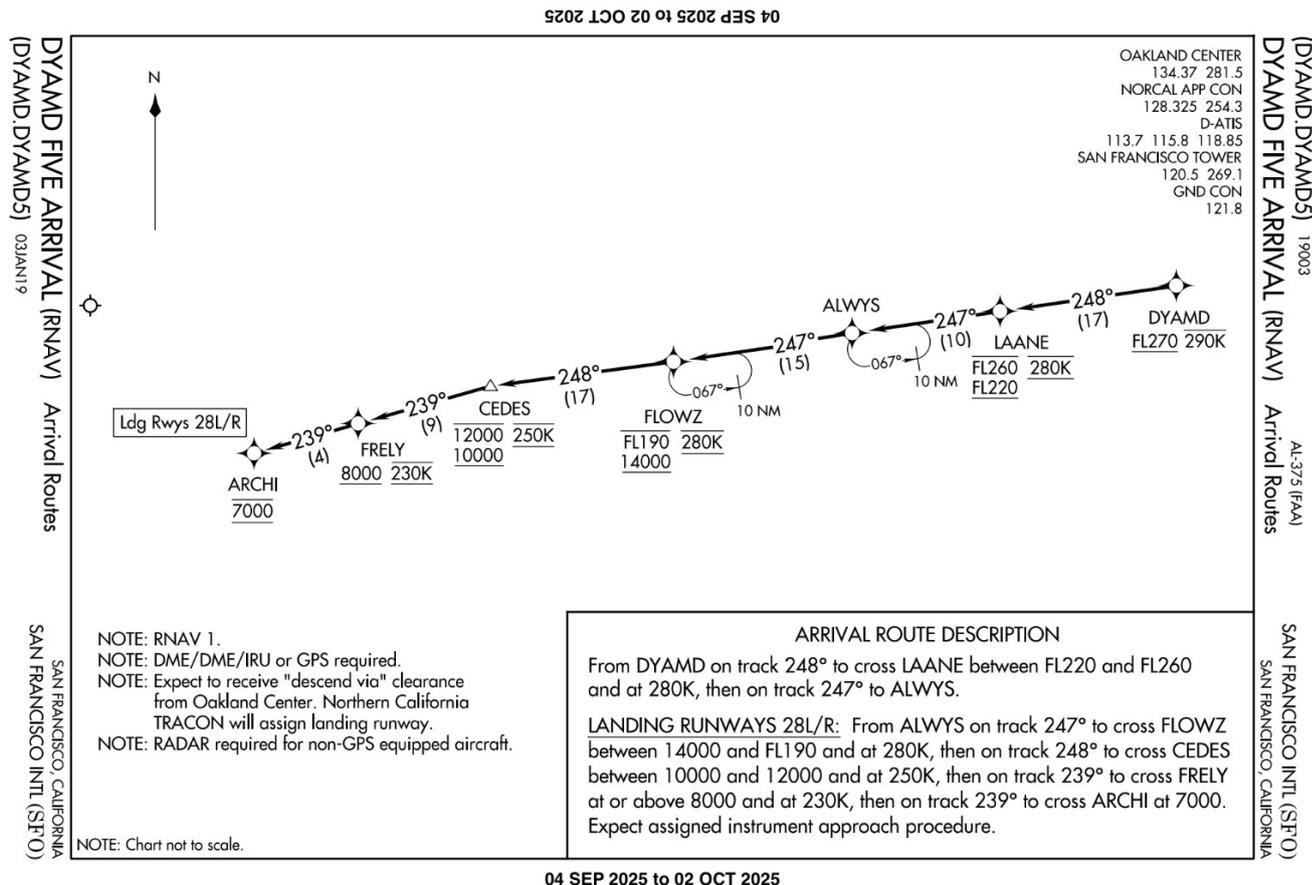
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# Charted Visual Flight Procedures

by Ed Verville



All professional pilots are familiar with visual approaches as well as instrument approach procedures, but have you encountered a visual approach that is actually printed on an instrument approach chart? If so, on some occasions, you may actually end up flying in formation with a Boeing or an Airbus.

This happened as we were flying into San Francisco Airport (KSFO) via the DYAMD FIVE (RNAV) ARRIVAL from the RUSME transition. This is a two-page arrival if you are using the FAA STAR Charts. The arrival terminates at the ARCHI Intersection at 7,000 feet for landings on Runways 28L/R, and I was speculating what approach we might receive. Both the ILS 28R and the RNAV Z 28R had an Initial Approach Fix (IAF) that connected to the ARCHI Intersection from the STAR Arrival. I was anticipating landing on Runway 28R as we were parking at Signature Flight Support FBO, which is on the North side of the field nearest to Runway 28R. But the ATIS information tipped us off that the airport was also using the Quiet Bridge

Visual Approach to Runways 28L/R. This procedure also has a starting point over ARCHI Intersection.

We were eventually advised to expect the Quiet Bridge Visual to Runway 28R. To assist in flying this approach over the charted visual points, I had the First Officer/SIC add some information to the moving map with our Rockwell Collins FMS. The FMS has a FIX Page that will provide a radial, radius, or abeam points to any fix. We set it up to display the 095-degree radial off the SFO VOR. This provided a visual display of the 275-degree inbound course. We also set a 20-mile radius or circle around the SFO VOR to show the point where we were to intercept the 275-degree course inbound.

This charted visual approach allows Air Traffic Control to use tighter tolerances for airplane separation. We quickly discovered this when we were soon flying in formation with the Airbus airliner to our left, flying the approach to the parallel Runway 28L. (See photo off our left wing). This was a little startling to our passengers, who

obtained a great video of our formation approach and landing. We even had simultaneous landings on Runways 28 Left and Right. There is a cautionary note on the chart indicating “Closely spaced parallel approaches may be in progress to Runway 28L.”

There are multiple types of visual approaches. A standard “visual approach” requires a ceiling of at least 1,000 feet, and 3 statute miles visibility. It also requires that you have the airport in sight, or the preceding traffic for the same runway in sight. A “contact approach” only requires 1 statute mile visibility and an expectation that you can find the airport visually. The airport also requires at least one functioning instrument approach. A contact approach may not be initiated by ATC but rather must be requested by the pilot.

A “charted visual flight procedure” (CVFP) is used at busier airports and provides a framework of visual points with a specific route to be followed. These approaches require an operating control tower, ceiling of at least 500 feet above ATC’s minimum vectoring altitude, and at least 3 statute miles visibility. You do not need to have the airport in sight. ATC will issue a clearance to fly a CVFP after you report a depicted landmark or the preceding aircraft in sight. CVFP Charts are published in both the FAA and Jeppesen Approach Charts, but they are not in your FMS or GPS database, so they cannot be downloaded to the flight plan.



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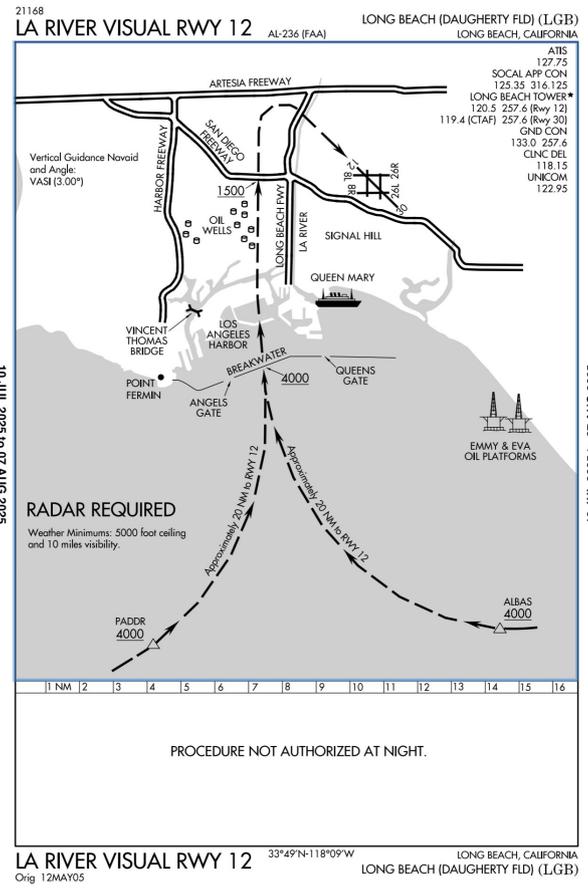
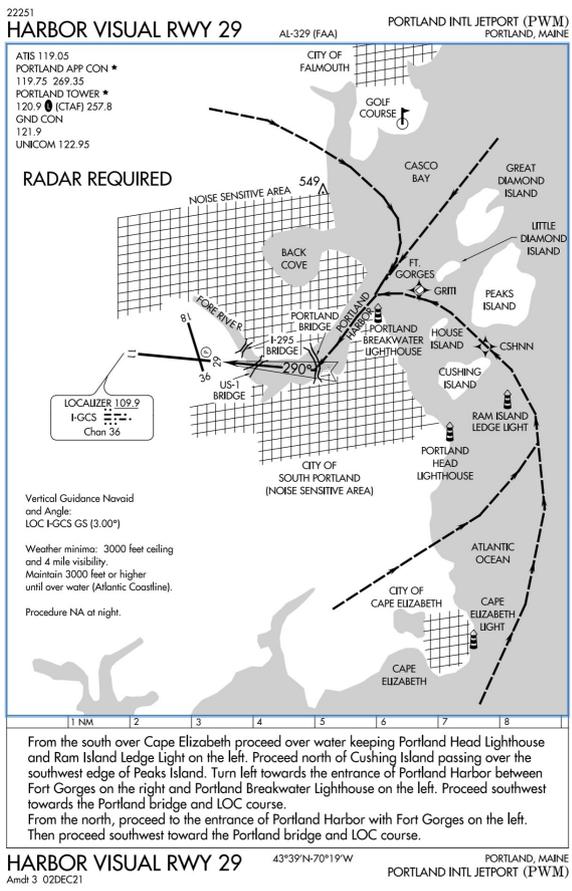
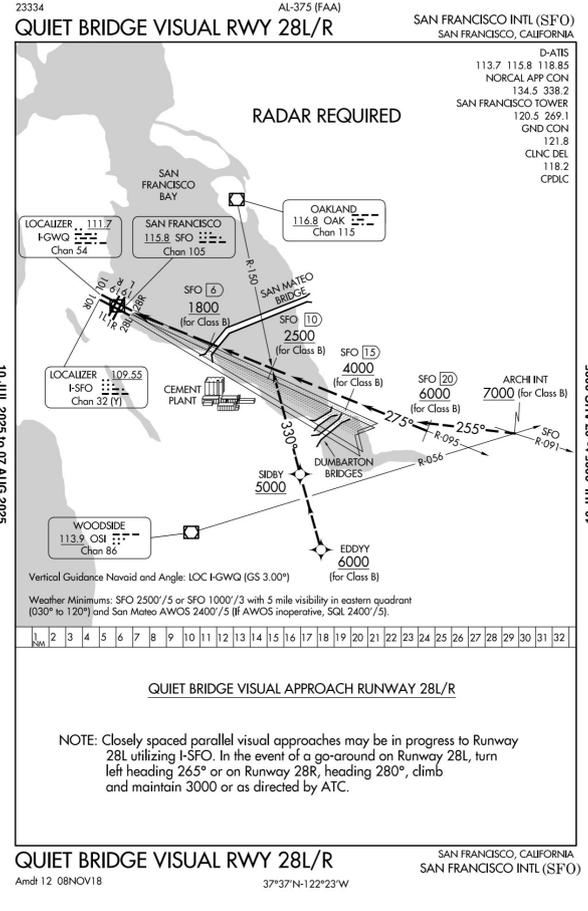
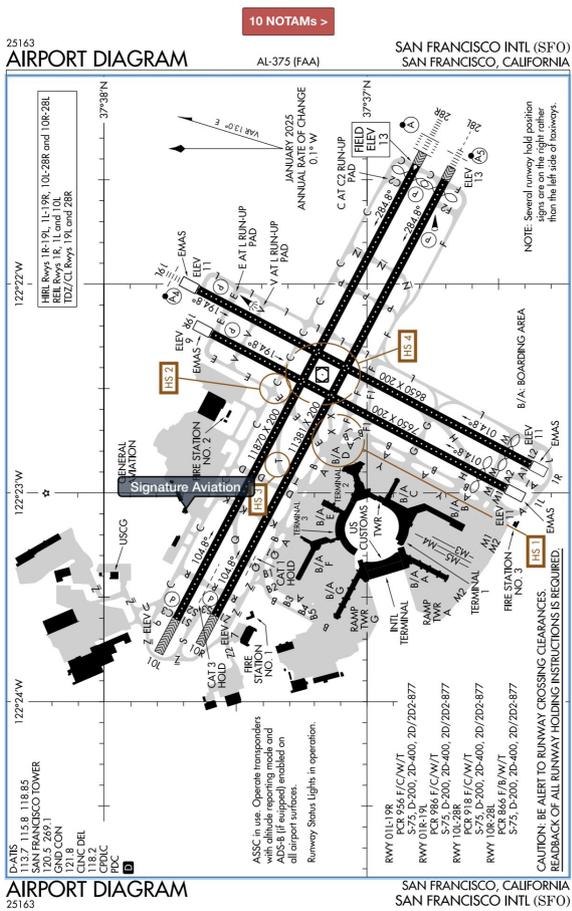
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Over the years, I have flown the Harbor Visual Approach to Runway 29 at Portland, Maine, multiple times. In addition to meeting ATC needs and providing noise reduction to residents, this charted visual procedure provides pilots with a scenic view of lighthouses, islands, and the city.

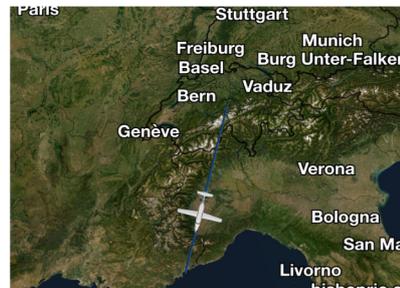
The charted visual approach, North Bay Visual Runway 18, into St. Pete-Clearwater Intl. in Florida has a cautionary note stating, "Procedure not authorized at night." This is normal when the landmarks used for navigation are not visible at night.

Although I have also flown into Long Beach (Daugherty Field) Airport in California several times, I have never been assigned either of the charted visual approaches: LA River Visual Runway 12 or Arsenal Visual Runway 30. Perhaps I will request one of these procedures the next time I'm in their area. **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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COUNT	AIRCRAFT
8	ASTRA 1125
41	ASTRA 1125SP
59	ASTRA 1125FPX
21	BEECHJET 400
266	BEECHJET 400A
250	BOEING BBJ
513	CHALLENGER 300
317	CHALLENGER 350
29	CHALLENGER 3500
29	CHALLENGER 600
25	CHALLENGER 601-1A
108	CHALLENGER 601-3A
52	CHALLENGER 601-3R
351	CHALLENGER 604
283	CHALLENGER 605
78	CHALLENGER 650
3	CHALLENGER 800
53	CHALLENGER 850
5	CHALLENGER 870
504	CIRRUS VISION SF50
130	CITATION 500
375	CITATION 525
345	CITATION BRAVO
207	CITATION CJ1
107	CITATION CJ1+
255	CITATION CJ2
245	CITATION CJ2+
489	CITATION CJ3
267	CITATION CJ3+
464	CITATION CJ4
192	CITATION ENCORE
85	CITATION ENCORE+
405	CITATION EXCEL
13	CITATION I
277	CITATION I/SP
436	CITATION II
50	CITATION II/SP
164	CITATION III
173	CITATION LATITUDE
58	CITATION LONGITUDE
376	CITATION M2
510	CITATION MUSTANG
142	CITATION S/II
366	CITATION SOVEREIGN
118	CITATION SOVEREIGN+
315	CITATION ULTRA
289	CITATION V
27	CITATION VI
135	CITATION VII
324	CITATION X
39	CITATION X+
314	CITATION XLS
358	CITATION XLS+
17	DORNIER ENVOY 3
33	ECLIPSE 550
317	ECLIPSE EA500
20	EMBRAER LEGACY 450
83	EMBRAER LEGACY 500
113	EMBRAER LEGACY 600
72	EMBRAER LEGACY 650
16	EMBRAER LINEAGE
379	EMBRAER PHENOM 100
580	EMBRAER PHENOM 300
113	EMBRAER PRAETOR
57	FALCON 10
21	FALCON 100
15	FALCON 200
272	FALCON 2000
5	FALCON 2000DX
23	FALCON 2000EX
162	FALCON 2000LX
148	FALCON 2000LXS
25	FALCON 20C
15	FALCON 20C-5
17	FALCON 20D
1	FALCON 20D-5
1	FALCON 20E
48	FALCON 20F

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

## TURBOPROPS - 16,319

### CHIEF PILOTS & OWNERS

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

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

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

## TWIN PISTON - 7,649

### OWNERS

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

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### 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

# Editor's Pics

Photo by Steven B.  
& Story by Lance Phillips





T&T reader Steven B. sends a photo from the cockpit and writes: “Lance, I just finished reading the September issue of T&T, and it made me think to send you a couple of what I thought were neat thunderstorm pics. We could see these over 200 miles away en route from KSUS-KCUB. They were on the South Carolina border, and the blow-off downwind was the longest I had ever seen. Very cool sight. Got a newer iPhone and am having fun playing with the camera.”

Many thanks, Steven. And if anyone has great photos like this, please send them my way. Maybe you’ll see your photo in a future issue.

## John Bogdasarian

by Grant Boyd

PHOTOS COURTESY OF JON BOGDASARIAN



John Bogdasarian has been in the real estate industry for 28 years and has been an aircraft owner for almost five years. Early in his career, he needed to drive frequently between his home in Ann Arbor, Michigan, and a job site in South Bend, Indiana. These road trips began to wear on him, and Bogdasarian wondered how to make them less painful.

Of course, aviation was the logical choice, and the private equity company president began flight

training in earnest. He advised that he was ready for his checkride when his first daughter was born.

"I decided that I didn't have the time to put into it anymore, and certainly didn't have the funds at the time to buy an airplane. In addition to that, I was flying a really old rental aircraft, which made me nervous. I probably had about a hundred hours, 30 of which were solo, before I put flying on pause," he said.

"Fast forward to COVID, when everyone was on lockdown, and I had

nothing to do. It looked like it was going to stay that way for a while, and I was in a different financial position. So, I bought a Cessna 182 with Garmin G1000 NXi and hired an instructor full-time. I got my license in about three months and then bought a Bonanza, which had the same avionics that the 182 had."

Bogdasarian was excited to begin flying the new-to-him, high-performance aircraft, but was aware of the risks as a low-time pilot and began working towards an



instrument rating. The Bonanza was a nice step up from the 182, but Bogdasarian knew that his next step was going to be more of a leap. And so, he gained a higher ceiling, more range, and a lot more speed.

“My buddy Phil Bozak has a TBM 900, which is actually a couple of serials off from the one I have now. He was instrumental in getting me into this aircraft, and I had flown with him a number of times for various things. So, I always had my eye on a TBM but wasn’t sure I’d ever get there,” he said.

“After a couple of years owning the Bonanza, I upgraded to the TBM 900. This is a dream aircraft. Flying it is like time-traveling, and you’re over most weather. If you can’t get over it, you can get around it pretty easily. Insurance costs and other expenses go up every time you upgrade, but one thing that I don’t know if people really think about is the safety perspective. And when moving up, you gain more and more capabilities. The TBM checks all the boxes for my missions and is a very capable plane.”

Bogdasarian purchased his aircraft, equipped with G1000 NXi and the pilot door upgrade, in April of 2024, right after it came out of its 10-year inspection. He estimates logging about 200 hours a year, with trip lengths varying from half an hour to an occasional three- or four-hour-long

flight. Some of the most labor-intensive times that Bogdasarian has flown in the plane were during training.

“It’s funny that insurance is all based on hours. I can sit in the plane for four hours, or I can fly it for one – when the takeoff, touchdown, and [high-intensity tasks] happen. When I first got the plane, insurance required 40 hours of in-aircraft training. I flew with an instructor pilot from Goldberg Aviation, and we spent a week flying all over the country. It was super fun, and I probably did more than what was required because

it was fun, and you don’t want to do something stupid with the plane.”

Outside of becoming acquainted with a different cockpit and systems, the TBM has some nuances that must be learned.

“It’s a big, fast plane. I think I had a 50% go-around rate during my first 50 hours in the plane, since it was such a different animal from landing a Bonanza. You are going so fast when coming in to land, and it’s hard to get the thing slow enough, down to around 110 knots. The stall speed configured is 61 or 62 knots, so you





of the runway. I'd say it's more of a feel play, and doing it correctly, you can be pretty high nose up when you touch down. I mean, it's just if you've got too much power in that's where the problem is. A lot of people start pushing the nose down to try and get the plane down. And really, you have to land it more like an airliner, where you're just kind of coming in nose high and letting the sink rate get you down there. Then there is no flare. You just hit ground effect and land."

An oftentimes macabre source of these important knowledge points is post-accident investigation reports, where you can learn a lot of the model-specific "do's and don'ts." Learning from these, Bogdasarian continues to refine his own personal limitations and standard operating procedures. Personally, he doesn't fly in the winter down through icing conditions when it's freezing at ground level (and referenced a March 2025 crash in Minnesota of a TBM 700) and feels most sharp when flying at least every ten days. If he doesn't have an existing flight lined up when starting to feel rusty, he will fly to visit family or find another "excuse" to do something more than just flying aimlessly in the pattern.

Bogdasarian advised that the TBM ownership group is tight-knit and willing to help one another with more than just the operating nuances of the French-built airframe.

can fly it almost as slow as a Bonanza, but on final, you should be at 85 knots over the fence. I was constantly at 100 or 110," he said.

"And with that much speed and power in the plane, it just doesn't settle down. You start floating, floating, floating, and if you try to do any kind of flare at all, you just balloon up. At that point, you just go around and do it over again. Even after my training, I was still having to go around a lot, and I called Phil [Bozak] so we could go fly in the pattern together. What I realized was that I was leaving too much torque in when I was 50 feet off the ground. You really can almost pull it to flight idle at that point, or close to it."

Prop clearance at touchdown is of the utmost concern to pilots, and there are visual cues to make sure you are on the right track when landing.

"There's a great article out there (TBM Technique: Landing in Style, AOPA-January 2021), where they actually had a contest [among TBM

pilots] for who could hit the numbers and make sure you're five degrees nose up when touching down to avoid prop strikes. So, if I have someone with me, which oftentimes I do, I have them watch the screen. My eyes are outside at that point on final, and you're looking down at the end





“Leaning on the TBM owner groups that are out there on Facebook has been beneficial. Chris Osborne, who is just across the river from me in Canada, flies back and forth from the Turks and Caicos regularly. When I was planning my first international trip, I posted asking whether any-

one had made that trip before. He got back to me right away and gave me a checklist and the routes that would probably happen, the different points, and where I'd have to circle depending on when I arrived,” he said.

“It's only one way in, one way out because there is no taxiway. The

airliners don't start getting in until like one or so in the afternoon, until about five. He told me that if you get there by 12:30, you'll be the first one in line and not have to worry about circling around a fixed point [waiting for the airliners to land]. And the first time when I went there, I was on final when I heard someone having to do a holding pattern out over the ocean.”

Bogdasarian flies both for fun and in support of his real estate investment business, Promanas. The TBM 900 is a competitive asset, allowing the team to easily reach in-work developments or potential acquisitions at a moment's notice.

“Right now, we are doing a big project in Nashville, so I'm back and forth from John Tune a lot. The flight is maybe an hour and a half, start to finish. I can go at a moment's notice, and that's super helpful,” he said.

“I would say my primary mission outside of work is flying my boys around to sports tournaments. They




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play golf out of Sea Island, Georgia, the Carolinas, and all over the place. Next week, they have a four-day travel baseball tournament in Omaha. It would be a ten-hour drive in a car, or an hour and forty-five minutes in the TBM. Flying allows me to be able to get there with them, while still being able to hop over to Nashville for a day for work.”

Nearly a year and a half into owning the TBM, there really isn't anything that Bogdasarian would change about the aircraft. As a fan of the University of Michigan athletics teams, there is actually one thing.

“I think the only thing that I'm unhappy about is the color of my plane. It looks like the Ohio State Buckeyes team airplane, with scarlet

and gray paint. Being in Ann Arbor, I am joking, but at the same time I'm not, it was the only thing that gave me pause,” he recalled. “But look, I got to say, the plane runs like a well-oiled Urban Meyer machine. So, if that's the price I have to pay, that's fine. If I can get it painted at some point in time, I'd like to get the interior refreshed as well. But I don't think I can have it down for a month to six weeks to get that work done.” **T&T**



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

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

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# Fatal Distraction

by Lawrence Searcy



My grandparents around the time of their wedding

Steve Forbes introduces his monthly article in his namesake magazine with a quote that says, “With all thy getting, get understanding.” For pilots, we strive to understand everything we can about flying. Whether it’s the characteristics of our planes, the weather forecast, or our own personal limitations or minimums, continual process improvement is important to avoiding costly mistakes. When something goes wrong on a flight, recognizing the fault, diagnosing the problem, and developing a plan must all occur very quickly. In two accidents on the same day in 1972, two experienced Eastern Airlines pilots failed to correctly assess their situations while landing, and the results were disastrous. One of those Eastern Airlines pilots was my grandfather.

On December 29, 1972, I was six weeks shy of my fourth birthday when my grandfather, my great aunt, and two of their friends died in a plane crash near Marfa in far west Texas. My grandfather was the pilot of N9867, a

Beechcraft Queen Air 65-80, ferrying his friends and my great aunt to a New Year’s Eve party at a ranch in Kent, Texas. My grandmother was ill and did not make the flight. At the time of the accident, my grandfather was fifty-eight years old, a full-time Senior Captain for Eastern Airlines, and had amassed more than 28,000 flight hours. Despite hours of online research about the accident, the only official mention of the crash is the NTSB report, totaling about seven lines. Apparently, the crash occurred on the base to final leg with the probable cause listed as “Pilot in Command – Failed to obtain/maintain flying speed.” The report also states, “Fire after impact” and “Aircraft apparently turning from base leg to final approach. Was in clean configuration.” At the time of the accident, my grandfather had approximately 80 hours of flight time in the Queen Air. A newspaper article quoted Jeff Davis County Sheriff Wilbur Medley saying that “winds were gusting up to sixty miles per hour in the area when the pilot sought to land.”

NTSB Identification: FTW73AF033  
 14 CFR Part 91 General Aviation  
 Aircraft: BEECH 65-80, registration: N9867

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DA
3-1580 80	72/12/29	KENT, TEX	BEECH 65- CR- 1 0 0 NONCOMMERCIAL		AIRLINE TRANSPORT, AGE	
	TIME - 1645		N9867	PX- 3 0 0	PLEASURE/PERSONAL TRANSP	58, 28000 TOTAL
DESTROYED	OT- 0 0 0		DAMAGE-		IN TYPE, INSTRUMENT	RATED.
NAME OF AIRPORT - J.D.RANCH STRIP						
DEPARTURE POINT			INTENDED DESTINATION			
SAN ANTONIO, TEX			KENT, TEX			
TYPE OF ACCIDENT				PHASE OF OPERATION		
STALL: SPIN				LANDING: TRAFFIC PATTERN-CIRCLING		
PROBABLE CAUSE(S)						
PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED						
FIRE AFTER IMPACT						
REMARKS- ACFT APPARENTLY TURNING FROM BASE LEG TO FINAL APPROACH. WAS IN CLEAN CONFIGURATION.						

Full narrative is not available

## NTSB Report

While researching my grandfather's crash, I discovered an amazing coincidence. On the same day and only about four hours earlier, another seasoned Eastern Airlines pilot crashed an L-1011 into the Everglades just west of Miami. This crash is billed as the first crash of a jumbo jet in the modern era. In the Captain's seat was Eastern pilot Robert Albin "Bob" Ross, who had more than thirty years' experience as a captain with the airline and 29,700 total hours. He had 280 hours in the L-1011.

In the L-1011 accident, the Eastern Airlines flight from New York to Miami was uneventful until the plane was on final approach into Miami. When the pilot deployed the landing gear, the crew noticed an anomaly. The nose gear indicating light did not illuminate, suggesting that the nose gear was not in the down and fixed position. The Crew, consisting of Captain Ross, a co-pilot, an engineer, and an off-duty Eastern Airlines engineer, all worked to determine the problem while air traffic control instructed the plane to fly west at 2,000 feet and enter a holding pattern. Eventually, the crew determined that the malfunction was nothing more than a burnt bulb in the indicator and requested to return to the Miami airport.

Amazingly, all four crew members failed to notice that while they were diagnosing the landing gear problem, the plane was slowly descending towards the Everglades. By the time the error was noticed, it was too late, and the plane crashed, claiming 101 lives. The NTSB later determined pilot error as the cause of the crash, stating that the flight crew failed "to monitor the flight instruments during the final four minutes of flight and to detect unexpected descent soon enough to prevent impact with the ground. Preoccupation with a malfunction of the nose landing gear position indicating system distracted the crew's attention from the instruments and allowed the descent to go unnoticed."

How is it possible that two commercial captains with more than sixty years combined experience and 57,700 total flight hours (plus three additional crew members in the L-1011) met the same fate on the same day? Both of these accidents were easily preventable, but all of the crew members were faced with distractions during a critical phase of flight and missed the opportunity to make a correction. For my grandfather, if winds were indeed gusting to sixty miles per hour, he could have easily turned back or diverted. For the L-1011 crew, they remained so distracted by fixing a minor bulb problem

that no one thought to check their instruments to confirm level flight at 2000 feet.

With my grandfather's accident, there is almost no public information available. I can only piece together information I heard as a kid and make assumptions about what really happened. My father did not like talking about the accident, but he was convinced that either my grandfather had a medical episode causing the crash or something mechanical went wrong with the plane. In the years since earning my own wings, I have often thought about the circumstances of the crash and concluded that my dad's opinions were derived through bias. My dad and grandfather often flew together, and my grandfather was my dad's CFII. While I cannot count out some other anomaly with the plane or my grandfather's health, I don't think this was anything other than bad decision-making. Certainly, the Queen Air was an underpowered plane for a big twin, but the circumstances reek of the classic stall/spin in base to final at slow speed. Add in the wind component, the fact that he was landing on a ranch strip, and his probable desire to get to his friend's party, and the result was almost a foregone conclusion.

The newspaper articles on the crash add a detail absent from the NTSB report. The article states that the "plane hit short of the runway and burned." If he was turning base to final, why was the plane in the clean configuration with the landing gear and flaps up? Was he waiting until the last minute to configure the plane because of the high winds, or was he distracted by the conditions such that he forgot all of the above? There is so little data about the crash that I can only form my own opinions about what happened. My opinion is that, regardless of his wealth of experience, his 28,000 hours as a commercial captain and his years of flying warbirds in airshows, he should have understood that landing with wind gusts of 60 miles per hour was unwise. He could have turned back to San Antonio

# West Texas Plane Crash Kills Four

A sister and a nephew of Lawrence Wood of Refugio were among four persons killed Friday night in a crash of a twin-engine private plane near Kent, in West Texas.

The Refugio sheriff's office said Friday night it had learned that two of the victims were Patty Wooford of San Antonio, sister of Wood, and Tyson Searcy of San Antonio, Wood's nephew.

A third victim was identified as a David Brooks, believed to a friend of Mrs. Wooford and Searcy. Identity of the fourth person was not immediately known.

The Associated Press said the craft, a Beechcraft Queen-Aire, went down about four miles south of Kent on the Dorn Ranch, apparently falling short of the runway at the ranch landing strip.

Authorities said the plane left San Antonio early Friday afternoon.

Kent is about 160 miles southeast of El Paso.

# Services today for plane victims

Caller-Times News Service

SAN ANTONIO — The Rosary will be recited at 7 p.m. Monday in St. Peter Prince of the Apostles Catholic Church for Mrs. Patricia Wofford and Tyson Searcy, who were among four victims of a light plane crash in West Texas Friday.

Mrs. Wofford was the sister of Lawrence Wood, a well-known Refugio rancher and businessman. Searcy was the brother-in-law of Mrs. Wofford and Wood.

Requiem Mass for the two San Antonio residents will be celebrated at 9:30 a.m. Tuesday at the same church. Burial will be in the Mission Burial Park under the direction of Porter Loring Mortuary of San Antonio.

Also killed in the crash were Mr. and Mrs. David Brooks of San Antonio. Their funeral services will be at 4 p.m. Tuesday in Christ Episcopal Church in San Antonio.

The twin-engined Beechcraft Queenaire, piloted by Searcy, crashed near the Culberson County town of Kent some 160 miles southeast of El Paso. The plane was headed toward the Dale Dorn Ranch near Kent. Dorn, chairman of the board of Forest Oil Corp., is the brother of Richard Dorn of Corpus Christi.

Two University of Texas students, Tyson M. Searcy of San Antonio and John J. Randall of Austin, are now pilots for Eastern Airlines, stationed at Atlanta, Ga.

or diverted to a nearby field, but he chose instead to try and put it down on the ranch strip.

In both accidents, the pilots failed to do the fundamentals when faced with adverse conditions. They failed to understand their situation, consider all of the relevant information, and act accordingly. There are a number of accident reports from both inexperienced pilots and those with thousands of hours getting themselves into preventable situations. I readily admit - I have done it. I have made mistakes flying that could have been disastrous, but for the grace of God were not. I think all pilots would admit the same.

One such event occurred on a recent flight this spring to Reno, Nevada, with my wife and son. Leaving Pueblo, Colorado, for the second leg of the trip, we climbed to altitude and began the 3.5-hour trip to Reno. The enroute portion of the flight was uneventful. However, as we approached Reno, I dialed up the ASOS and received the weather reporting winds 230 at 26 and gusting to 38. Commercial planes needing the longer runways, 35L and 35R, were being diverted because of the heavy crosswind. I was offered runway 26 by the controller and accepted the visual approach, landing behind a King Air in front of me. With the wind blowing straight down the runway, I ignored the real complexity of landing in such conditions. I was also bolstered by the

◀ Various newspaper clippings about the crashes

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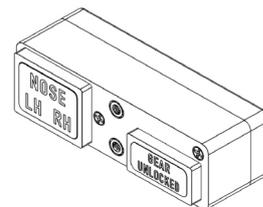
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King Air landing in front of me. I'm sure the thought of "If he can do it, so can I" ran through my head.

This was my first landing in Reno, and I did not anticipate the turbulence coming over the mountains into runway 26, nor the workload required to combat the wind. My logbook entry sums it up: "worst landing ever, coming over the mountains was very rough and turbulent." In retrospect, I should have diverted to another airport with better conditions. Why didn't I take in the information at hand and divert to a more suitable field? Probably because it was the end of a 3.5-hour flight, we had an appointment the next morning for my son's school, and we had a rental car waiting at the FBO. All illegitimate reasons for poor decision-making on my part, and classic conditions for just wanting to get there.

I finished up my annual recurrent training in San Antonio, Texas, at the end of September. I often bemoan having to take a few days annually to do the training, but ultimately, I walk away from it with renewed understanding of best practices and safety procedures. Each year, during the oral portion or recurrent training, my instructor asks something like "anything over the past year you want to discuss?" I actually like doing the exercises and discussing mistakes I've made with my instructor. The conversation is a little like confession – you tell the story, get scolded, and then absolution through Instruction. When I admitted the Reno story to my instructor, I got back just what I deserved. I had already learned my lesson, but his reminder was welcome.

Both the L-1011 and the Queen Air accidents remind us of the importance of not being distracted during the critical phases of flight and compartmentalizing information. For my grandfather, my guess is that he just wanted to get on the ground and celebrate New Year's with his friends and family. To that end, he ignored the winds and weather, and his result was disastrous. In retrospect, the same could have been true of my Reno flight. I ignored the dangerous winds, and it is only because of a little luck that my result was different than my grandfather's.

For the L-1011 crew, we know from the NTSB report and recorded radio communications that the chaos in the cockpit led to the crew missing or ignoring the critical data showing they were descending. They were also probably exhausted by the circumstances and just wanted to be on the ground after fumbling through the landing gear failure.

Don't let distractions, the urge to get on the ground, or some other unimportant event be the end of your flying days. Instead, take Steve Forbes' words to heart and "understand" the exact circumstance of your situation and make an informed decision on how you proceed. Your family will happily hug you when you get home – even if you are late. **T&T**

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



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## On Final by David Miller



# Modeling Behavior

The text from Jamie Munoz, General Manager of Galaxy FBO at Addison, went like this:

A men's clothing line wants to do a photo shoot for their fall catalog using a couple of airplanes based here. Are you interested?

Five Eight Papa Zulu had been on the cover of this magazine, but never in a style show. But I was curious. "Tell me when and where and I will be there," I replied.

So, on a ninety-five-degree August afternoon in Dallas, I arrived at the steamy ramp. I expected to see a guy with an iPhone and some dude modeling sandals.

Boy, was I surprised.

More than a dozen folks were scattered across the tarmac. Art directors, video and still camera crews, makeup artists, wardrobe specialists, producers, and more.



This was a big-time photo shoot for Mizzen+Main, a major men's fashion retailer. They had toured the FBO and located a beautiful Citation Sovereign and my tiny PBaron. Now was my chance to break into the fashion industry. I just might be on the cover of Vogue or Elle.

"Hey, if you need a model, I am available," I mused to the guy in charge. Instead, he handed me an envelope with a gift card inside. "We really appreciate the airplane," he said. Slightly deflated, I looked at the card.

"Patty! I texted. These guys just gave me a gift card for FIFTEEN HUNDRED DOLLARS!"

"They must have seen what you were wearing and decided you needed a makeover," she replied. I lowered my white athletic socks slightly to be more stylish.

Then, the models sauntered out. They looked like, well, they looked like those guys you see in fashion magazines. Tall, skinny, bearded, with hair flying everywhere. One of them wasn't even wearing socks. Please. This was just too much. I decided to stir up the situation.

I flagged down three burly line guys sitting on a huge, red tug. "Gentlemen, the director needs someone to model a 'micro bikini' swimsuit for the catalog, I said, trying not to laugh. He needs someone to fill the bill, if you know what I mean."

They looked at each other in silence. Then one said, "We can't right now, but one of our guys in the hangar would be perfect." I told them I would get back to them.

Meanwhile, the crew raced the setting sun to get the perfect shot of a skinny model stepping out of my Baron, tossing his perfectly quaffed hair, and accessorizing with a leather bag draped over his muscular shoulder.

All I could do was stand there and watch. And try to calculate how many pairs of white socks you can buy for fifteen hundred dollars.

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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